



AGENDA

GARDEN GROVE PLANNING COMMISSION

July 7, 2022 - 7:00 PM

COMMUNITY MEETING CENTER
11300 STANFORD AVENUE

COVID-19 Information: Masks are not required, however, the public is encouraged to wear face masks in City facilities. Please do not attend this meeting if you have had direct contact with someone who has tested positive for COVID-19, or if you are experiencing symptoms such as coughing, sneezing, fever, difficulty breathing or have other flu-like symptoms.

Meeting Assistance: Any person requiring auxiliary aids and services, due to a disability, to address the Planning Commission, should contact the Department of Community & Economic Development at (714) 741-5312 or email planning@ggcity.org 72 hours prior to the meeting to arrange for special accommodations. (Government Code §5494.3.2).

Agenda Item Descriptions: Are intended to give a brief, general description of the item. The Planning Commission may take legislative action deemed appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the agenda.

Documents/Writings: Any revised or additional documents/writings related to an item on the agenda distributed to all or a majority of the Planning Commission within 72 hours of a meeting, are made available for public inspection at the same time (1) in the Planning Services Division Office at 11222 Acacia Parkway, Garden Grove, CA 92840, during normal business hours; and (1) at the Community Meeting Center at the time of the meeting.

Public Comments: Members of the public who attend the meeting in-person and would like to address the Planning Commission are requested to complete a yellow speaker card indicating their name and address, and identifying the subject matter they wish to address. This card should be given to the Recording Secretary before the meeting begins. General comments are made during "Oral Communications" and are limited to three (3) minutes and to matters the Planning Commission has jurisdiction over. Persons wishing to address the Planning Commission regarding a Public Hearing matter will be called to the podium at the time the matter is being considered. Members of the public who wish to comment on matters before the Commission, in lieu of doing so in person, may submit comments by emailing public-comment@ggcity.org no later than 3:00 p.m. the day of the meeting. The comments will be provided to the Commission as part of the meeting record.

PLEASE SILENCE YOUR CELL PHONES DURING THE MEETING.

REGULAR MEETING AGENDA

ROLL CALL: CHAIR RAMIREZ, VICE CHAIR LINDSAY
COMMISSIONERS ARESTEGUI, CUNNINGHAM, LEHMAN, PEREZ,
SOEFFNER

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

- A. ORAL COMMUNICATIONS - PUBLIC
- B. APPROVAL OF MINUTES – June 16, 2022
- C. PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)
 - C.1. SITE PLAN NO. SP-081-2020TE1
TENTATIVE TRACT MAP NO. TT-18181TE1

APPLICANT: NHAN VUONG

LOCATION: SOUTH SIDE OF LAMPSON AVENUE, BETWEEN 9TH STREET AND WEST STREET AT 11712 LAMPSON AVENUE

REQUEST: To approve a one-year time extension for the approved entitlements under Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181 to subdivide an existing 47,284 square foot lot, improved with a single-family home, into four (4) residential lots that will be served by a private street designed as a cul-de-sac (Lot 5). Each lot will have a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The existing single-family home will be reconfigured to fit within the developable lot area of Lot 1, and will include the construction of a new second-story addition. Lots 2, 3, and 4, will each be improved with a new two-story, single-family home. Also, a minor land deviation to allow the front yard fence for Lot 1, located along Lampson Avenue, to be constructed at a height of six feet (6'-0"). The site is in the Low Density Residential zone. A CEQA determination is not required as the project was previously exempted.

STAFF RECOMMENDATION: Approval of one-year Time Extensions for Site Plan No. SP-081-2020TE1 and Tentative Tract Map No. TT-18181TE1.

- C.2. MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM
PLANNED UNIT DEVELOPMENT NO. PUD-141-01(A)
SITE PLAN NO. SP-107-2022

APPLICANT: KAM SANG COMPANY

LOCATION: NORTHWEST CORNER OF TWINTREE AVENUE AND HARBOR BOULEVARD, EAST OF TAMERLANE DRIVE, COMPRISED OF THE FOLLOWING ADDRESSES -

HARBOR BOULEVARD: 12241, 12261, 12271, 12291, 12311, 12323; THACKERY DRIVE: 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, 12321. ASSESSOR PARCEL NUMBERS: 231-471-06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24

REQUEST: The applicant is requesting approval to develop a 3.72-acre site with the Nickelodeon Hotel Resort. The Planning Commission will consider the following: (i) a recommendation that the City Council approve an amendment to Planned Unit Development No. PUD-141-01 to create a new sub-area, PUD-141-01(A), to facilitate the development of a full-service, high-rise hotel resort with hotel program entertainment, a pool deck, ballroom/meeting space, and food and beverage (restaurant) opportunities; and (ii) contingent approval of Site Plan No. SP-107-2022 to authorize the construction of the proposed hotel resort. The proposed project will consist of a 500-room hotel resort with a themed pool experience with a lazy river and a pool slide; event space with a 600-seat theater; 17,715 square feet of ballroom/meeting space; 22,296 square feet of hotel restaurant; 5,480 square feet of retail; themed amenities totaling 13,238 square feet; a 7,000 square-foot arcade; a spa and fitness center at 8,532 square feet; a five-level parking structure with 528 parking spaces; and related site improvements.

STAFF RECOMMENDATION: Recommend adoption of the Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and Planned Unit Development No. PUD-141-01(A) to City Council and approval of Site Plan No. SP-107-2022, subject to the recommended Conditions of Approval.

D. ITEM FOR CONSIDERATION

D.1. GENERAL PLAN CONFORMITY
STREET VACATION NO. SV-002-2022

APPLICANT: CITY OF GARDEN GROVE
LOCATION: NORTH SIDE OF TWINTREE LANE, BETWEEN TAMERLANE AND HARBOR BOULEVARD

REQUEST: A request for the Planning Commission to find and report to the City Council, pursuant to Government Code Section 65402, that the proposed vacation and disposition of Thackery Drive, and a public alley, located on the north side of Twintree Avenue, west of Harbor Boulevard and east of Tamerlane Drive, by the City of Garden Grove, is in conformity with the General Plan.

STAFF RECOMMENDATION: Staff recommends that the Planning Commission adopt the attached Resolution finding and reporting to the City Council that the proposed vacation and disposition of Thackery Drive, and a public alley, is consistent with the City's General Plan.

- E. MATTERS FROM COMMISSIONERS
- F. MATTERS FROM STAFF
- G. ADJOURNMENT

GARDEN GROVE PLANNING COMMISSION
Community Meeting Center
11300 Stanford Avenue, Garden Grove, CA 92840

Meeting Minutes
Thursday, June 16, 2022

CALL TO ORDER: 7:02 p.m.

ROLL CALL:

Chair Ramirez
Vice Chair Lindsay
Commissioner Arestegui
Commissioner Cunningham
Commissioner Lehman
Commissioner Perez
Commissioner Soeffner

Absent: Lindsay, Ramirez

PLEDGE OF ALLEGIANCE: Led by Commissioner Arestegui.

ORAL COMMUNICATIONS – PUBLIC – None.

May 19, 2022 MINUTES:

Action: Received and filed.

Motion: Lehman Second: Cunningham

Ayes: (5) Arestegui, Cunningham, Lehman, Perez, Soeffner
Noes: (0) None
Absent: (2) Lindsay, Ramirez

CONTINUED PUBLIC HEARING FROM MAY 19, 2022 – SITE PLAN NO. SP-110-2022, VARIANCE NO. V-036-2022, AND LOT LINE ADJUSTMENT NO. LLA-029-2022 FOR PROPERTY LOCATED ON THE WEST SIDE OF PALA DRIVE AND INDUSTRY STREET, NORTH OF ACACIA AVENUE, AND SOUTH OF LAMPSON AVENUE AT 12641 INDUSTRY STREET AND 12691 PALA DRIVE

Applicant: PROLOGIS, L.P.
Date: June 16, 2022

Request: Site Plan approval to demolish the 65,880 square-foot building at 12641 Industry Street, and the 83,100 square-foot building at 12691 Pala Drive, in order to build a new 148,284 square-foot industrial building.

Also, a Variance request to deviate from the maximum building height requirement of the M-P (Industrial Park) zone, and a Lot Line Adjustment request to consolidate 12641 Industry Street and 12691 Pala Drive into a single parcel. The site is in the M-P (Industrial Park) zone. The project is exempt from CEQA pursuant to Government Code Section 15302 – Replacement or Reconstruction, of the State CEQA Guidelines.

Action: Resolution No. 6040-22 was approved. Additional traffic assessment information was provided by the applicant. One letter of support was submitted and one person spoke in favor of the project.

Motion: Lehman Second: Arestegui

Ayes: (5) Arestegui, Cunningham, Lehman, Perez, Soeffner
Noes: (0) None
Absent: (2) Lindsay, Ramirez

MATTERS FROM COMMISSIONERS: Commissioner Soeffner asked why certain applications for liquor licenses go through the Zoning Administrator hearings. Staff responded that following a City Council policy, non-controversial liquor applications which agree to standard hours of operation would be channeled through the Zoning Administrator, while applications that were controversial would be heard by the Planning Commission.

MATTERS FROM STAFF: Staff gave a brief description of future agenda items for the July 7th meeting.

ADJOURNMENT: At 7:22 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, July 7, 2022, at 7:00 p.m. in the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

Judith Moore
Recording Secretary

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.I.	SITE LOCATION: South side of Lampson Avenue, between 9 th Street and West Street, at 11712 Lampson Avenue
HEARING DATE: July 7, 2022	GENERAL PLAN: Low Density Residential
CASE NO.: Site Plan No. SP-081-2020TE1 and Tentative Tract Map No. TT-18181TE1	ZONE: R-1 (Single-Family Residential)
	APN: 090-302-40
APPLICANT & PROPERTY OWNER: Nhan Vuong	CEQA DETERMINATION: Previously adopted Exemption- Section 15332 "In-Fill Development Projects"

REQUEST:

The applicant is requesting approval of a one-year time extension for the approved entitlements under Site Plan No. SP-081-2020 and Tentative Tract Map No. 18181 to subdivide an existing 47,284 square foot lot, improved with a single-family home, into four (4) residential lots that will be served by a private street designed as a cul-de-sac (Lot 5). The approval allowed each parcel with a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The existing single-family home will be reconfigured to fit within the developable lot area of Lot 1, and Lots 2, 3 and 4 will each be developed with a new two-story, single-family home. Also, a minor land deviation was approved to allow the front yard fence for Lot 1, located along Lampson Avenue, to be constructed at a height of 6 feet.

BACKGROUND:

The project site is a 47,284 square foot lot located on the south side of Lampson Avenue, between 9th Street and West Street. The property has a General Plan Land Use Designation of Low Density Residential and is zoned R-1 (Single-Family Residential).

The project site is located in a residential area improved with single-family residences. The project site abuts R-1 zoned properties developed with single-family homes to the north, across Lampson Avenue, to the east, south, and to the west. The properties that directly abut the project site to the west are part of a single-family residential subdivision developed with seven (7) parcels located on Persimmons Circle.

On April 7, 2020, the Planning Commission approved Site Plan No. SP-081-2020, and Tentative Tract Map No. TT-18181 with seven (7) yes votes. The approval allowed the subdivision of an existing 47,284 square foot lot, improved with a single-family home, into four (4) residential lots that will be served by a private street designed as cul-de-sac (Lot 5). Each lot was approved with a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The existing single-family home will be reconfigured to fit within the developable lot area of Lot 1, and Lots 2, 3 and 4 will each be developed with a new two-story, single-family home. Also, the approval included a minor land deviation to allow the front yard fence for Lot 1, located along Lampson Avenue, to be constructed at a height of 6 feet.

Under the State Subdivision Map Act, tentative maps expire two-years from the date the land use approval becomes effective. Condition of Approval No. 69 of SP-081-2021 and TT-18181 allowed the Site Plan to expire two years from the date the approval became effective to be consistent with the two-year expiration date of the Tentative Tract Map. For this approval, the land use entitlements became effective on May 8, 2020, with a two-year expiration date of May 8, 2022.

On May 3, 2022, prior to the expiration of the subject entitlements, the applicant filed a land use application with the City requesting a one-year time extension of Site Plan No. SP-081-2020 and Tentative Tact Map No. TT-18181.

In accordance with the Municipal Code, and because the approved entitlements were not yet exercised, the applicant is now requesting a one-year time extension for the previously approved entitlements. No changes are proposed to the previously approved project.

DISCUSSION:

TIME EXTENSION

Site Plan No. SP-081-2020 and Tentative Tract Map No. 18181 went into effect on May 8, 2020, with a two-year expiration date of May 8, 2022. The applicant filed an application with the City of Garden Grove requesting a time extension (Time Extension #1) on May 3, 2022, prior to the entitlements expiring.

Delays to the construction of the project have occurred due to significant changes to the grading plans. On June 17, 2020, grading plans were submitted to the City of Garden Grove for plan review. Initial City comments provided on the grading plans required the applicant to redesign the plans, which presented challenges and caused a delay. The grading plans continue in the plan review process. The applicant submitted revised grading plans to the City of May, 2021 for 2nd review, and most recently on April 4, 2022 for 3rd review.

The applicant anticipates the grading plans will be approved by the end of 2022, and thereafter, construction plans will be submitted to the City's Building and Safety Division for plan check review.

Title 9 of the Municipal Code allows for a one (1) year time extension for approved entitlements, provided that the Planning Commission finds that: (a) the request for the time extension was submitted prior to the permit expiration date, (b) there has been no change in the general plan designation or zoning of the site, and (c) there is no land use action or study currently underway that would have the potential to render the development nonconforming.

The applicant submitted the time extension application on May 3, 2022, prior to the expiration of the entitlements. In addition, the General Plan Land Use Designation of Low Density Residential and the R-1 (Single-Family Residential) zoning of the property have remained the same, and there are no pending land use actions or studies that would have the potential to render the approved development nonconforming. As such, the proposed project is conforming to the General Plan and zoning designations of the property. No changes are proposed to the previously approved project. The subject request is in compliance with Municipal Code standards for time extensions.

CEQA

As a part of the April 17, 2022 approval, the Planning Commission determined that the project was categorically exempt from the California Environmental Quality Act ("CEQA"), pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303). No changes are proposed to the project that was previously approved, and no further environmental review is required.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Adopt Resolution No. 6047-22 approving Site Plan No. SP-081-2020TE1 and Tentative Tract Map No. TT-18181TE1, subject to the original Conditions of Approval for Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181.



LEE MARINO
Planning Services Manager

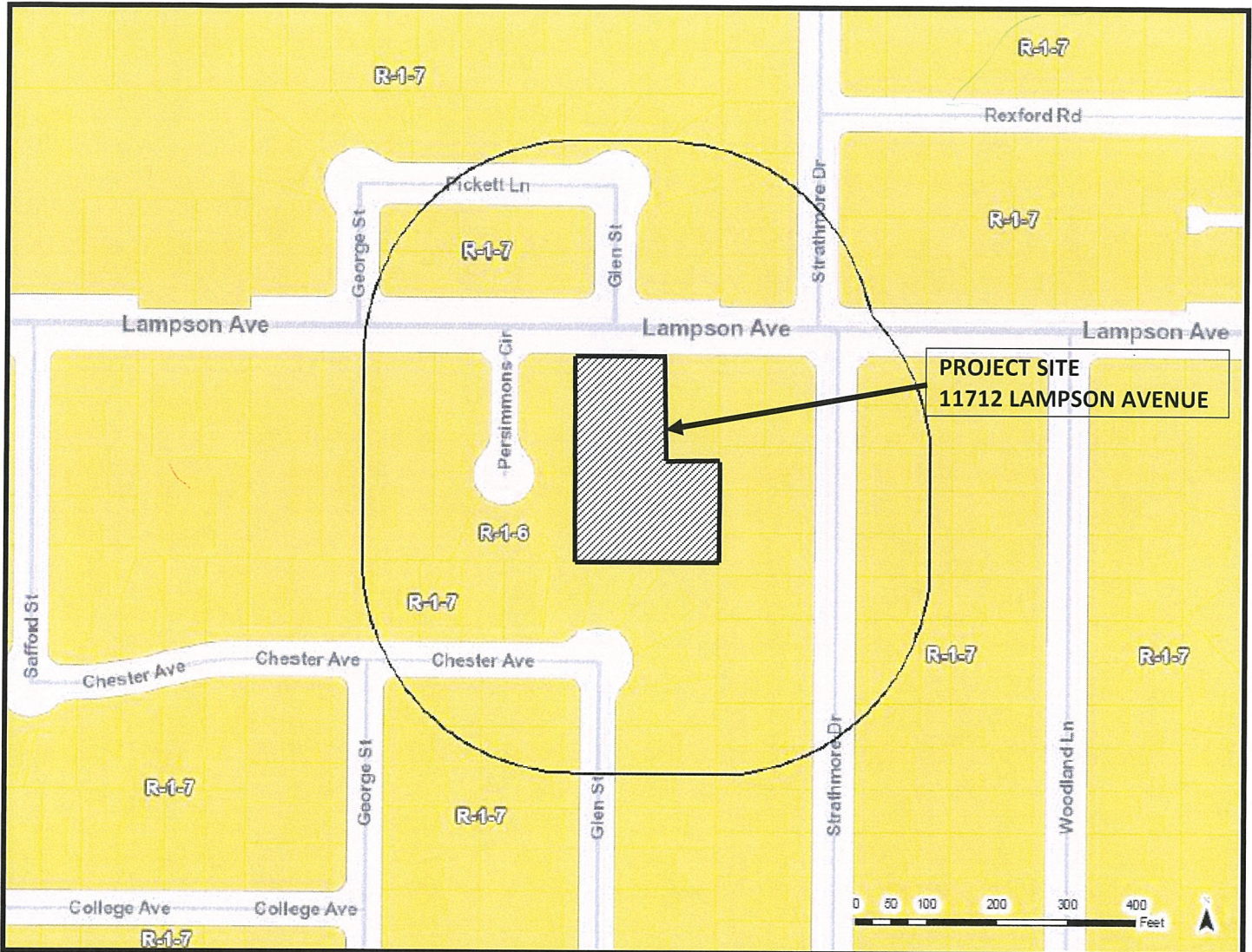


By: Maria Parra
Senior Planner


Attachment "A": Planning Staff Report dated April 16, 2020 with Resolution No. 5978-20 and Conditions of Approval for SP-081-2020 and TT-18181



**SITE PLAN NO. SP-081-2020TE1
TENTATIVE TRACT MAP NO. TT-18181TE1**



LEGEND

 SUBJECT SITE(S) – 11712 LAMPSON AVENUE

 300 FOOT RADIUS

NOTES

1. SITE ADDRESSES – 11712 LAMPSON AVENUE
2. ZONING: R-1 (SINGLE-FAMILY RESIDENTIAL)
3. GENERAL PLAN: LOW DENSITY RESIDENTIAL

SITE PLAN
1712 LAMPSON AVENUE
GARDEN GROVE, CA 92840

LEGAL DESCRIPTION
 SEC 33 T 4 R 10 E 240E 1 NW 1 SE 1 EX S 980 FT
 & E 80 FT N 190 FT & PORTION TO STREET.

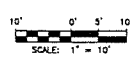
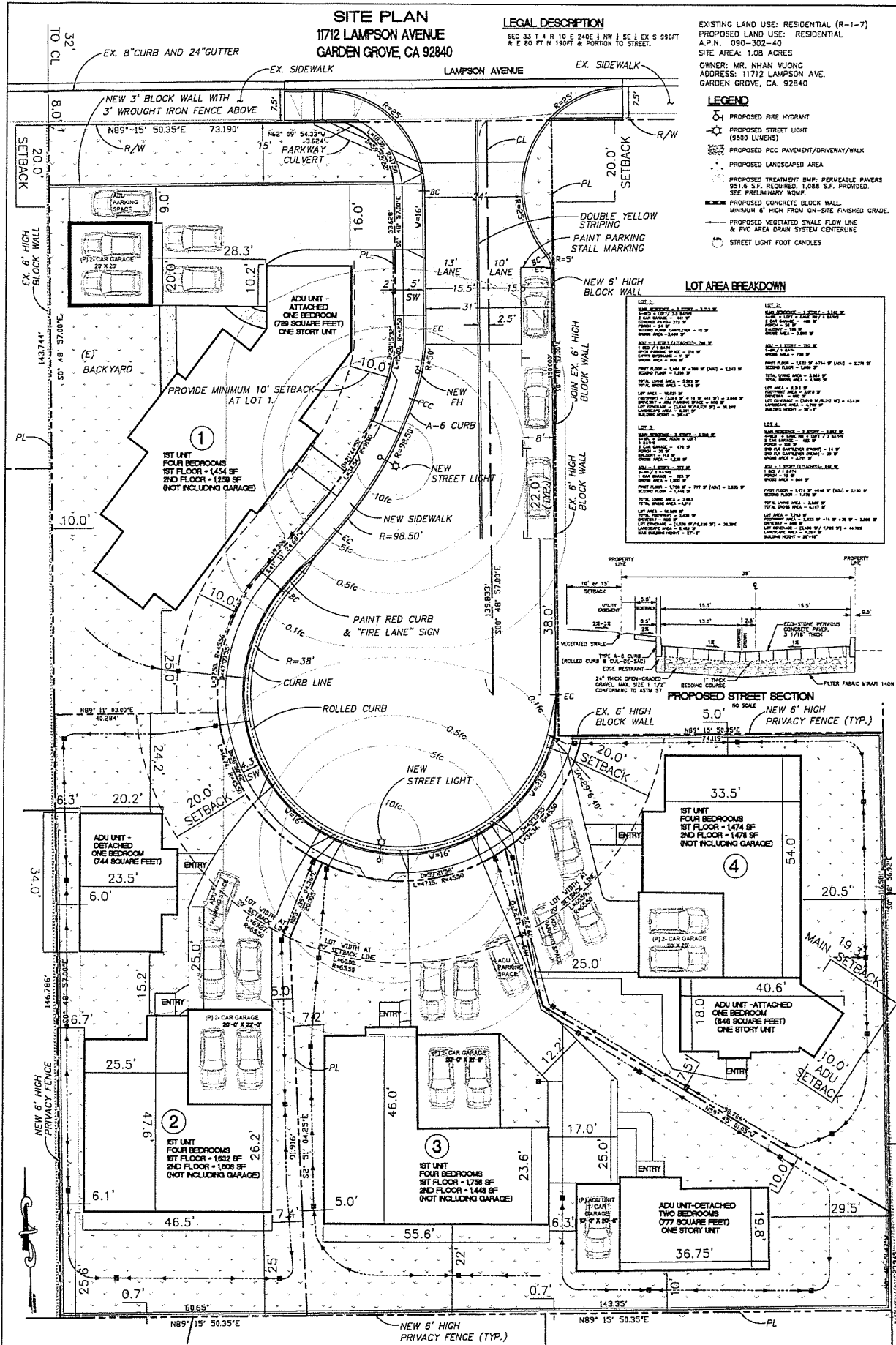
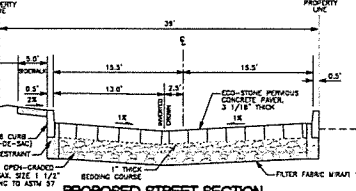
EXISTING LAND USE: RESIDENTIAL (R-1-7)
 PROPOSED LAND USE: RESIDENTIAL
 A.P.N. 090-302-40
 SITE AREA: 1.08 ACRES
 OWNER: MR. NHAN VUONG
 ADDRESS: 1712 LAMPSON AVE.
 GARDEN GROVE, CA. 92840

LEGEND

- PROPOSED FIRE HYDRANT
- PROPOSED STREET LIGHT (9500 LUMENS)
- ▨ PROPOSED PCC PAVEMENT/DRIVEWAY/WALK
- ▨ PROPOSED LANDSCAPED AREA
- ▨ PROPOSED TREATMENT BMP: PERMEABLE PAVERS 951.6 S.F. REQUIRED, 1,058 S.F. PROVIDED. SEE PRELIMINARY NCM.
- ▨ PROPOSED CONCRETE BLOCK WALL MINIMUM 6" HIGH FROM ON-SITE FINISHED GRADE.
- ▨ PROPOSED VEGETATED SWALE FLOW LINE & PVC AREA DRAIN SYSTEM CENTERLINE
- STREET LIGHT FOOT CANDLES

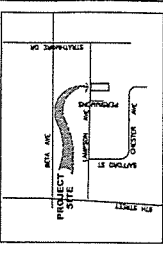
LOT AREA BREAKDOWN

LOT	AREA	PERCENTAGE
LOT 1	1,058 S.F.	97.9%
LOT 2	1,058 S.F.	97.9%
LOT 3	1,058 S.F.	97.9%
LOT 4	1,058 S.F.	97.9%
LOT 5	1,058 S.F.	97.9%
LOT 6	1,058 S.F.	97.9%
LOT 7	1,058 S.F.	97.9%
LOT 8	1,058 S.F.	97.9%
LOT 9	1,058 S.F.	97.9%
LOT 10	1,058 S.F.	97.9%
LOT 11	1,058 S.F.	97.9%
LOT 12	1,058 S.F.	97.9%
LOT 13	1,058 S.F.	97.9%
LOT 14	1,058 S.F.	97.9%
LOT 15	1,058 S.F.	97.9%
LOT 16	1,058 S.F.	97.9%
LOT 17	1,058 S.F.	97.9%
LOT 18	1,058 S.F.	97.9%
LOT 19	1,058 S.F.	97.9%
LOT 20	1,058 S.F.	97.9%



CONSULTING CIVIL ENGINEERS
 1712 LAMPSON AVENUE
 GARDEN GROVE, CA 92840
 SHEET 1 OF 1 SHEETS

SITE PLAN



VICINITY MAP
NOT TO SCALE

DRAWN BY: J. W. WILSON
 11712 LAMPSON AVE.
 GARDEN GROVE, CA 92640
 (714) 951-8844

PROPOSED DEVELOPMENT: RESIDENTIAL (R-1-1)
 1.00 ACRES
 100 UNITS

THE EAST 200 FOOT FRONT OF THE EAST HALF OF THE NORTHWEST QUARTER SECTION 16, TOWNSHIP 37 NORTH, RANGE 10 WEST, IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 18181, PAGE 1, OF THE PUBLIC RECORDS OF ORANGE COUNTY, CALIFORNIA.

REMARKS: 1. SEE SHEET 11712-1 FOR LAMPSON AVE 21' W OF RIC CURB RETURN SW CORNER OF WEST ST. 2. SEE SHEET 11712-2 FOR WEST ST. 3. SEE SHEET 11712-3 FOR EAST ST. 4. SEE SHEET 11712-4 FOR RITA AVE.

NOTE: SEE REVISIONS ALONG CENTERLINE STREET OF LAMPSON AVENUE.

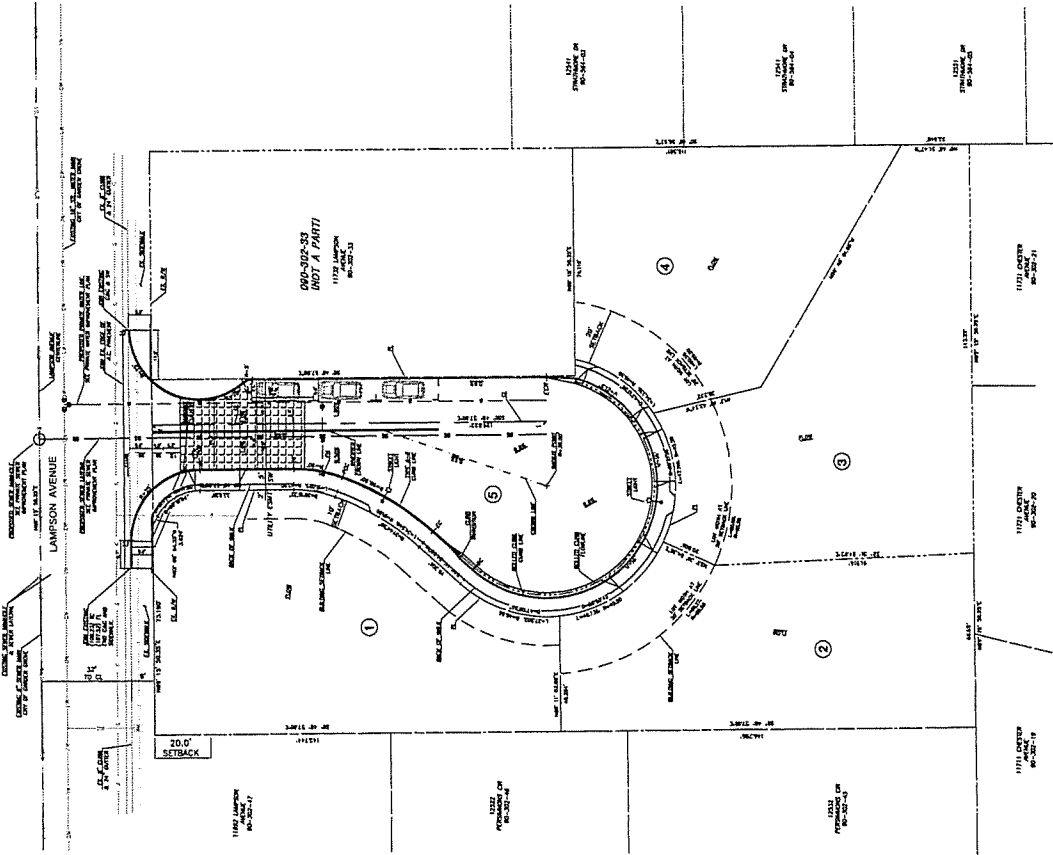
LOT AREA BREAKDOWN

- LOT 1: 10,631 S.F. (0.23 ACRES) RESIDENTIAL
- LOT 2: 8,312 S.F. (0.19 ACRES) RESIDENTIAL
- LOT 3: 7,703 S.F. (0.18 ACRES) RESIDENTIAL
- LOT 4: 7,703 S.F. (0.18 ACRES) RESIDENTIAL
- LOT 5: 10,630 S.F. (0.24 ACRES) STREET SIDEWALK & UTILITY BUFFER

TOTAL AREA: 47,284 S.F. (1.08 ACRES)

PROPOSED TREATMENT BMP: PERMEABLE CONCRETE PAVEMENT SECTION. 551.6 S.F. REQUIRED. 1,000 S.F. PROVIDED.

SEE WORK REPORT.



CITY OF GARDEN GROVE
 TENTATIVE TRACT MAP
 TRACT NO. 18181
 11712 LAMPSON AVENUE, GARDEN GROVE, CA

DATE: 07/19/2005

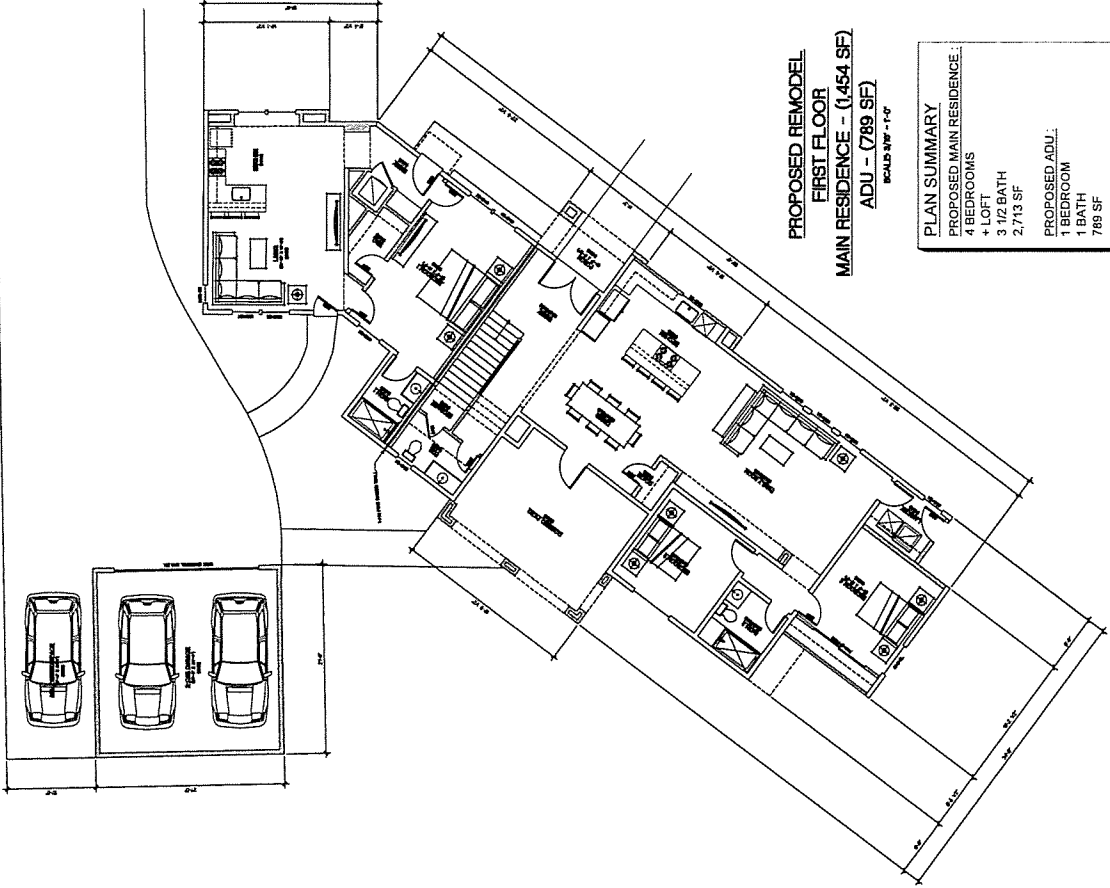
SHEET 1 OF 1 SHEETS

DESCRIPTION	BY	DATE	REVISION
ADDED	JW	7/19/05	1
REVISED	JW	7/19/05	2
REVISED	JW	7/19/05	3
REVISED	JW	7/19/05	4
REVISED	JW	7/19/05	5
REVISED	JW	7/19/05	6
REVISED	JW	7/19/05	7
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REVISED	JW	7/19/05	100

CONSULTING CIVIL ENGINEERS
 11712 LAMPSON AVENUE, SUITE 200, GARDEN GROVE, CA 92640
 (714) 951-8844
 WWW.CIVIL811.COM

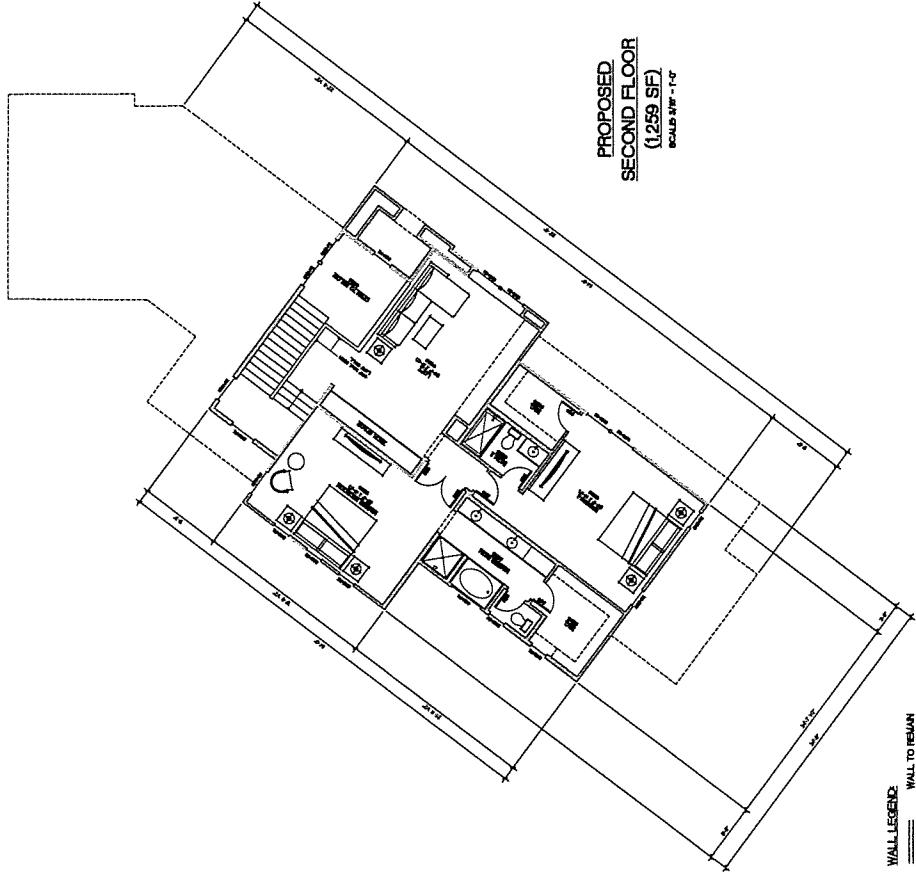
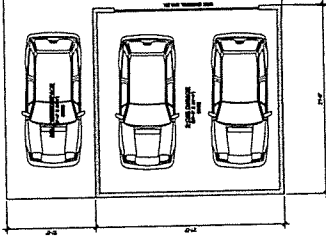
PROJECT ENGINEER: J. W. WILSON





PROPOSED REMODEL
FIRST FLOOR
MAIN RESIDENCE - (1,454 SF)
ADU - (789 SF)
SCALE: 3/8" = 1'-0"

PLAN SUMMARY
PROPOSED MAIN RESIDENCE:
 4 BEDROOMS
 + LOFT
 3 1/2 BATH
 2,713 SF
PROPOSED ADU:
 1 BEDROOM
 1 BATH
 789 SF
 3,502 SF TOTAL



PROPOSED
SECOND FLOOR
(1,259 SF)
SCALE: 3/8" = 1'-0"

WALL LEGEND:
 WALL TO REMAIN
 NEW WALL

LOT 1 - FLOOR PLANS
SCALE: 3/8" = 1'-0"

LAMPSON SINGLE FAMILY HOMES

11712 LAMPSON AVENUE
GARDEN GROVE, CA, CALIFORNIA 92640

LOT NO. 1

REPRESENTATION ONLY
 FLOOR PLANS SHOWN ARE A REPRESENTATION OF THE DESIGN INTENT AND MAY NOT REFLECT FINAL SUBMITTALS. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GARDEN GROVE AND CALIFORNIA CODES TO FINAL DESIGN DETAILING.

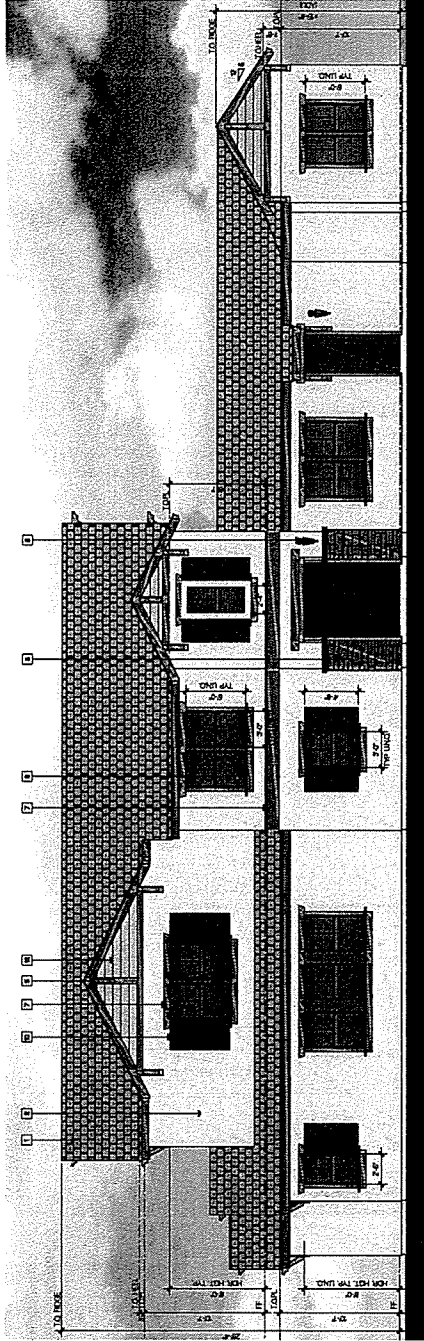
PREPARED BY:
 JAY BROWN ENGINEERS
 11711 LAMPSON AVE
 GARDEN GROVE, CA 92640

CONSULTING CIVIL ENGINEERS
 LICENSE NO. 517
 11711 LAMPSON AVE
 GARDEN GROVE, CA 92640
 (949) 681-8874

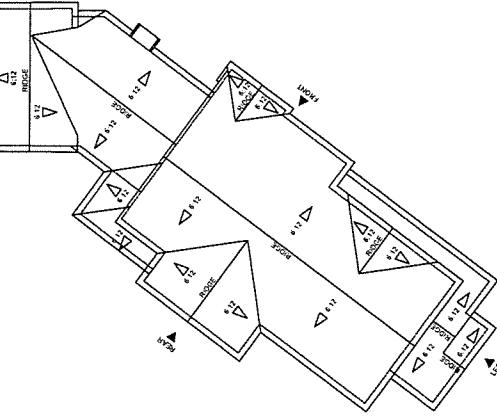
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PROJECT NO.: 1807

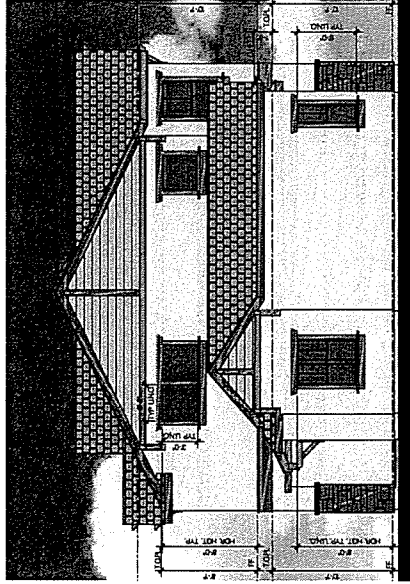
SCALE: A1.1



FRONT ELEVATION
SCALE 1/8" = 1'-0"



ROOF PLAN
SCALE 1/8" = 1'-0"



RIGHT ELEVATION
SCALE 1/8" = 1'-0"

- CLASH MATERIAL LEGEND:**
1. PLATE TILE ROOFING
 2. STUCCO
 3. METAL GARAGE DOORS
 4. FORMER FINISHES
 5. BRICK
 6. BRICK SLASH WALL WINDOWS
 7. STUCCO TRIM
 8. STUCCO TRIM
 9. DECORATIVE CORNICE
 10. DECORATIVE BRICKS
 11. LVP SIDING

- CLASH COLOR LEGEND:**
- STUCCO BODY - Light Tan / Beige / Cream / Off White
 - TRIM FINISHES - Off White / Cream / Tan
 - CHANGE DOOR - Wood / Vinyl / Steel / Aluminum
 - ACCENT - Off White / Beige / Tan / Cream
 - LVP SIDING - Off White / Beige / Tan / Cream
 - ROOF TILE - Asphalt / Shingles / Slate / Metal / Tile
 - STUCCO FINISHES - Beige / Tan / Cream / Off White

LAMPSON SINGLE FAMILY HOMES

LOT 1 - ELEVATIONS

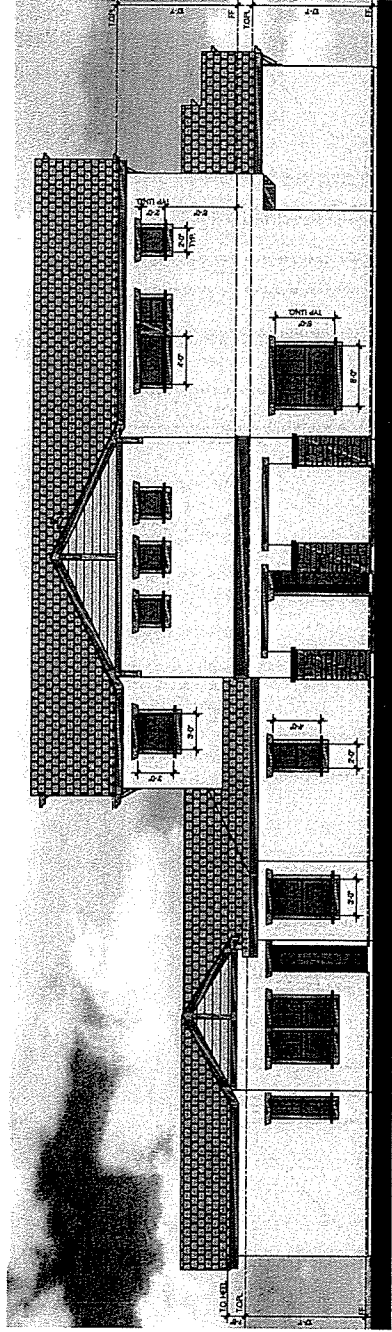
LOT NO. 1

11712 LAMPSON AVENUE
GARDEN GROVE, CALIFORNIA 92703

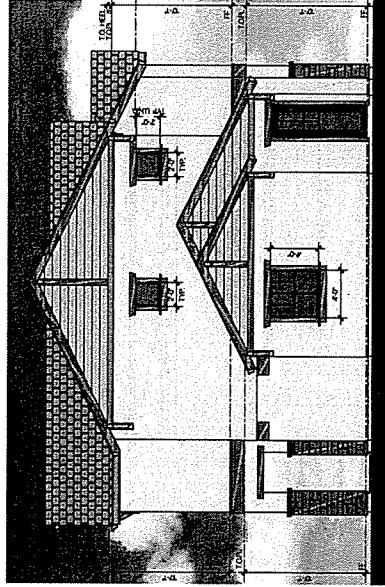
REPRESENTATION ONLY
FLOOR PLANS SHOW ARE A REPRESENTATION OF THE DESIGN INTENT AND MAY NOT REFLECT FINAL SUBMITTALS. ANY CHANGES TO THE PLANS WILL BE MADE TO THE FINAL SUBMITTALS ONLY.

DESIGNED BY
CHP CONSULTING CIVIL ENGINEERS
11800 AMARILLO SUITE B13
GARDEN GROVE, CA 92703
(949) 445-8878

DATE: 11.11.18
PROJECT NO.:
SHEET: A1.2



REAR ELEVATION
SCALE 1/4" = 1'-0"



LEFT ELEVATION
SCALE 1/4" = 1'-0"

LAMPSON SINGLE FAMILY HOMES

11712 LAMPSON AVENUE
GARDEN GROVE CA, CALIFORNIA, 92646

LOT 1 - ELEVATIONS

REPRESENTATION ONLY
THIS DRAWING IS FOR INFORMATION ONLY. THE
DESIGN INTENT AND MAY NOT REFLECT FINAL QUALITY.
VARIATIONS IN FINAL DESIGN AND CONSTRUCTION DUE
TO FINAL DESIGN DEVELOPMENT.

PREPARED BY
GREGORY J. GIBSON
REGISTERED ARCHITECT
GARDEN GROVE, CA



LOT NO. 1

PRINTED UNDER ALL PROVISIONS AND STUDY
PERMITS AND IN COMPLIANCE WITH ALL
APPLICABLE LOCAL, STATE, FEDERAL AND COUNTY
ORDINANCES AND REGULATIONS.

DATE 11.11.18
PROJECT NO.
PROJECT
A13

CONSULTING CIVIL ENGINEERS
2400 JAWAHD RD, SUITE 813
WALNUT, CA 91792
(951) 674-6878



LOT NO. 2

LOT 2 - FIRST FLOOR PLANS

LAMPSON SINGLE FAMILY HOMES

11712 LAMPSON AVENUE
GARDEN GROVE CA, CALIFORNIA, 9440

REPRESENTATION ONLY
FLOOR PLANS SHOWN ARE A REPRESENTATION OF THE
DESIGN INTENT AND MAY NOT REFLECT FINAL BUILDING
VARIATIONS IN FINAL DESIGN AND CONSTRUCTION
TO FINAL DESIGN DETERMINED

PREPARED BY
CEJ
CONSULTING CIVIL ENGINEERS
11712 LAMPSON AVE
GARDEN GROVE CA 94400
TEL: 714.261.1171 FAX: 714.261.1172

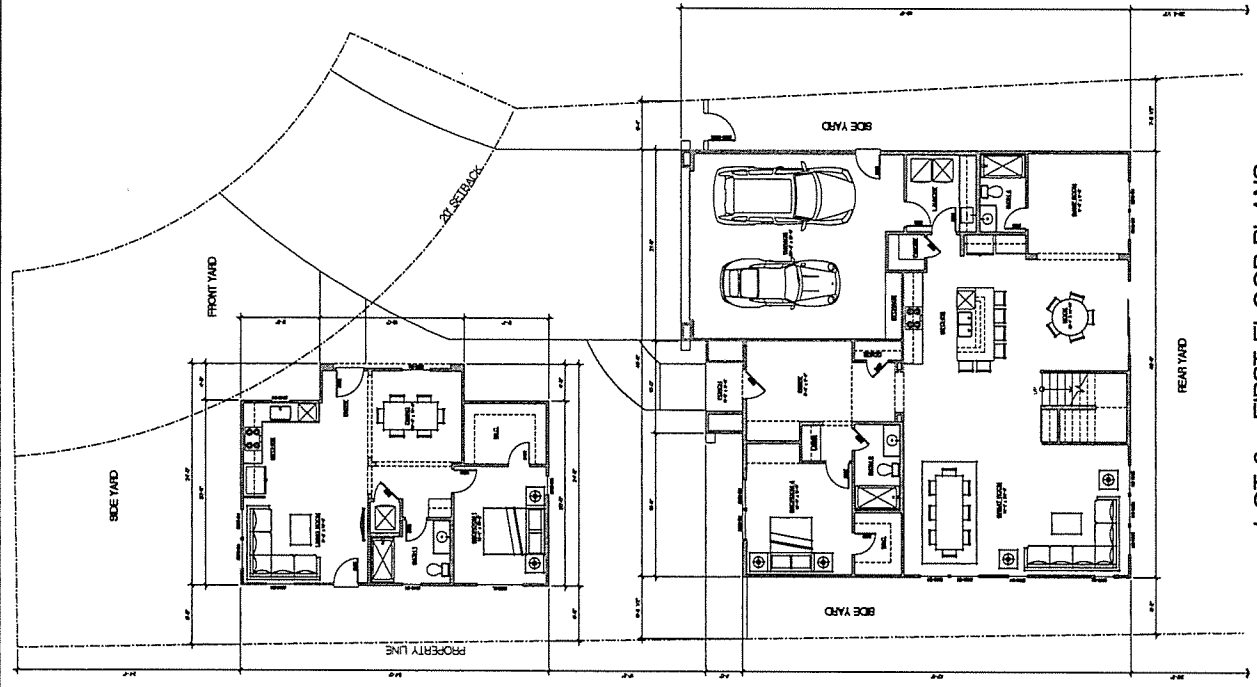
DATE: 04.25.15
PROJECT NO.:
SHEET: **A2.1**

**FIRST FLOOR
ADU - (744 SF)**
SCALE: 3/8" = 1'-0"

ADU SUMMARY
1 BEDROOM
1 BATH
744 SF (TOTAL)

**FIRST FLOOR
MAIN RESIDENCE - (1632 SF)**
SCALE: 3/8" = 1'-0"

**MAIN RESIDENCE
SUMMARY**
4 BEDROOMS
+ RETREAT
+ GAME ROOM
+ LOFT
4 BATH
3,240 SF (TOTAL)





LOT NO. 2

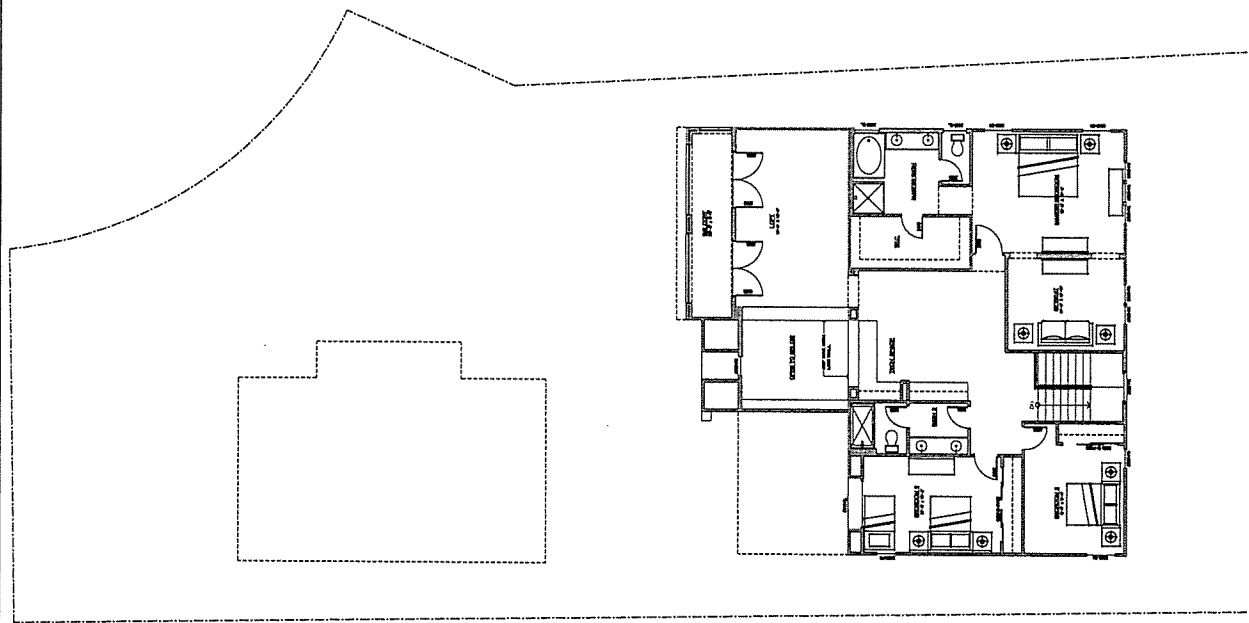
PROPOSED BY
 CEJ CONSULTING CIVIL ENGINEERS
 11712 LAMPSON AVE
 GARDEN GROVE, CA 92646
 (714) 641-1199

REPRESENTATION ONLY
 FLOOR PLANS SHOWN ARE A REPRESENTATION OF THE
 DESIGN INTENT AND MAY NOT REFLECT FINAL SUBMITTAL
 OR ANY CHANGES TO DESIGN AND CONSTRUCTION DUE
 TO UNUSUAL FIELD FINDINGS

DATE: 02.26.2025
 SHEET NO.: 2/2
 PROJECT NO.: A2.2

SECOND FLOOR
 MAIN RESIDENCE - (1,608 SF)
 SCALE: 3/8" = 1'-0"

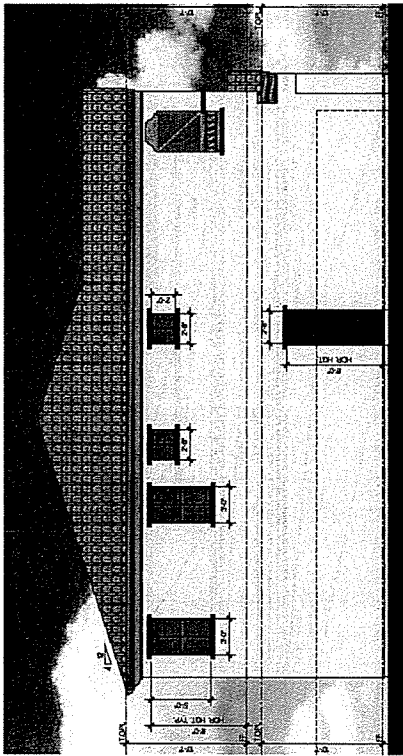
MAIN RESIDENCE
 SUMMARY
 4 BEDROOMS
 + RETREAT
 + GAME ROOM
 + LOFT
 4 BATH
 3,240 SF (TOTAL)



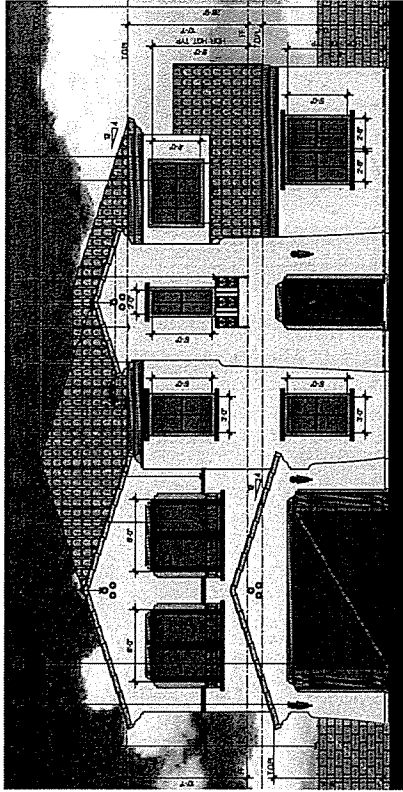
LOT 2 - SECOND FLOOR PLAN

LAMPSON SINGLE FAMILY HOMES

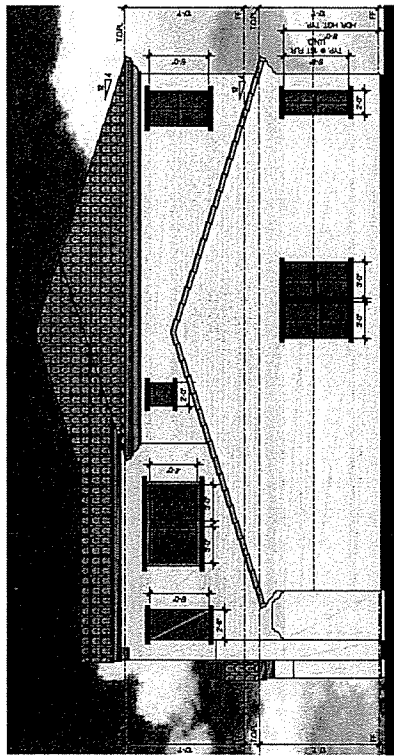
11712 LAMPSON AVENUE
 GARDEN GROVE, CA, CALIFORNIA, 92646



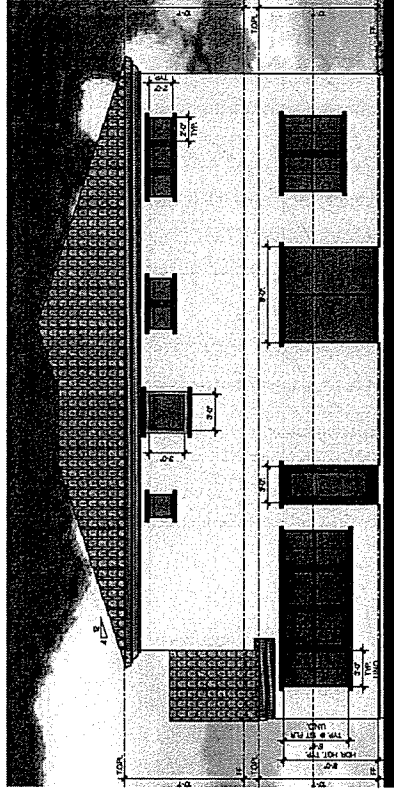
LEFT ELEVATION
SCALE 1/4" = 1'-0"



FRONT ELEVATION
SCALE 1/4" = 1'-0"



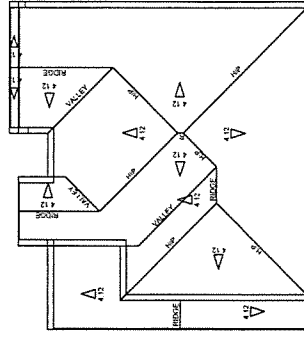
RIGHT ELEVATION
SCALE 1/4" = 1'-0"



REAR ELEVATION
SCALE 1/4" = 1'-0"

- TABLE 2.1 MATERIAL LEGEND:**
1. ST-PILE ROOFING
 2. STUCCO
 3. BRICK
 4. BRICK WITH GROUT
 5. BRICK WITH GROUT
 6. BRICK WITH GROUT
 7. BRICK WITH GROUT
 8. BRICK WITH GROUT
 9. BRICK WITH GROUT
 10. BRICK WITH GROUT
 11. BRICK WITH GROUT
 12. BRICK WITH GROUT
 13. BRICK WITH GROUT
 14. BRICK WITH GROUT
 15. BRICK WITH GROUT
 16. BRICK WITH GROUT
 17. BRICK WITH GROUT
 18. BRICK WITH GROUT
 19. BRICK WITH GROUT
 20. BRICK WITH GROUT

- TABLE 2.2 COLOR LEGEND:**
- 1. STUCCO BODY - La Sierra (Nobelside 65 20)
 - 2. TRIM FINISH - 687 7700 Wood Penny
 - 3. GARAGE DOOR - Wood Tone Olive (Bardwell)
 - 4. ACCENT - 687 5887 Pebbled Marquetry
 - 5. ROOF TILE - Ridge - 2005 Red Brick Blend



ROOF PLAN
SCALE 1/8" = 1'-0"

LAMPSON SINGLE FAMILY HOMES LOT 2 - MAIN RESIDENCE - ELEVATIONS

11712 LAMPSON AVENUE
GARDEN GROVE CA, CALIFORNIA 92640

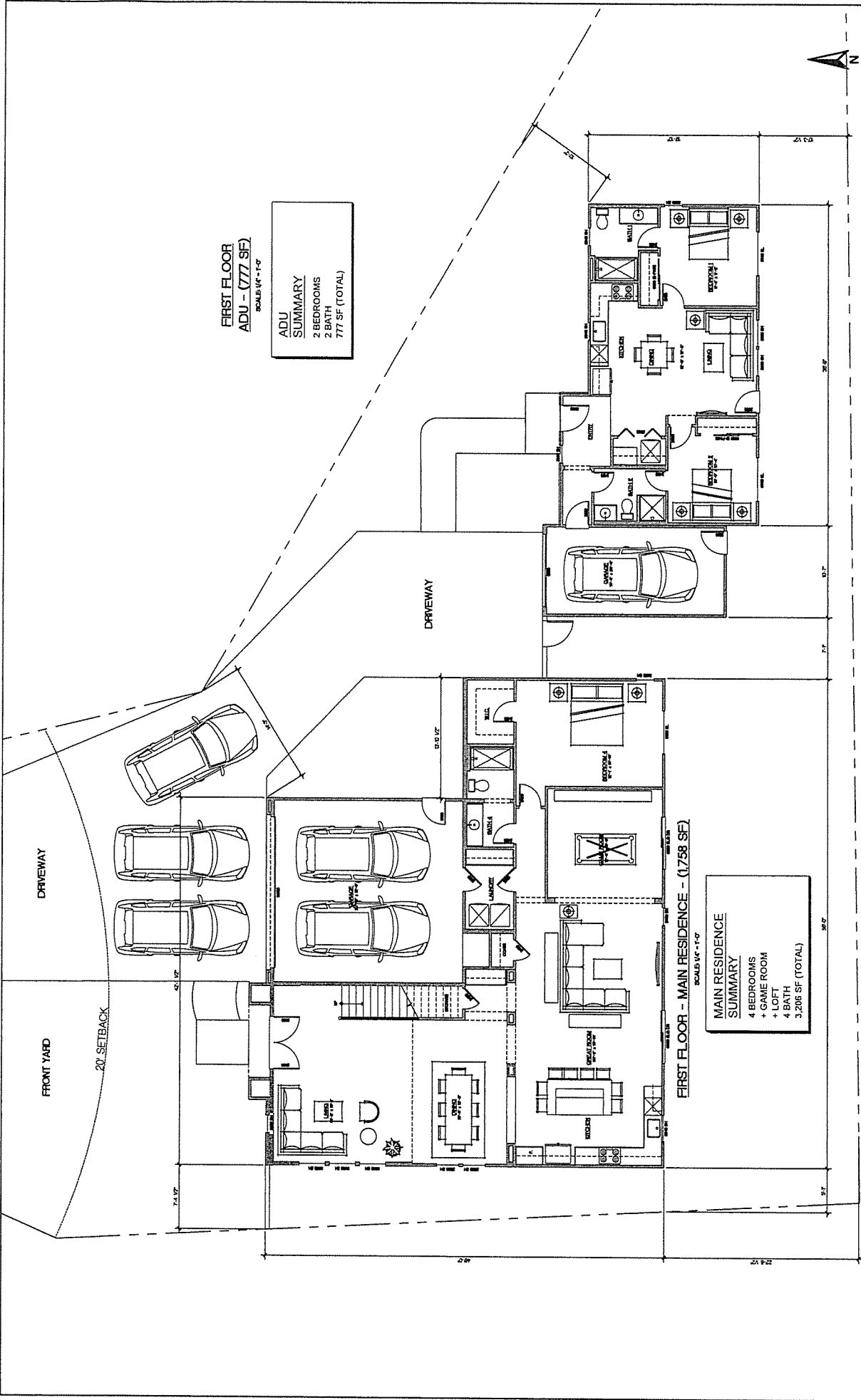
REPRESENTATION ONLY
FLOOR PLANS SHOWN ARE A REPRESENTATION OF THE DESIGN AND SHOULD NOT BE USED FOR CONSTRUCTION. VARIATIONS IN FINAL DESIGN AND CONSTRUCTION ARE TO BE EXPECTED.

PREPARED FOR
MR. BERNARDINO
10000 WILSON
GARDEN GROVE CA



LOT NO. 2
PROJECT NO. A23
SHEET

PROTECTED CLAIM IN ALL JURISDICTIONS AND STATES
WHERE PROTECTED BY LAW. IN COMBINATION WITH A
HIGH PROPERTY LINE FENCE, WALL, BATTERY AND STORY
FRONT PROTECTION.



**FIRST FLOOR
ADU - (777 SF)**
SCALE: 1/4" = 1'-0"

**ADU
SUMMARY**
2 BEDROOMS
2 BATH
777 SF (TOTAL)

FIRST FLOOR - MAIN RESIDENCE - (1758 SF)
SCALE: 1/4" = 1'-0"

**MAIN RESIDENCE
SUMMARY**
4 BEDROOMS
+ GAME ROOM
+ LOFT
4 BATH
3,295 SF (TOTAL)

LOT NO. 3

LOT 3 - FIRST FLOOR PLANS

LAMPSON SINGLE FAMILY HOMES

11712 LAMPSON AVENUE
GARDEN GROVE CA, CALIFORNIA, 92649

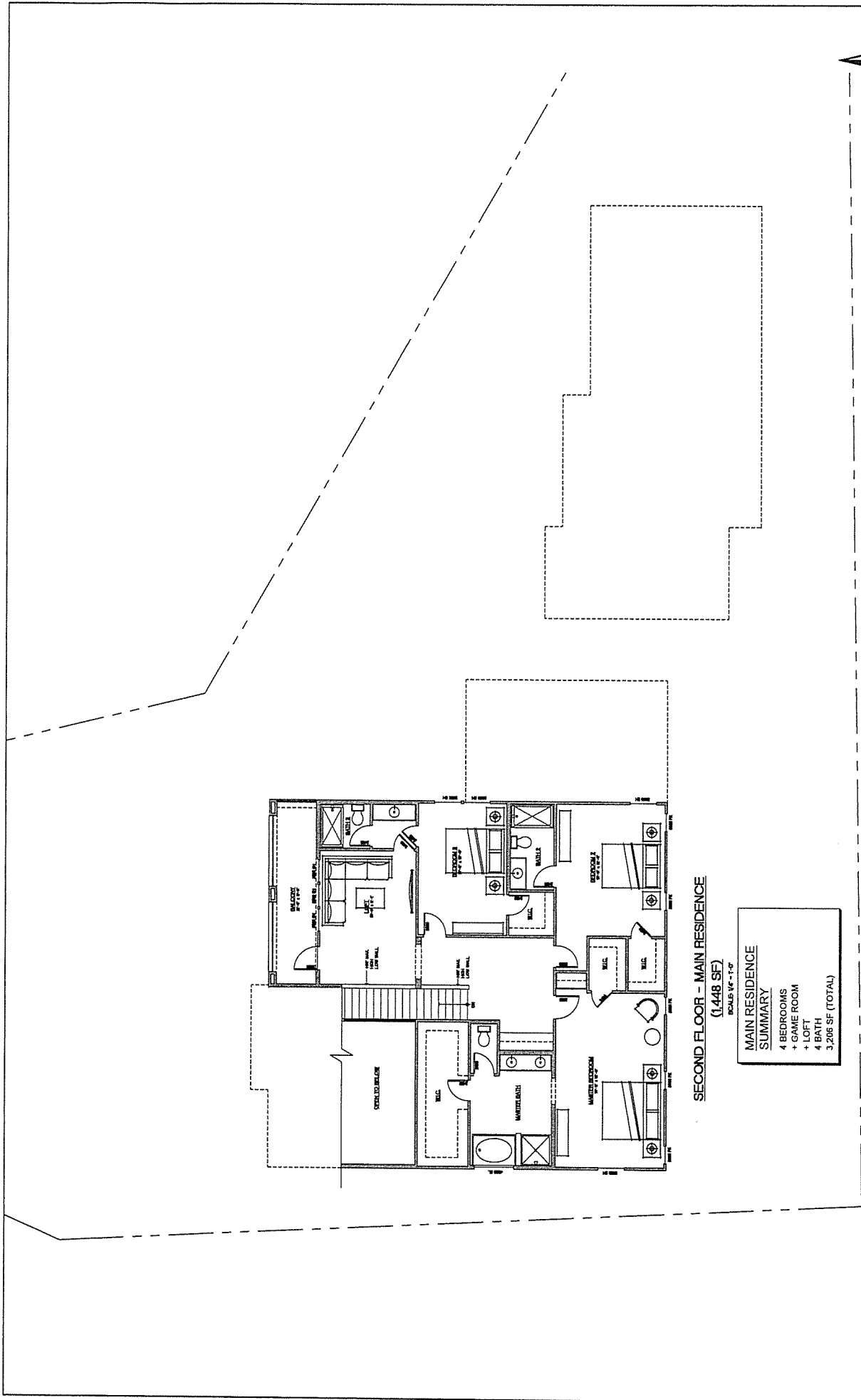
REPRESENTATION ONLY
FLOOR PLANS SHOWN ARE A REPRESENTATION OF THE PROJECT AND NOT A CONTRACT DOCUMENT. ANY VARIATIONS IN FINAL DESIGN AND CONSTRUCTION ARE TO FINAL DESIGN DETAILS.

PREPARED FOR:
MR. RINNIWOORE
11712 LAMPSON AVENUE
GARDEN GROVE CA
92649

PREPARED BY:
CEP
CONSULTING CIVIL ENGINEERS
11712 LAMPSON AVENUE
GARDEN GROVE CA, 92649
(949) 444-4474

DATE: 02.26.2022

PROJECT NO.: A3.1



SECOND FLOOR - MAIN RESIDENCE
(1,448 SF)
SCALE: 1/4" = 1'-0"

MAIN RESIDENCE SUMMARY	
4	BEDROOMS
+	GAME ROOM
+	LOFT
4	BATH
3,206 SF (TOTAL)	

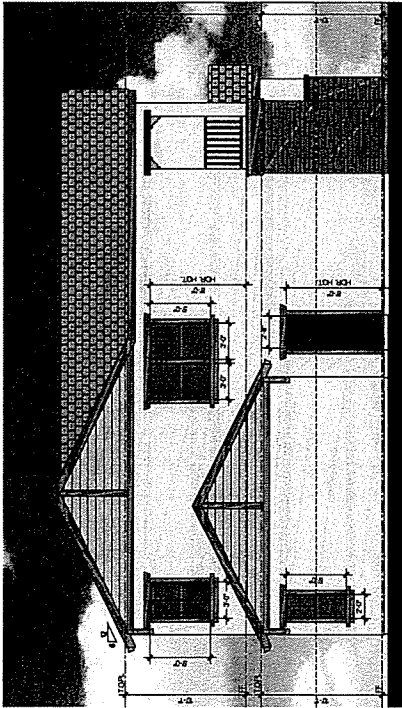
LAMPSON SINGLE FAMILY HOMES LOT 3 - SECOND FLOOR PLANS

11712 LAMPSON AVENUE
GARDEN GROVE, CALIFORNIA, 92646

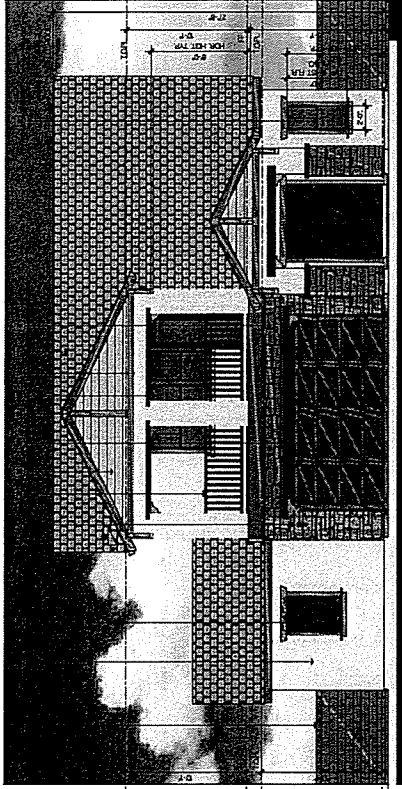
LOT NO. 3

PREPARED FOR: LAMPSON GROUP
 PROJECT NO: A3.2
 DATE: 03.20.2024
 PREPARED BY: CH CONSULTING CIVIL ENGINEERS
 4400 AMAR RD, SUITE B13
 VAN HART, CA, 91789
 (925) 657-8878

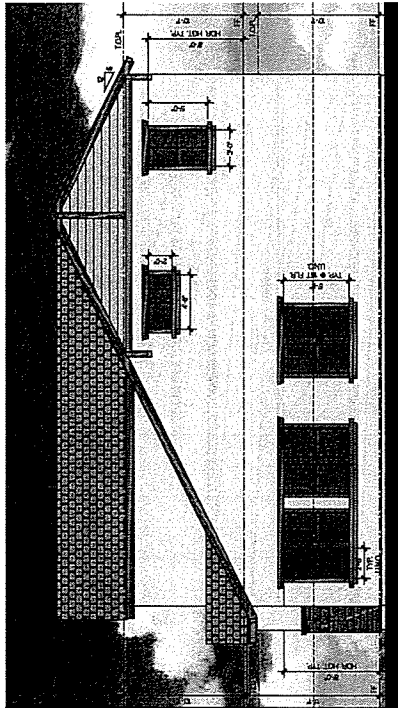
REPRESENTATION ONLY
 THESE PLANS ARE PRELIMINARY AND NOT FOR CONSTRUCTION. THE DESIGNER SHALL BE RESPONSIBLE FOR ANY CHANGES OR VARIATIONS IN FINAL DESIGN AND CONSTRUCTION DUE TO FINAL DESIGN DETAILS.



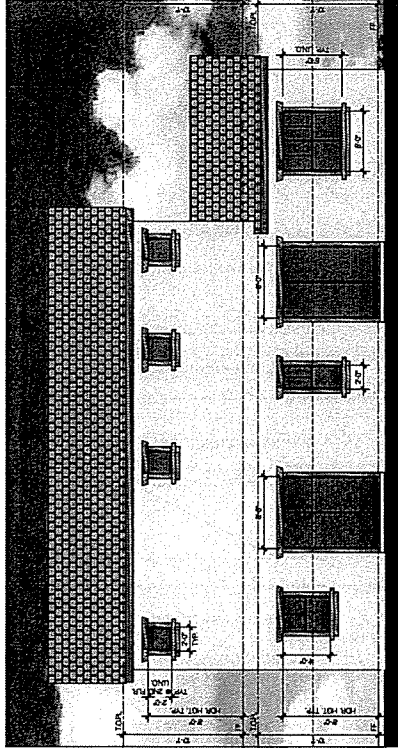
LEFT ELEVATION
SCALE 1/8" = 1'-0"



FRONT ELEVATION
SCALE 1/8" = 1'-0"



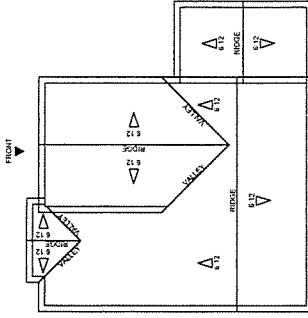
RIGHT ELEVATION
SCALE 1/8" = 1'-0"



REAR ELEVATION
SCALE 1/8" = 1'-0"

- PLANS - MATERIAL LEGEND
1. PLATE ROOFING
 2. BRICK
 3. METAL GARAGE DOORS
 4. STONE FIREPLACE
 5. LATH AND PLASTER
 6. STUCCO
 7. STUCCO WITH WINDOW
 8. STUCCO WITH WINDOW
 9. STUCCO WITH WINDOW
 10. STUCCO WITH WINDOW
 11. STUCCO WITH WINDOW
 12. STUCCO WITH WINDOW
 13. STUCCO WITH WINDOW
 14. STUCCO WITH WINDOW
 15. STUCCO WITH WINDOW
 16. STUCCO WITH WINDOW
 17. STUCCO WITH WINDOW
 18. STUCCO WITH WINDOW
 19. STUCCO WITH WINDOW
 20. STUCCO WITH WINDOW

- BLANKS - COLOR LEGEND
- 1. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 2. TRIM FINISH - 1/2" 7700 Wood Ply
 - 3. GARAGE DOOR - Wood Trim (See Specifications)
 - 4. ACCENT - 1/2" 1000 Natural Mahogany
 - 5. LATHING - 1/2" 7700 Electrical Box
 - 6. ROOF TRIM - 1/2" 7700 Wood Ply
 - 7. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 8. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 9. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 10. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 11. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 12. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 13. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 14. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 15. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 16. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 17. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 18. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 19. STUCCO ROOF - 1/4" Yellow Insulation @ R19
 - 20. STUCCO ROOF - 1/4" Yellow Insulation @ R19



ROOF PLAN
SCALE 1/8" = 1'-0"

LAMPSON SINGLE FAMILY HOMES LOT 3 - MAIN RESIDENCE - ELEVATIONS

11712 LAMPSON AVENUE
GARDEN GROVE, CALIFORNIA, 92640

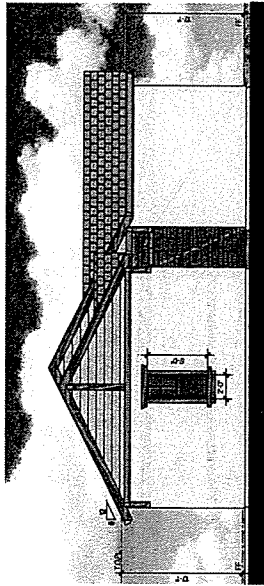
REPRESENTATION ONLY
FLOOR PLANS SHOW ARE A REPRESENTATION OF THE DESIGNER'S INTENT AND MAY NOT REFLECT FINAL SUBMITTALS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONSTRUCTION TO FINAL DESIGN SET/PLANS.

PROCESSED BY
MR. YAN LIU
11712 LAMPSON AVE
GARDEN GROVE, CA 92640
PROJECT NO. 201715
SHEET A33

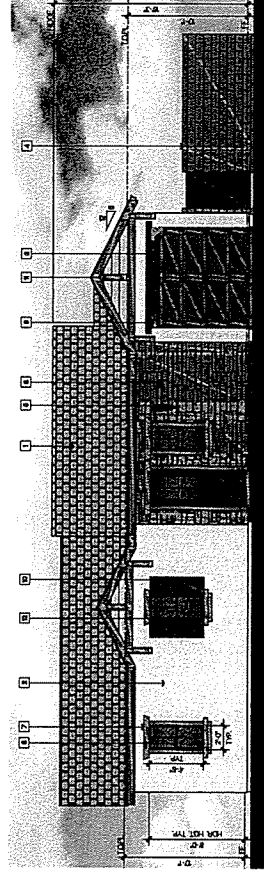
LOT NO. 3
DATE 11.11.18

PROTECTED CLASS IN ALL JURISDICTIONS
UNLESS INDICATED OTHERWISE IN COMBINATION WITH A
HIGH PRIORITY LINE/PINCE, WALL, BATTERY AND STORY
PROPERTY PROTECTION





LEFT ELEVATION
SCALE 1/4" = 1'-0"



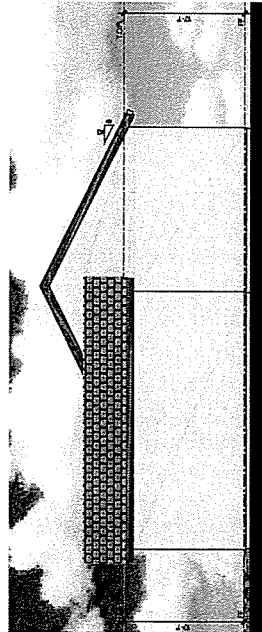
FRONT ELEVATION
SCALE 1/4" = 1'-0"

PLANS - MATERIAL LEGEND

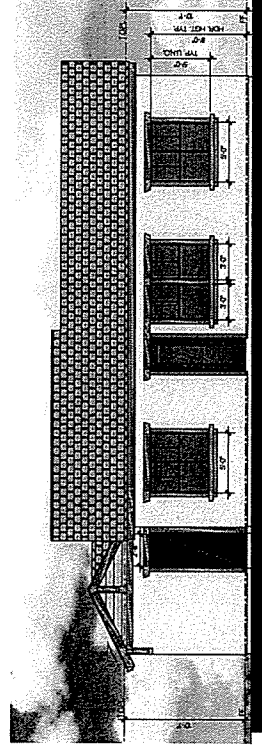
1. PLASTER ROOFING
2. BRICK
3. METAL GARAGE DOORS
4. FRENCH DOORS
5. STONE
6. METAL TRIM
7. STONE TRIM
8. STONE VENEER
9. COORDINATING CORNER
10. COORDINATING WINDOW
11. COORDINATING DOOR
12. COORDINATING FOOT BENCH

PLANS - COLOR LEGEND

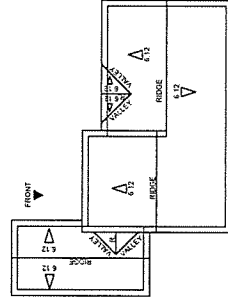
- BRICK BODY - La Habra (includes #12)
- TRIM FINISH - BR 7705 (Black Entry)
- GARAGE DOOR - Wood Trim (See Specifications)
- ACCENT - BR 7705 (Black Entry)
- LANTERN - BR 7705 (Black Entry)
- ROOF TILE - Super - BR 7705 (Black Entry)
- STONE VENEER - Stone - BR 7705 (Black Entry)
- STONE TRIM - Stone - BR 7705 (Black Entry)
- STONE CORNER - Stone - BR 7705 (Black Entry)
- STONE WINDOW - Stone - BR 7705 (Black Entry)
- STONE DOOR - Stone - BR 7705 (Black Entry)
- STONE FOOT BENCH - Stone - BR 7705 (Black Entry)



RIGHT ELEVATION
SCALE 1/4" = 1'-0"



REAR ELEVATION
SCALE 1/4" = 1'-0"



ROOF PLAN
SCALE 1/4" = 1'-0"

LAMPSON SINGLE FAMILY HOMES

11712 LAMPSON AVENUE
GARDEN GROVE, CALIFORNIA, 92640

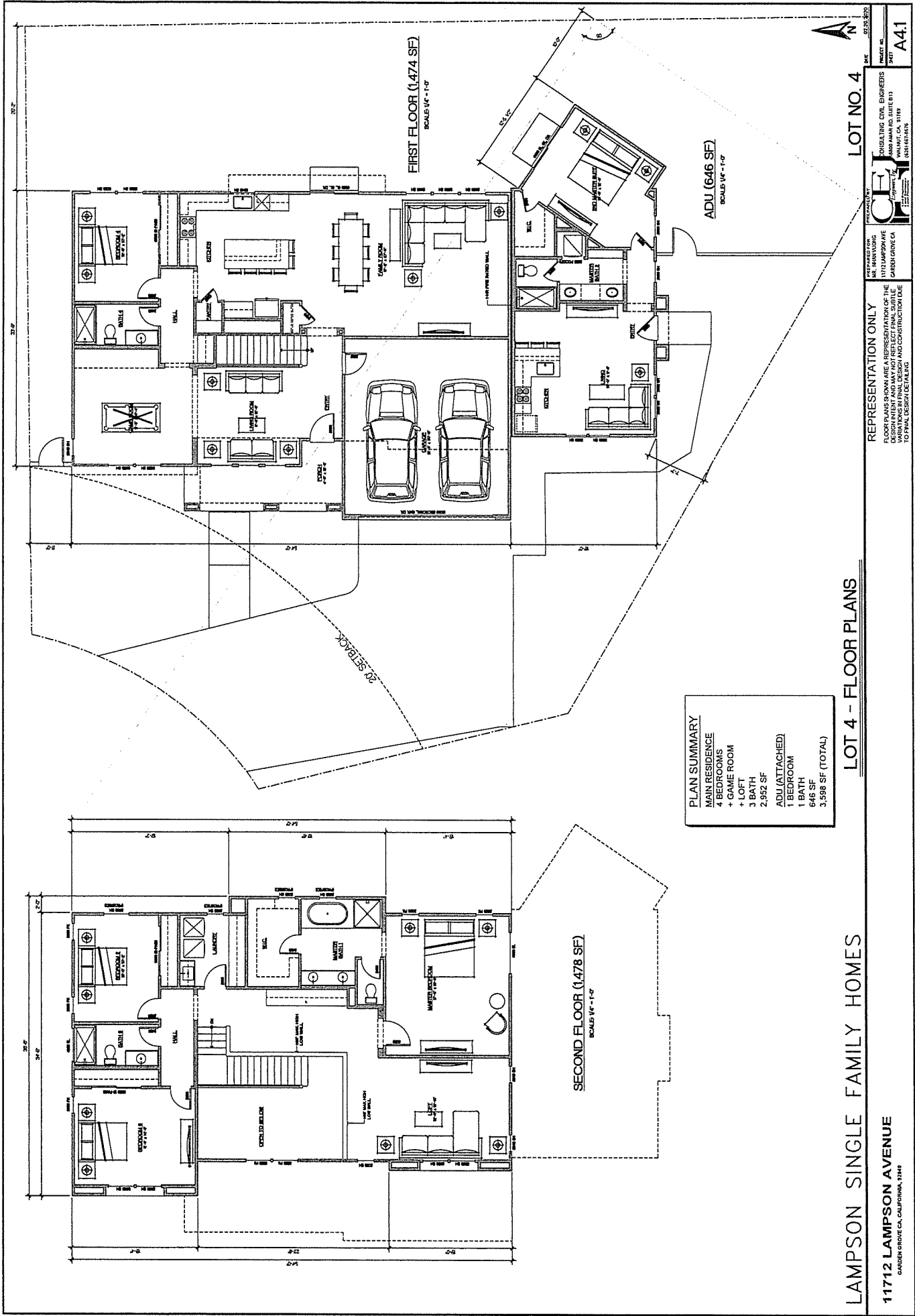
LOT 3 - ADU - ELEVATIONS

REPRESENTATION ONLY
FLOOR PLANS SHOWN ARE A REPRESENTATION OF THE
DESIGN INTENT AND MAY NOT REFLECT FINAL BUILDING
CONDITIONS. THIS DRAWING IS NOT TO BE USED FOR
CONSTRUCTION OR FOR ANY OTHER PURPOSES
WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT
TO FINAL DESIGN DETAILING.

PROFESSIONAL SEAL
ARCHITECT
MR. HAIYU WU
11712 LAMPSON AVE
GARDEN GROVE, CA 92640
REG. NO. 10179
(925) 942-9016

LOT NO. 3

PROJECT NO.
SHEET
A3.4



PLAN SUMMARY	
MAIN RESIDENCE	
4 BEDROOMS	
+ GAME ROOM	
+ LOFT	
3 BATH	
2,952 SF	
ADU (ATTACHED)	
1 BEDROOM	
1 BATH	
646 SF	
3,598 SF (TOTAL)	

LOT 4 - FLOOR PLANS

LAMPSON SINGLE FAMILY HOMES

11712 LAMPSON AVENUE
GARDEN GROVE, CALIFORNIA, 92646

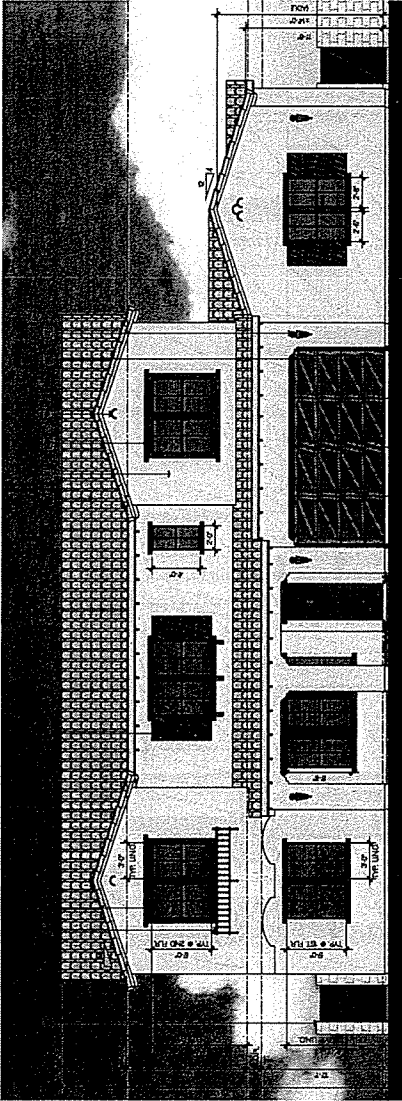
LOT NO. 4

REPRESENTATION ONLY
 FLOOR PLANS SHOW AREA REPRESENTATION OF THE DESIGN INTENT AND MAY NOT REFLECT FINAL SUBMITTAL. CONSULT WITH ARCHITECT FOR ANY CHANGES TO FINAL SUBMITTAL FOR CONSTRUCTION.

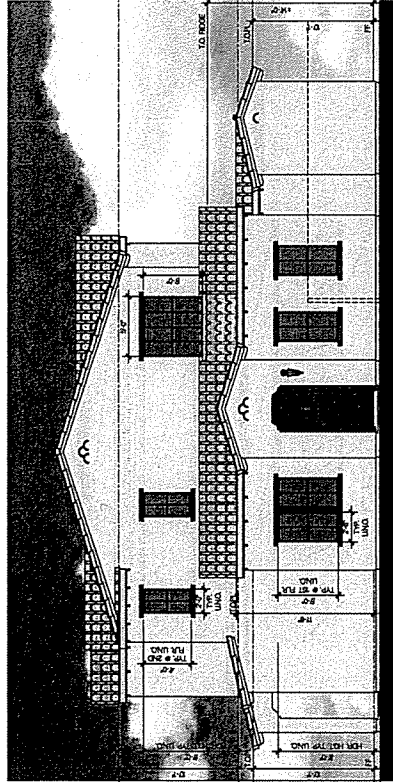
DESIGNED BY
CEJ
CONSULTING CIVIL ENGINEERS
 11712 LAMPSON AVE
 GARDEN GROVE, CA 92646
 (714) 941-1111
 LICENSE NO. 11119
 1031611424

A4.1

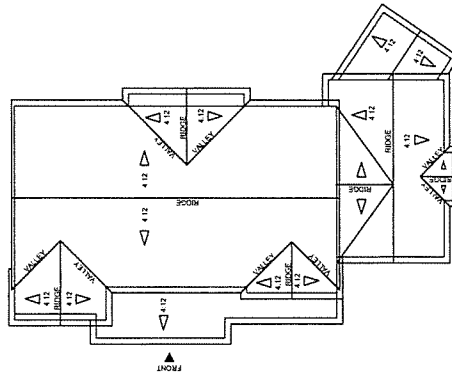




FRONT ELEVATION
SCALE 1/8" = 1'-0"



RIGHT ELEVATION
SCALE 1/8" = 1'-0"



ROOF PLAN
SCALE 1/8" = 1'-0"

PLAN 1 - MATERIAL LEGEND

1. STUCCO ROOFING
2. STUCCO
3. METAL SHINGLE ROOFING
4. FORMER MATERIAL
5. BRICK
6. BRICK WITH METAL SHINGLE ROOFING
7. STUCCO TRIM
8. EXPOSED BRICK
9. EXPOSED BRICK WITH METAL SHINGLE ROOFING
10. EXPOSED BRICK WITH METAL SHINGLE ROOFING

PLAN 1 - COLOR LEGEND

- STUCCO BODY - RFP 7007 High Crown
- TRIM FINISH - RFP 7008 Warmest Blue
- SHINGLE COLOR - Wood Tone Stone (SpectraShield)
- ACCENT COLOR - RFP 2001 Puffed Mustang
- ROOF COLOR - RFP 2008 Redwood

LAMPSON SINGLE FAMILY HOMES

LOT 4 - ELEVATIONS

LOT NO. 4

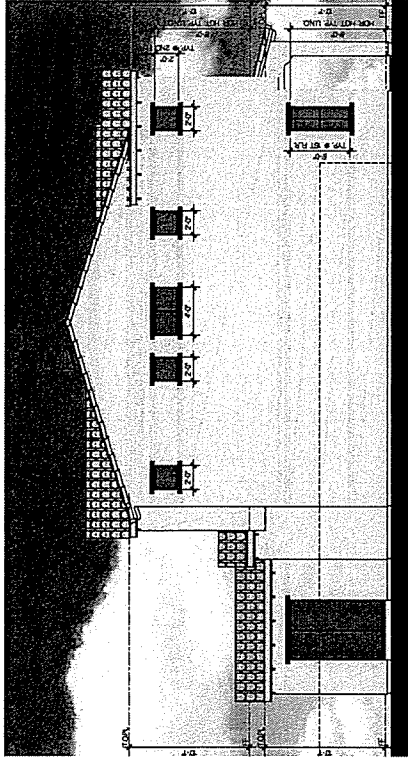
11712 LAMPSON AVENUE
GARDEN GROVE, CALIFORNIA, 92640

REPRESENTATION ONLY
FLOOR PLANS SHOWN ARE A REPRESENTATION OF THE DESIGN INTENT AND MAY NOT REFLECT FINAL SUBMITTALS. CONSULT WITH ARCHITECT FOR ANY AND ALL DESIGN DETAILS TO FINAL DESIGN DRAWINGS.

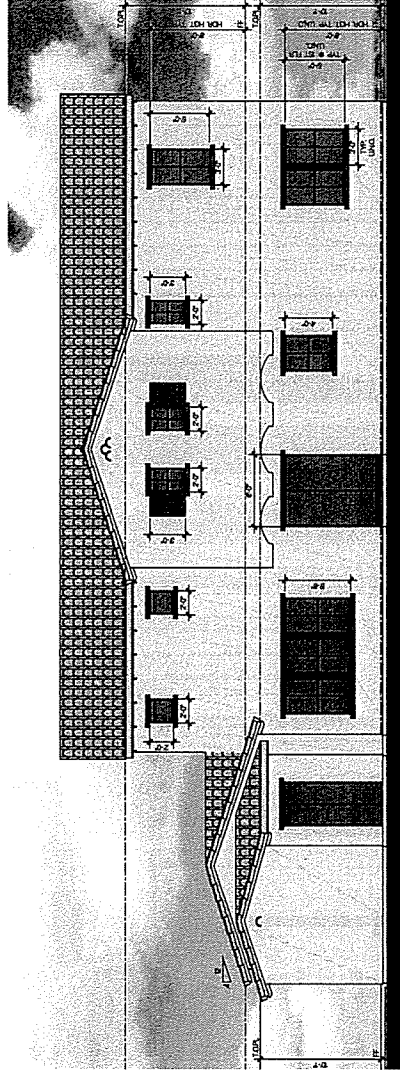
DESIGNED BY
MR. MARY MORGAN
11712 LAMPSON AVENUE
GARDEN GROVE, CA 92640

CONSULTING CIVIL ENGINEERS
CCEI
11712 LAMPSON AVENUE
GARDEN GROVE, CA 92640

DATE: 11.11.18
PROJECT NO: 2017
A4.2



LEFT ELEVATION
SCALE 1/4" = 1'-0"



REAR ELEVATION
SCALE 1/4" = 1'-0"

- CHALK - COLOR RENDER
- ENTRANCE DOOR - 48" TYP. 1 1/2" CHAIN
 - TRAIL PITCH - 48" TYP. 1 1/2" CHAIN
 - ORANGE DOOR - Wood Tone (See Specifications)
 - ACCENT COLOR - 48" TYP. 1 1/2" CHAIN
 - ROOF TILE - 48" TYP. 1 1/2" CHAIN

PROTECTED CLASS IN ALL PROPOSED 2ND STORY WINDOWS FACING REAR YARD, IN COMBINATION WITH A HIGH PROPERTY LINE FENCE, WILL SATISFY 2ND STORY PRIVACY PROVISION.

LOT 4 - ELEVATIONS

LOT NO. 4

REPRESENTATION ONLY
FLOOR PLANS SHOW ARE A REPRESENTATION OF THE DESIGN INTENT AND NOT A CONTRACT DOCUMENT. THE DESIGN INTENT AND NOT A CONTRACT DOCUMENT. THE DESIGN INTENT AND NOT A CONTRACT DOCUMENT. THE DESIGN INTENT AND NOT A CONTRACT DOCUMENT.

PROPOSED BY
MR. MANNING
11712 LAMPSON AVE
GARDEN GROVE CA 92640

PREPARED BY
CEJ
CONSULTING CIVIL ENGINEERS
11712 LAMPSON AVE
GARDEN GROVE CA 92640

DATE
11.11.18

PROJECT NO.
9807

A4.3

LAMPSON SINGLE FAMILY HOMES

11712 LAMPSON AVENUE
GARDEN GROVE CA, CALIFORNIA 92640

RESOLUTION NO. 6047-22

A RESOLUTION BY THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING A ONE-YEAR TIME EXTENSION FOR SITE PLAN NO. SP-081-2020 AND TENTATIVE TRACT MAP NO. TT-18181 (REFERRED TO AS SP-081-2020TE1 AND TT-18181 TE1).

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on July 7, 2022, does hereby approve a one (1) year time extension for the entitlements approved under Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181, for a property located on the south side of Lampson Avenue, between 9th Street and West Street, at 11712 Lampson Avenue, Assessor's Parcel No. 090-302-40.

BE IT FURTHER RESOLVED in the matter of the time extension for Site Plan No. SP-081-2020TE1 and Tentative Tract Map No. TT-18181 TE1, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Nhan Vuong.
2. The applicant is requesting approval of a one-year time extension for the approved entitlements under Site Plan No. SP-081-2020 and Tentative Tract Map No. 18181 to subdivide an existing 47,284 square foot lot, improved with a single-family home, into four (4) residential lots that will be served by a private street designed as a cul de-sac (Lot 5). The approval allowed each parcel with a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The existing single-family home will be reconfigured to fit within the developable lot area of Lot 1, and Lots 2, 3 and 4 will each be developed with a new two-story, single-family home. Also, a minor land deviation was approved to allow the front yard fence for Lot 1, located along Lampson Avenue, to be constructed at a height of 6 feet.
3. Pursuant to the California Environmental Quality Act ("CEQA"), the City of Garden Grove previously determined that the proposed project was categorically exempt from the CEQA pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303). As set forth in the Class 32 exemption, the proposed project is: (1) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (2) the proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses; (3) the project site has no value as habitat for endangered, rare or threatened species; (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (5) the site can be adequately served by all required utilities and public services.

4. The property has a General Plan Land Use designation of Low Density Residential and is zoned R-1 (Single-Family Residential). The site is currently improved with a single-family home and a detached guest home. The existing single-family home will remain, and will be reconfigured, to fit within the developable lot area of Lot 1 of the proposed subdivision. The existing guest home will be demolished, and will be replaced on Lot 1 as a new Accessory Dwelling Unit (ADU) as permitted by State Law.
5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on July 7, 2022, and all interested persons were given an opportunity to be heard.
8. The Planning Commission gave due and careful consideration to the matter during its meeting of July 7, 2022; and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.32.030.D.9, are as follows:

FACTS:

The project site is a 47,284 square foot lot located on the south side of Lampson Avenue, between 9th Street and West Street. The property has a General Plan Land Use Designation of Low Density Residential and is zoned R-1 (Single-Family Residential).

The project site is located in a residential area improved with single-family residences. The project site abuts R-1 zoned properties developed with single-family homes to the north, across Lampson Avenue, to the east, south, and to the west. The properties that directly abut the project site to the west are part of a single-family residential subdivision.

On April 7, 2020, the Planning Commission approved Site Plan No. SP-081-2020, and Tentative Tract Map No. TT-18181 with seven (7) yes votes. The approval allowed the subdivision of an existing 47,284 square foot lot, improved with a single-family home, into four (4) residential lots that will be served by a private street designed as cul-de-sac (Lot 5). Each lot was approved with a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The existing single-family home will be reconfigured to fit within the developable lot area of Lot 1, and Lots 2, 3 and 4 will each be developed with a new two-story, single-family home. Also, the approval included a

minor land deviation to allow the front yard fence for Lot 1, located along Lampson Avenue, to be constructed at a height of 6 feet.

Under the State Subdivision Map Act, tentative maps expire two-years from the date the land use approval becomes effective. Condition of Approval No. 69 of SP-081-2021 and TT-18181 allowed the Site Plan to expire two years from the date the approval became effective to be consistent with the two-year expiration date of the Tentative Tract Map. For this approval, the land use entitlements became effective on May 8, 2020 with a two-year expiration date of May 8, 2022.

On May 3, 2022, prior to the expiration of the subject entitlements, the applicant filed a land use application with the City requesting a one-year time extension of Site Plan No. SP-081-2020 and Tentative Tact Map No. TT-18181.

In accordance with the Municipal Code, and because the approved entitlements were not yet exercised, the applicant is now requesting a one-year time extension for the previously approved entitlements. No changes are proposed to the previously approved project.

FINDINGS AND REASONS:

Time Extension:

1. A request for a time extension, including the reasons therefore, has been submitted prior to the permit expiration date, or the hearing body finds that due to special circumstances demonstrated by the property owner or the applicant, a late-filed request should be considered.

The applicant submitted a timely request to extend the Site Plan and Tentative Tract Map approvals of the subject project for one (1) year, prior to the entitlement expiration date of May 8, 2022. Delays to the construction of the project have occurred due to significant changes to the grading plans. Initial City comments provided on the grading plans required the applicant to redesign the plans, which presented challenges and caused a delay. The applicant is requesting the time extension to finalize the grading plans, as well as to subsequently submit construction drawing to the City for plan check review.

2. There has been no change in the General Plan designation or Zoning of the site that would render the development or use nonconforming.

The subject site's General Plan Land Use Designation of Low Density Residential, and the zoning of R-1 (Single-Family Residential) have not changed since the original approval on April 16, 2020. Therefore, the development will not be rendered nonconforming.

3. There are no land use actions or studies currently underway that would have the potential to render the development or use nonconforming.

There are no known studies or actions that would affect the site or proposed development that would possibly render the development nonconforming.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Time Extensions for the approved Site Plan and Tentative Tract Map do possess characteristics that would indicate justification of the request in accordance with Municipal Code Sections 9.32.030.D.9 (Time Extension).
2. In order to fulfill the purpose and intent of the Municipal Code, and, thereby, promote the health, safety, and general welfare, the originally approved conditions of approval for Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181 shall remain in effect.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1.	SITE LOCATION: South side of Lampson Avenue, between 9 th Street and West Street, at 11712 Lampson Avenue
HEARING DATE: April 16, 2020	GENERAL PLAN: Low Density Residential
CASE NO.: Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181	ZONE: R-1 (Single-Family Residential)
	APN: 090-302-40
APPLICANT & PROPERTY OWNER: Nhan Vuong	CEQA DETERMINATION: Exempt-Section 15332 "In-Fill Development Projects"

REQUEST:

The applicant is requesting Site Plan and Tentative Tract Map approval to subdivide an existing 47,284 square foot lot, improved with a single-family home, into four (4) residential lots that will be served by a private street designed as cul-de-sac (Lot 5). Each lot will have a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The existing single-family home will be reconfigured to fit within the developable lot area of Lot 1, and will include the construction of a new second-story addition. Lots 2, 3 and 4 will each be improved with a new two-story, single-family home. Also, a request for a minor land deviation to allow the front yard fence for Lot 1, located along Lampson Avenue, to be constructed at a height of 6 feet.

BACKGROUND:

The project site is a 47,284 square foot lot located on the south side of Lampson Avenue, between 9th Street and West Street. The property has a General Plan Land Use Designation of Low Density Residential and is zoned R-1 (Single-Family Residential).

The project site is located in a residential area improved with single-family residences. The project site abuts R-1 zoned properties developed with single-family homes to the north, across Lampson Avenue, to the east, south, and to the west. The properties that directly abut the project site to the west are part of a single-family residential subdivision developed with seven (7) parcels located on Persimmons Circle. The minimum lot size of the surrounding residential zone is

7,200 square feet, with the exception of the subdivision on Persimmons Circle that has a minimum lot size requirement of 6,000 square feet.

The project site is currently improved with a 2,905 square foot single-family home with an attached, 655 square foot, carport constructed in 1957, and a detached 1,120 square foot guest house constructed in 1963.

In 1990, Site Plan No. SP-122-90 and Tentative Tract Map No. TT-14403 were approved to allow the construction of five (5), one-story, single-family homes on five (5) individuals parcels served by a private street designed as a cul-de-sac. The average lot size of the proposed subdivision was 7,436 square feet.

In 1993, a one-year time extension was approved for Site Plan SP-122-90 and Tentative Tract Map No. TT-14403. The project was never constructed, and the Site Plan and Tentative Tract Map expired.

The property has been in the applicant's family since 1995 with the applicant holding title to the property since 2001. The applicant proposes to subdivide the property into four (4) residential lots that will be served by a private street (Lot 5) in order to improve each lot with a single-family home. The existing single-family home will be reconfigured and remodeled to accommodate the proposed subdivision, and the existing guesthouse will be demolished and replaced on Lot 1 as an Accessory Dwelling Unit (ADU) as permitted by State Law. It should be noted that the applicant has included an ADU on each lot to illustrate how an ADU can be constructed on each lot in compliance with the applicable development standards. Per State Law, ADUs are permitted on R-1 zoned properties, and are reviewed and approved ministerially.

PROJECT STATISTICS:

NET PROJECT SITE	47,284 (1.08-acre)
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	CODE	PROPOSED			
DENSITY	9 units per acre	3.68 units per acre			
LOT SIZE	7,200 S.F.	Lot 1 10,031 S.F.	Lot 2 8,312 S.F.	Lot 3 10,520 S.F.	Lot 4 7,783 S.F.
LOT WIDTH^{1,2}					
Corner Lot	65'-0"	73.19'	-	-	-
Interior Lot	60'-0"	-	69.27'	60.00'	60.59'
SETBACKS					
Front ¹	20'-0"	20'-0"	20'-0"	20'-0"	
Side Interior	5'-0"	5'-0"	5'-0"	5'-0"	
Side Street	10'-0"	10'-0"	N/A	N/A	
Rear ²	20% of the Lot Depth	25'-0"	25'-0"	22'-0"	19.3'
MAXIMUM COVERAGE	LOT³ 50%	26.3%	26.5%	26.1%	33%
PARKING⁴					
Enclosed Garage	2	2	2	2	2
Open Parking	2	2	2	2	2
Total Parking	4	4	4	4	4
BUILDING HEIGHT	35'-0"	28'-4"	28'-9"	27'-8"	26'-10"

1. For lots located along the radius of a cul-de-sac, the Municipal Code establishes the lot width at the 20-foot front setback line. The lot width for Lots 2, 3, and 4 is measured from the 20-foot front setback line.
2. The Municipal Code requires corner lots to maintain a lot width of 65'-0", and interior lots to maintain a lot width of 60'-0".
3. The maximum lot coverage percentage for each lot excludes the Accessory Dwelling Unit as this use will be reviewed ministerially.
4. The Municipal Code requires single-family homes with up to four (4) bedrooms to provide parking at a rate of two (2) parking spaces in an enclosed garage, and two (2) open parking spaces.

Building Type Summary

Lot	Number of Bedrooms/Baths	Unit Size*
Lot 1	4 Bedrooms, 3.5 Baths	2,713 S.F.
Lot 2	4 Bedrooms, 4 Baths	3,240 S.F.
Lot 3	4 Bedrooms, 4 Baths	3,206 S.F.
Lot 4	4 Bedrooms, 3 Baths	2,952 S.F.

*Total living area, garages are not included.

DISCUSSION:

SITE PLAN:

Site Design and Circulation

The project will consist of subdividing a 47,284 square foot lot into four (4) residential parcels in order to improve each lot with a two-story, single-family home. The project site will be accessed from a private street from Lampson Avenue that is designed as a cul-de-sac. The private street is designated as Lot 5 that encompasses the street and sidewalk areas. The private street will be located along the east side of the project site, and provides access to each parcel. The private street is designed per City standard to accommodate two-way traffic, on-street parallel parking spaces, and the required turn-around area for trash truck and emergency vehicle access. The appropriate red curbs and "No Parking" signs will be installed to allow for sufficient maneuvering of trash trucks and emergency vehicles. In addition, the project site will also be served by a sidewalk that originates from Lampson Avenue to provide pedestrian and handicap access to each parcel.

Each home is designed to comply with the single-family parking requirements of the Municipal Code. The required number of parking spaces for each single-family home is based on the proposed number of bedrooms. The Municipal Code requires a two-car enclosed garage and two (2) open parking spaces for a home with up to four (4) bedrooms. Each lot will provide a two (2) car enclosed garage, and two (2) open parking spaces to comply with the parking requirement for a four (4) bedroom home. In addition, three (3) parallel parking spaces will be provided along the east side of the private street to serve the project site.

Each lot has been designed to comply with the building setbacks, building height, lot coverage, and open space requirements of the Municipal Code.

Unit Design

Lot 1

Lot 1 will have a lot size of 10,031 square feet. The existing, 2,905 square foot, one-story, single-family home will be reconfigured to fit within the developable land area of Lot 1. This includes demolishing 1,225 square feet of the existing residential structure, which includes portions of the existing living area and the attached carport, to comply with the required setbacks, as measured from the new property lines. The residential structures will include the main house and an attached ADU, as permitted by State Law.

The main house will be remodeled to include a new two-story addition. The main house will have a total living area of 2,713 square feet, excluding the living area of the proposed ADU, and will consist of a family room, a dining room, a kitchen, a laundry room, four (4) bedrooms, three and one-half bathrooms (3.5), and a loft on the second floor.

The proposed ADU will be located within the northerly portion of the structure, and will have a living area of 789 square feet. One (1) open parking space for the ADU will be provided along the driveway.

A new, 441 square foot, detached, two-car garage will be constructed along the north property line, to serve the residential unit. The required two (2) open parking spaces will be provided along the driveway. The garage will maintain a 20'-0" setback from the Lampson Avenue front property line, and will be accessed from a new driveway approach from the proposed private street.

Lot 2

Lot 2 will have a lot size of 8,312 square feet. A new two-story, 3,240 square foot, single-family home will be constructed on Lot 2. The single-family home will consist of a great room, a kitchen with a nook, a game room, a laundry room, four (4) bedrooms (which includes a Master bedroom with a retreat area), four (4) bathrooms, and a loft on the second floor. An attached two-car garage will be provided for the unit with the required two (2) open parking spaces located along the driveway.

The applicant proposes to construct a detached, 744 square foot, ADU, as permitted by State Law, at the front of the property. One (1) open parking space for the ADU will be provided along the driveway.

Lot 3

Lot 3 will have a lot size of 10,520 square feet. A new two-story, 3,206 square foot, single-family home will be constructed on Lot 3. The single-family home will consist of a living room, a dining room, a great room, a kitchen, a game room, a laundry room, four (4) bedrooms, four (4) bathrooms, and a loft on the second floor. An attached two-car garage will be provided for the unit with the required open parking spaces located along the driveway.

The applicant proposes to construct a detached, 777 square foot, ADU, with an attached one-car garage, as permitted by State Law, at the rear of the property. In addition, one (1) open parking space for the ADU will be provided along the driveway.

Lot 4

Lot 4 will have a lot size of 7,783 square feet. A new two-story, 2,952 square foot, single-family home will be constructed on Lot 4. The single-family home will consist of a living room, a family room, kitchen, a game room, a laundry room, four (4) bedrooms, three (3) bathrooms, and a loft on the second floor. An attached two-car garage will be provided for the unit with the required two (2) open parking spaces located along the driveway.

The applicant proposes to construct an attached, 646 square foot, ADU, as permitted by State Law, at the rear of the property. One (1) open parking space for the ADU will be provided along the driveway.

As previously noted, pursuant to State law, the ADUs will be reviewed ministerially, and are depicted on the plans for representation purposes only.

Building Design

The architecture style of each residential home is contemporary in design that incorporates Mediterranean or Craftsman inspired architectural detailing to enhance the building elevations. Each home incorporates projecting and recessed building masses, along with varied rooflines, in order to articulate the building's facade. The building's architectural detailing includes the use of an entry porch, varied window shapes, multi-pane windows, and decorative trim around the windows and doors to enhance the building. The exterior building materials for each unit will consist of a stucco finish with concrete roof tile, along with architectural detailing that compliments the style of each home.

Each unit has been designed to comply with the second-story privacy provision requirements of the R-1 zone by providing windows that will minimize visual intrusion into the adjacent neighbor's private recreation areas. In particular, the rear elevation of Lot 2 and 3 include high clerestory windows. The rear and side (south) elevation of Lot 1 includes clerestory windows. Similarly, the side (north) elevation of Lot 4 includes clerestory windows, and the rear elevation includes a mix

of clerestory and frosted windows. The Planning Division will review and approve the final design and placement of all second-story windows to ensure privacy compliance.

Perimeter Walls and Landscaping

The project is required to maintain a six-foot high, decorative masonry block wall along the perimeter of the project site. In addition, six-foot high fencing is required along the interior property lines of each parcel to delineate the boundary of each lot.

The applicant is required to provide a landscape and irrigation plan to the City that complies with the landscaping requirements of Title 9 of the Municipal Code. Planning staff will review the type and location of all proposed plant materials. As part of the landscape plan, a variety of trees, shrubs, and flowers are required.

TENTATIVE TRACT MAP:

In accordance with the State Subdivision Map Act, the applicant is requesting approval of Tentative Tract Map No. TT-18181 to subdivide the existing property into four (4) lots that will be served by a private street (Lot 5) for the purpose of improving each lot with a single-family home. The proposed Tentative Tract Map is in conformance with the City's General Plan, the City's Subdivision Ordinance, the R-1 zone requirements, and the State's Subdivision Map Act.

Each lot has been designed to comply with the minimum lot size of 7,200 square feet and the minimum lot width of 60 feet for interior lots and 65 feet for corner lots per the development standards of the R-1 zone. Each lot will provide a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4), which complies with the minimum lot size of 7,200 square feet.

Lot 1 is a corner lot, and will provide a width of 73.19 feet, while the interior lots, Lots 2, 3 and 4, will each provide a lot width of 69.27 feet, 60 feet, and 60.59 feet respectively. It should be noted that for lots located along the radius of a cul-de-sac, the Municipal Code establishes the lot width at the 20 foot front setback line. Lots 2, 3 and 4 will each maintain the required minimum lot width of 60 feet at the 20-foot front setback line.

MINOR DEVIATION

The applicant requests a minor deviation to construct a new, 6-foot high, wrought iron fence within the required 20-foot front yard setback area of Lot 1, along Lampson Avenue, to secure the parcel. Title 9 of the Municipal Code requires fences and block walls located within the front yard setback to maintain a maximum height of 3 feet. However, Title 9 of the Municipal also allows fences located within the required front yard setback of residentially zoned properties to be constructed to a maximum height of six feet, provided the upper 36-inches of the fence is

wrought iron fencing with vertical railing no less than three inches apart, through approval of a minor deviation.

The project site currently has a combination of chain link fence and wrought iron fence with wood slat and four (4) pilasters, at a height of 6 feet, that secures the front of the property along Lampson Avenue. The applicant purposes to secure a portion of the front property with a new 6-foot high fence that will maintain a 15-foot setback from the Lampson Avenue front property line to secure Lot 1 due to the placement and orientation of the existing residential structure that will remain.

Lot 1 is designed as a corner lot. The front of the lot is designated along Lampson Avenue, and the side street of the lot is designated along the proposed private street. The existing and proposed building structures observe the required 20-foot front setbacks from Lampson Avenue, and the required 10-foot side street setback from the proposed private street. The design and placement of the existing house is such that the front entry is oriented toward the interior side of the property. With the proposed subdivision, the existing residential structure will continue to maintain the same building orientation with the front entry now being oriented toward the proposed private street. As such, the Lampson Avenue side of the property will function as the "side" of the property.

The placement of the proposed fence allows Lot 1 to be secured along Lampson Avenue, and it also allows the lot to maintain the required 16-foot wide driveway to access the site from the private street. In addition, the placement of the fence allows landscaping to be installed, and maintained, within the first 15 feet of the front setback area.

The proposed fence will be designed as a decorative fence with the bottom, 36-inch portion of the fence constructed of decorative block, and the upper, 36-inch portion of the fence constructed of wrought iron with pilasters evenly spaced. The appropriate conditions of approval have been included to ensure that the proposed fence complies with the code requirements.

CEQA

The proposed development has been determined to be exempt from the California Environmental Quality Act ("CEQA"), pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303). As set forth in the Class 32 exemption, the proposed project is: (1) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (2) the proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses; (3) the project site has no value as habitat for endangered, rare or threatened species; (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (5) the site can be adequately served by all required utilities and public services.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Adopt Resolution No. 5978-20 approving Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181, subject to the recommended Conditions of Approval.



LEE MARINO
Planning Services Manager



By: Maria Parra
Senior Planner

RESOLUTION NO. 5978-20

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-081-2020 AND TENTATIVE TRACT MAP NO. TT-18181, FOR PROPERTY LOCATED ON THE SOUTH SIDE OF LAMPSON AVENUE, BETWEEN 9TH STREET AND WEST STREET, AT 11712 LAMPSON AVENUE, ASSESSOR'S PARCEL NO. 090-302-40.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on April 16, 2020, hereby approves Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181, for a property located on the south side of Lampson Avenue, between 9th Street and West Street, at 11712 Lampson Avenue, Assessor's Parcel No. 090-302-40.

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Nhan Vuong.
2. The applicant is requesting Site Plan and Tentative Tract Map approval to subdivide an existing 47,284 square foot lot, improved with a single-family home, into four (4) residential lots that will be served by a private street designed as cul-de-sac (Lot 5). Each lot will have a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The existing single-family home will be reconfigured to fit within the developable lot area of Lot 1. Lots 2, 3 and 4 will each be improved with a new two-story, single-family home. Also, a request for a minor land deviation to allow the front yard fence for Lot 1, located along Lampson Avenue, to be constructed at a height of 6 feet.
3. The City of Garden Grove has determined that Pursuant to the California Environmental Quality Act ("CEQA"), the proposed project is categorically exempt from the CEQA pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303). As set forth in the Class 32 exemption, the proposed project is: (1) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (2) the proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses; (3) the project site has no value as habitat for endangered, rare or threatened species; (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (5) the site can be adequately served by all required utilities and public services. The project is therefore exempt from CEQA review.

4. The property has a General Plan Land Use designation of Low Density Residential and is zoned R-1 (Single-Family Residential). The site is currently improved with a single-family home and a detached guest home. The existing single-family home will remain, and will be reconfigured, to fit within the developable lot area of Lot 1 of the proposed subdivision. The existing guest home will be demolished, and will be replaced on Lot 1 as a new Accessory Dwelling Unit (ADU) as permitted by State Law.
5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
6. Report submitted by the City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on April 16, 2020, and all interested persons were given an opportunity to be heard.
8. The Planning Commission gave due and careful consideration to the matter during its meeting on April 16, 2020; and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.04.030 are as follows:

FACTS:

The property is a 47,284 square foot lot located on the south side of Lampson Avenue, between 9th Street and West Street. The property has a General Plan Land Use Designation of Low Density Residential and is zoned R-1 (Single-Family Residential). The property is located in a residential area improved with single-family residences. The property is currently improved with a 2,905 square foot single-family home with an attached, 655 square foot, carport constructed in 1957, and a detached, 1,120 square foot, guest house constructed in 1963.

The applicant proposes to subdivide the property into four (4) residential lots that will be served by a private street (Lot 5) in order to improve each lot with a single-family home. The project proposes a density of 3.68 dwelling units per acre, which is consistent with the land use designation density of up to nine (9) dwelling units per acre.

Each parcel will have a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The existing single-family home will be reconfigured and remodeled to accommodate the

proposed subdivision, and will include a new second-story addition. Lots 2, 3, and 4 will each be improved with a new single-family home.

The project has been designed to comply with the development standards of the R-1 zone, including minimum lot size, lot width, building setbacks, building height, lot coverage, open space, and parking.

In addition, the proposed minor deviation will allow a 6-foot high wrought iron fence to be constructed 15 feet from the front property line, along Lampson Avenue, to secure Lot 1.

FINDINGS AND REASONS:

SITE PLAN

1. The Site Plan complies with the spirit and intent of the provisions, conditions, and requirements of the Municipal Code and other applicable ordinances.

The General Plan Land Use Designation of the subject site is Low Density Residential, which is intended to create, maintain, and enhance residential areas characterized by detached, single unit structures, and single-family residential neighborhoods that: (i) provide an excellent environment for family life; (ii) preserve residential property values; (iii) provide access to schools, parks, and other community services; and (iv) provide a high-quality architectural design. Policy LU-2.4 of the General Plan encourages the type and intensity of land uses to be consistent with that of the immediate neighborhood, while LU-IMP-2B encourages that new development be similar in scale to the adjoining residential neighborhood to preserve its character. The Low Density Residential General Plan Land Use Designation allows residential densities up to nine (9) dwelling units per acre with detached units on individual parcels.

The proposed project will subdivide an existing 47,284 square foot lot to create a residential neighborhood with four (4) single-family residential lots that will be served by a private street designed as a cul-de-sac (Lot 5). The project will have a density of 3.68 units per acre, which complies with the density requirement of the Low Density Residential General Plan Land Use Designation. The existing single-family home on the project site will be reconfigured, and remodeled, to fit within the lot area of Lot 1, and Lots 2, 3 and 4 will each be developed with a new, two-story, single-family home. The project is located in a residential neighborhood improved with single-story and two-story single-family homes of various architectural styles and square footages. The proposed single-family homes will be consistent and compatible with the existing residential neighborhood as each home is designed to comply

with the R-1 development standards, including building setbacks, building height, parking, lot coverage, lot size, and lot width, to ensure that is home similar in scale and type as the surrounding residential lots. The proposed project will be a valued addition to the area, and will provide additional housing units in the immediate area that will further the goals of the City's Housing Element. Therefore, the project complies with the General Plan Land Use Designation and Title 9 of the Municipal Code.

2. The proposed development does not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access.

The property will be accessed from a private street from Lampson Avenue that is designed as a cul-de-sac that will serve each lot. The design of the private street will accommodate two-way traffic, on-street parallel parking spaces, as well as provide the required turn-around area for trash truck and emergency vehicle access. The appropriate red curbs and "No Parking" signs will be installed to allow for sufficient maneuvering of trash trucks and emergency vehicles. The project site will also provide an interior sidewalk that originates from Lampson Avenue for pedestrian and handicap access.

Each residential home will be designed with four (4) bedrooms. Based on the proposed number of bedrooms, each home is required to provide a two-car enclosed garage and two (2) open parking spaces, for a total of four (4) parking spaces per lot. Each lot will provide an attached or detached two-car enclosed garage and driveway space to accommodate two (2) open parking spaces, which meets the minimum required by Code. Additionally, three (3) parking spaces will be provided along the east side of the private street to serve the project site.

The City's Traffic Engineering Section has reviewed the proposed project, and all appropriate conditions of approval have been incorporated to minimize any adverse impacts to surrounding streets.

3. The development, as proposed, will not adversely affect essential public facilities such as streets and alleys, utilities, and drainage channels.

The streets in the area will be adequate to accommodate the development once the developer provides the necessary improvements for the project. Utilities and drainage channels in the area are existing and are adequate to accommodate the development. The proposed development will provide landscaping and proper grading of the site, thereby, improving drainage in the area.

The Public Works Department has reviewed the project, and has incorporated all the appropriate conditions of approval to minimize any adverse impacts.

4. The project will not adversely impact the Public Works Department's ability to perform its required function.

The Public Work's Department has reviewed the project, and has incorporated all the appropriate conditions of approval to minimize any adverse impacts.

5. The project is compatible with the physical, functional, and visual quality of the neighboring uses and desirable neighborhood characteristics.

The project has been designed to comply with the R-1 zone development standards of Title 9 of the Municipal Code. The project site is located in a residential area improved with single-family homes. The proposed project will be compatible with the existing single-family developments in the area as each proposed lot will be improved with one (1) single-family home designed to comply with the development standards of the R-1 zone. Each home will provide a building design with architectural detailing that incorporates projecting building masses along the front building elevation with varying rooflines to enhance the façade of the building. Each lot will provide landscaping within the front yard setback area, and within the interior private yard areas. Therefore, the project will have a reasonable degree of physical, functional, and visual compatibility with neighborhood.

6. Through the planning and design of buildings and building replacement, the provision of open space landscaping and other site amenities will attain an attractive environment for the occupants of the property.

The project has been designed for building appearance, building placement and landscaping to attain an attractive environment that will be an enhancement to the residential neighborhood. The project has been designed to comply with the fifty-percent (50%) lot coverage requirement of the R-1 zone that will ensure that each parcel maintains the required amount of open usable space. Additionally, the conditions of approval will ensure that the landscaping requirements of the Municipal Code will be complied with.

The architectural style of each home is contemporary in design that incorporates Mediterranean or Craftsman style inspired architectural detailing. Each home incorporates projecting and recessed building masses, along with varied rooflines, in order to articulate the building's facade. The building's architectural detailing includes the use of an entry porch, varied window shapes, multi-pane windows, and decorative trim around the

windows and doors to enhance the building. The exterior building materials for each unit will consist of a stucco finish with concrete roof tile, along with architectural detailing that compliments the style of each home.

TENTATIVE TRACT MAP

1. The proposed map is consistent with the General Plan.

The proposed map is consistent with the provisions of the General Plan Land Use Designation of Low Density Residential. The General Plan Land Use Designation of Low Density Residential is intended to create, maintain, and enhance residential areas characterized by detached, single unit structures, and single-family residential neighborhoods. The Low Density Residential land use designation allows densities of up to nine (9) dwelling units per acre with a detached unit on their own parcel. Policy LU-2.4 of the General Plan encourages the type and intensity of land uses to be consistent with that of the immediate neighborhood; while LU-IMP-2B encourages that new development be similar in scale to the adjoining residential neighborhood to preserve its character.

The project site is located in a residential area improved with single-family homes. The proposed map will subdivide a 47,284 square foot lot into four (4) residential lots (Lots 1 to 4) that will be served by a private street (Lot 5), to create a single-family neighborhood. The proposed subdivision will be similar in scale to the surrounding single-family neighborhood as the project is designed to comply with the development standards of the R-1 zone. Each residential lot will be improved with one (1) single-family home, with a density of 3.6 units per acre, which complies with the General Plan density requirement.

Each lot is designed to comply with the minimum lot size requirement of 7,200 square feet, and the minimum lot width of 60 feet for an interior lot, and 65 feet for a corner lot, of the R-1 zone. Each single-family home is also designed to comply with the R-1 zone requirements, include building setbacks, building height, lot coverage, and parking. The configuration of each lot, and the design of each home, is compatible with the existing residential neighborhood. The construction of the new single-family homes will increase the number of available housing in the area, and further the goals of the Housing Element of the General Plan to meet the City's regional housing needs.

2. The design and improvement of the proposed subdivision are consistent with the General Plan.

The design and improvement of the proposed map is consistent with the General Plan of Low Density Residential, which is intended to create, maintain, and enhance residential areas characterized by detached, single-family homes on a single parcel. The proposed residential subdivision will create four (4) lots that will be served by a private street (Lot 5) for the purpose of improving each lot with one (1) single-family home. The proposed subdivision will create a single-family residential neighborhood that complies with the R-1 zone requirements. Each lot complies with the minimum lot size of 7,200 square foot lot size, and the minimum lot width of 60 feet for interior lots, and 65 feet for corner lots of the R-1 zone. Each single-family home is designed to comply with the building setbacks, building height, lot coverage, and parking requirements of the R-1 zone. The configuration of the lots and design of the proposed single-family homes is compatible with the existing surrounding residential neighborhood.

In addition, the construction of the new single-family homes will increase the number of available housing in the area, and further the goals of the Housing Element of the General Plan to meet the City's regional housing needs.

3. The site is physically suitable for the type of development and complies with the spirit and intent of the Municipal Code.

The site is physically suitable for the proposed development. The project site has a net lot size of 47,284 square feet and can accommodate the proposed residential subdivision that complies with the development standards of the R-1 zone. The proposed subdivision will create four (4) residential lots that will be served by a private street (Lot 5). Each proposed lot will comply with the minimum lot size of 7,200 square feet, and the minimum lot width of 60 feet for an interior lot, and 65 feet for a corner lot of the R-1 zone. Each lot will provide a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4), which complies with the minimum lot size of 7,200 square feet. Lot 1 is a corner lot, and will provide a width of 73.19 feet, while the interior lots, Lots 2, 3 and 4, will each provide a lot width of 69.27 feet, 60 feet, and 60.59 feet, respectively.

The private street has been designed per the City's standard and provides adequate access for trash trucks and emergency vehicles, along with accommodating three (3) parallel parking spaces to serve the residential development. In addition, each residential unit complies with required building setbacks, building height, parking requirements, rear yard open space, lot coverage, and landscaping. The project has been designed to comply with the R-1 development standards, and complies with the spirit and intent of the Municipal Code.

4. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, and the requirements of the California Environmental Quality Act have been satisfied.

Pursuant to the California Environmental Quality Act ("CEQA"), the City of Garden Grove has determined that the proposed project is categorically exempt from the CEQA pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Regs., Section 15332). The proposed project is characterized as in-fill development meeting conditions described in Section 15332.

5. The site is physically suitable for the proposed density of the development.

The site is physically suitable for the density proposed by the developer. The Low Density Residential General Plan Land Use designation allows a density of up to nine (9) dwelling units per acre with detached units on their own parcel. The proposed Tentative Tract Map will subdivide a 47,284 square foot parcel into five (5) separate lots, four (4) residential lots (Lots 1 to 4) and one lot that will be used for the private street (Lot 5), to create a single-family neighborhood with a proposed density of 3.68 units per acre.

The proposed design of each residential lot allows for the placement of one single-family home on each lot, which complies with the density requirement. Therefore, the property is sufficient in size to accommodate the proposed development, and complies with all applicable provisions of the City of Garden Grove Municipal Code, including the building setbacks, building height, parking, and lot coverage.

6. The design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

The design of the subdivision and the proposed improvements are not likely to cause serious public health problems since conditions of approval will be in place to safeguard the public health. The proposed subdivision has been designed to comply with the development standards of the R-1 zone. City Departments, including Traffic Division, Water Division, Engineering Division, and the Planning Division, and the Orange County Fire Authority (OCFA) have reviewed the proposed development and have applied conditions of approval to minimize potential negative impacts that the project may have on the community. The conditions of approval for on and off-site improvements will safeguard the public health.

7. The design of the project and the proposed improvements will not conflict with easements of record or easements established by court judgment acquired by the public at large for access through or use of property within the subdivision; or, if such easements exist, alternate easements for access or for use will be provided and these will be substantially equivalent to the ones previously acquired by the public.

The design of the subdivision and the proposed improvements will not conflict with easements of record or easements established by court judgment acquired by the public at large for access through or use of property within the proposed subdivision. The project has been designed to avoid development over existing easements.

8. The design and improvement of the proposed subdivision are suitable for the uses proposed and the subdivision can be developed in compliance with the applicable zoning regulations.

The design of the subdivision is suitable for the proposed low-density residential project that will subdivide an existing 47,284 square foot lot into four (4) residential lots to accommodate single-family homes that will be served by a private street (Lot 5). The subdivision complies with the spirit and intent of the General Plan, and the Subdivision Map Act. The project has also been designed to comply with the R-1 development standards. Each residential lot will comply with the minimum lot size and minimum lot width requirement of the R-1 zone, and each proposed dwelling unit will comply with the setbacks, lot coverage, and parking requirements of the R-1 zone.

9. The design of the subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision.

To the extent feasible, the project has been designed in accordance with Government Code Section 66473.1, such as to allow for passive or natural heating opportunities in the subdivision design, to encourage the orientation of structures to take advantage of shade and prevailing breezes, to allow solar access for passive heating and opportunities for placement of shade trees and other vegetation for cooling.

10. The design, density, and configuration of the subdivision strike a balance between the affect of the subdivision on the housing needs of the region and public service needs. The character of the subdivision is compatible with the design of existing structures, and the lot sizes of the subdivision are substantially compatible with the lot sizes within the general area.

The project has been reviewed in relation to the housing needs and goals of the City and is compatible with existing residential projects in the vicinity. The property is located in a residential area improved with single-family residences. The proposed project will create four (4) residential lots that will each be improved with a single-family home. The existing single-family home will remain, and will be reconfigured to fit within the lot area of the proposed lot design, and three (3) new single-family homes will be constructed on each of the three (3) remaining lots. The subdivision is compatible with the surrounding area since each lot will be improved with one (1) single-family home as permitted by code. The project site abuts a residential subdivision to the west, located on Persimmons Circle, that is developed with seven (7) residential lots, which are similar to the proposed subdivision.

In addition, the zoning requires a minimum lot size of 7,200 square for new subdivisions in the R-1 zone. Each proposed lot is designed to comply with the minimum lot size requirement, and will provide a lot size of 10,031 square feet (Lot 1), 8,312 square feet (Lot 2), 10,520 square feet (Lot 3), and 7,783 square feet (Lot 4). The proposed lot sizes comply with the minimum code requirement, and are compatible with the lot sizes of existing residential properties in the area. Also, the subdivision will be served by a private street that is designed to City standards that allow for adequate public service access for emergency vehicles.

The proposed subdivision and the construction of the new single-family homes will increase the number of available housing in the area, and further the goals of the Housing Element of the General Plan.

11. The subject property is not located within a state responsibility area or a very high fire hazard severity zone, the proposed subdivision is served by local fire suppression services, and the proposed subdivision meets applicable design, location, and ingress-egress requirements.
12. The discharge of waste from the proposed subdivision into the existing sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board. The conditions of approval for on and off-site improvements will ensure permitted capacity of the public sewer system is not exceeded.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan and Tentative Tract Map possess characteristics that would justify the request in accordance with Municipal Code Section No. 9.32.030.3 (Site Plan) and Section 9.40.060 (Tentative Maps).
2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the attached Conditions of Approval (Exhibit "A") shall apply to Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181.

Adopted this 16th day of April 2020

ATTEST:

/s/ JEREMY LEHMAN
CHAIR

/s/ JUDITH MOORE
RECORDING SECRETARY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS:
CITY OF GARDEN GROVE)

I, JUDITH MOORE, Secretary of the City of Garden Grove Planning Commission, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Garden Grove, California, at a meeting held on April 16, 2020, by the following vote:

AYES:	COMMISSIONERS:	(7)	LE, LEHMAN, LINDSAY, NGUYEN, PEREZ, RAMIREZ, SOEFFNER
NOES:	COMMISSIONERS:	(0)	NONE

/s/ JUDITH MOORE
RECORDING SECRETARY

PLEASE NOTE: Any request for court review of this decision must be filed within 90 days of the date this decision was final (See Code of Civil Procedure Section 1094.6).

A decision becomes final if it is not timely appealed to the City Council. Appeal deadline is May 8, 2020.

EXHIBIT "A"

Site Plan No. SP-081-2020

Tentative Tract Map No. TT-18181

11712 Lampson Avenue

CONDITIONS OF APPROVAL

GENERAL CONDITIONS

1. Each owner of the property shall execute, and the applicant shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval" as prepared by the City Attorney's Office, on the property. Proof of such recordation is required prior to issuance of building permits.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to each of the following: the project applicant, Nhan Vuong, the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership. Any changes to the Conditions of Approval require approval by the Planning Commission.
3. Approval of this Site Plan and Tentative Tract Map shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
4. Minor modifications to the Site Plan and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

Public Works Engineering Division

6. The applicant shall be subject to Traffic Mitigation Fees, In-Lieu Park Fees Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of

- said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
7. A separate street permit is required for work performed within the public right-of-way.
 8. Grading improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30 feet outside the boundary, and designed to preclude cross-lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water, sewer, and street improvements. The grading plan shall include a coordinated utility plan. Street improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.
 9. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
 10. All vehicular access drives to the site shall be provided in locations approved by the City Traffic Engineer.
 11. The new drive approaches to the site shall be constructed in accordance with Garden Grove Standard B-120 (option #3).
 12. All on-site angled driveways on the site shall be designed per County of Orange Standard Plan 1209 (sheet 5 of 5).
 13. Prior to issuance of a grading permit, the applicant shall design overhead street lighting within and frontage of the development in a manner meeting the approval of the City's Lighting Administrator. Location of lighting poles shall be shown on all the improvement plans.
 14. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design of the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels.

15. The grading plan shall depict an accessibility route for the Americans with Disability Act (ADA) pathway in conformance with the requirements of the Department of Justice standards, latest edition.
16. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.
17. Prior to the issuance of any grading or building permits, the applicant shall submit to the City for review and approval of a Water Quality Management Plan that:
 - a. Addresses Site Design BMPs based upon the geotechnical report recommendations and findings such as infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas
 - b. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP
 - c. Incorporates structural and Treatment Control BMPs as defined in the DAMP
 - d. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs
 - e. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs
 - f. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs
18. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications
 - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP
 - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available on-site

- d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs
19. The applicant and his contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. Applicant and his contractor shall also re-set the tie monuments where curb or curb ramps are removed and replaced or new ramps are installed. The Applicant and his contractor shall be liable for, at his expense, any re-survey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls.
 20. TIES TO HORIZONTAL CONTROL:

Prior to recordation of a final tract map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. The surveyor/engineer shall submit record information to the City on Auto Cad DWG format.
 21. DIGITAL MAP SUBMISSION:

Prior to recordation of a final tract map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital graphics file of said map in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. The surveyor/engineer shall submit record information to the City on Auto Cad DWG format.
 22. Prior to issuance of a grading permit, the applicant shall submit to Planning Services Division an updated title report along with copies of the recorded instruments listed in the title report, reference maps used to prepare legal description and the plat for review and approval of the tract map.
 23. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one acre or more of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water

Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181
Conditions of Approval

Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for City review on request.

24. Any new or required block walls and/or retaining walls shall be shown on the grading plans. Cross sections shall show vertical and horizontal relations of improvements and property line. Block walls shall be designed in accordance to City standards or designed by a professional registered engineer. In addition, the following shall apply:
 - a. The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division prior to installation.
25. The applicant shall identify a temporary parking site(s) for construction crew and construction trailers office staff prior to issuance of a grading permit. No construction parking is allowed on local streets.
26. Prior to issuance of a grading permit, the applicant shall submit and obtain approval of a worksite traffic control plan, satisfactory to the City Traffic Engineer.
27. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.
28. Any required lane closures should occur outside of peak travel periods.
29. Construction vehicles should be parked off traveled roadways in a designated parking.
30. Prior to issuance of a grading permit, the applicant shall provide a hydrological analysis with scaled map and calculations and hydraulic calculations to size storm drains per the Orange County RDMD standards. Parkway culverts shall be designed per Orange County standard plan 1309, Type B or City of Garden Grove Standard Plan B-209. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
31. The applicant shall remove substandard driveway approach, curb, and sidewalk along Lampson Avenue and construct street frontage improvements as identified below. All landscape, sidewalk, and lighting improvements installed within the public rights-of-way shall be maintained by the applicant in a manner meeting the approval of the City Engineer and Planning Division.

Lampson Avenue

- a. Remove the existing substandard driveway on Lampson Avenue and construct new curb, gutter and sidewalk.
- b. The new street driveway approach to the site on Lampson Avenue shall be constructed in accordance with City of Garden Grove Standard Plan B-120 (option #3). Standard Plan B-120 calls for a minimum width of 24-feet for arterial street driveways.
- c. Construct 8-inch curb and gutter replacing the existing driveway approach along the property frontage at 30 feet from centerline in accordance with City Standard Plan B-113.
- d. Protect existing westerly tree on Lampson Avenue and plant a 15 gallon Australian Peppermint Willow tree at the existing westerly tree well.
- e. Remove and replace 8-foot sidewalk replacing the existing driveway approach on Lampson Avenue in accordance with City Standard B-106.
- f. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk/landscape area on Lampson Avenue with the Planning Services Division and the Water Division.
- g. Any proposed new landscaping in public right-of-way shall be approved by Planning Services Division and maintained by the owner.

Public Works Environmental

32. The developer shall use the City's trash disposal provides, Republic Services, for the processing of construction and demolition debris.

Public Works Water Services Division

33. New water service installations 2" and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted.
34. Water meters shall be located within the City right-of-way or within dedicated waterline easement.
35. Should the landscape system require a separate irrigation meter, a Reduced Pressure Principal Device (RPPD) shall be installed for meter protection. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross connection

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Conditions of Approval

- inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
36. A composite utility site plan (W-drawing) shall be part of the water plan approval.
 37. New water system within the private street shall connect to the water main on Lampson Ave, and shall be constructed per City Standards by developer and dedicated to the City. Bonding will be required.
 38. There shall be a minimum 15-foot clearance of building footings from the water main. Clearances less than 15 feet shall be reviewed and approved by Water Engineering.
 39. There shall be no structures or utilities built on or crossing water or sewer main easements.
 40. New utilities shall have a minimum 5-foot horizontal and a minimum 1-foot vertical clearance from water main and appurtenances.
 41. There shall be a minimum clearance from sewer main and water main of 10 feet from outside of pipe to outside of pipe.
 42. The meter and services for the new lots shall be installed per City Standard B-719, which specifies a residential fire sprinkler connection (RFSC) on the backside of the meter. There shall be one meter and service per lot, unless otherwise allowed by City of Garden Grove Planning Services Division.
 43. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
 44. City shall determine if existing water services(s) is/are usable and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense.
 45. Water meters and boxes shall be installed by City forces upon payment of applicable fees and after new water system (including water services) pass all bacteriological and pressure tests.
 46. Water services shall not be turned on until an account is set up.
 47. No permanent structures, trees or deep-rooted plants shall be placed over sewer main or water main.

Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181
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48. Location and number of fire hydrants shall be as required by Water Services Division and the Fire Department.
49. Owner shall install new private sewer main with laterals and clean outs at right-of-way line. The sewer main connection in public right-of-way shall be 6" minimum diameter, extra strength VCP with wedgelock joints and inspected by GGSD. All on site sewer and appurtenances to be installed per the California Plumbing Code and inspected by the Building and Safety Division.
50. New private sewer main shall cross below the 18" water main on Lampson Avenue with a minimum separation of 12" outside diameter to outside diameter. Any deviations from the above shall require a variance from the State Water Resources Control Board.
51. Contractor shall abandon any existing unused sewer lateral(s) at street right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug and encased in concrete.

Building and Safety Division

52. The project shall comply with the requirements of the 2019 California Building Code, the California Green Building Code, and all California Model Codes, including, that the buildings shall be solar ready.

Fire Department

53. The applicant shall comply with all applicable Orange County Fire Authority requirements, including, but not limited to the Fire Master Plan.

Planning Services Division

54. The applicant shall submit detailed plans, showing the proposed location of utilities and mechanical equipment to the Community and Economic Development Department, Planning Services Division for review and approval prior to submitting plans into the Building and Safety Division Plan Check process. The project shall also be subject to the following:
 - a. All on-site and off-site utilities (off-site refers to the areas within public right-of-way to the center line of the streets adjacent to the subject property), within the perimeter of the site and to the centerline of the adjacent streets, shall be installed or relocated underground. All on-site and off-site utilities pertaining to the improvements proposed under this Site Plan and Tentative Tract Map, shall be installed or relocated underground.
 - b. All above-ground utility equipment (e.g. electrical, gas, telephone, cable TV) shall not be located in the street setback, within the common areas,

or any parking areas, and shall be screened to the satisfaction of the Community and Economic Development Director.

- c. No roof-mounted mechanical equipment including, but not limited to dish antennas, shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community and Economic Development Department prior to the issuance of building permits. Screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.
 - d. All ground or wall-mounted mechanical equipment shall be screened from view from any place on or off the site
 - e. No exterior piping, plumbing, or mechanical ductwork shall be permitted on any exterior façade and/or be visible from any public right-of-way or adjoining property. Roof rain gutters are permitted. The rain gutters shall follow the natural architecture lines of the building.
55. All landscaping shall be consistent with the landscape requirements of Title 9 of the Municipal Code. The developer shall submit a complete landscape plan governing the entire development. The landscape irrigation plans shall include type, size, location and quantity of all plant material. The landscape plan shall include irrigation plans and staking and planting specifications. All landscape irrigation shall comply with the City's Landscape Ordinance and associated Water Efficiency Guidelines. The landscape plan is also subject to the following:
- a. A complete, permanent, automatic remote control irrigation system shall be provided for all landscaping areas shown on the plan. The sprinklers shall be of drip or microspray system sprinkler heads for water conservation.
 - b. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box, and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, Boston Ivy shall be used.
 - c. The applicant shall be responsible for installing and maintaining the landscaping until such time as the project nears complete sell-out and the Homeowner's Association or a lot owner takes over maintenance responsibility.

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- d. Except as otherwise provided in the CC&Rs approved by the City, the Homeowner's Association shall be responsible for all installation and permanent maintenance of all landscaping on the property. Said responsibility shall extend to the parkway landscaping, sidewalk, curb, and pavement of the site. All planting areas are to be kept free of weeds, debris, and graffiti. All organic landscaping waste shall be disposed of in accordance with applicable law and regulations of the City, the Garden Grove Sanitary District, and the State of California. Maintenance of these landscape areas shall be included within the CC&R's for the project.
 - e. No trees shall be planted closer than five feet (5') from any public right-of-way. Trees planted within ten feet (10') of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low height variety to ensure safe sight clearance. All trees planted on the individual private lots, whether for screening the houses from the neighboring lots or for aesthetic or selling/marketing purposes, shall have an irrigation system installed in order maintain the trees.
 - f. The landscaping treatment along the Lampson Avenue frontage, including the area designated as public right-of-way, and the front setback areas of each lot, shall incorporate a mixture of groundcover, flowerbeds, shrubs, and trees to enhance the appearance of the property. The Community and Economic Development Department, Planning Services Division shall review the type and location of all proposed trees and plant materials.
 - g. The landscape plan shall incorporate and maintain for the life of the project those means and methods to address water run-off also identified as Low Impact Development provisions, which address water run-off. This is to also be inclusive of any application of Water Quality Management Plans (WQMP), Drainage Area Management Plans (DAMP) and any other water conservation measures applicable to this type of development.
 - h. At the time of irrigation installation, the irrigation system shall comply with all applicable provisions of the City's Water Conservation Ordinance, the City's Municipal Code landscape provisions, and all applicable state regulations.
 - i. All above-ground utilities (e.g. water backflow devices, electrical transformers, irrigation equipment) shall be shown on the landscaping plan in order to ensure proper landscape screening will be provided.
56. Enhanced concrete treatment shall be provided along the entry to the private street subject to the Community and Economic Development Department's

- approval that includes decorative stamped concrete or interlocking pavers or other enhanced treatment, excluding scored and/or colored concrete. Color, pattern, material, and final design and configuration shall be approved by the Community and Economic Development Department, Planning Division, and shall be shown on the final site plan, grading plan, and landscape plans.
57. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the Planning Services Division. Lighting adjacent to residential properties shall be restricted to low decorative type wall-mounted lights, or a ground lighting system. Lighting shall be provided throughout all private drive aisles and entrances to the development per City standards for street lighting.
 58. Hours and days of construction and grading shall be as set forth in the City of Garden Grove Municipal Code Section 8.47.010 as adopted, except that:
 - a. Monday through Friday – not before 7:00 a.m. and not after 5:00 p.m.
 - b. Saturday – not before 8:00 a.m. and not after 5:00 p.m. All construction activity on Saturday shall be limited to interior construction only.
 - c. Sunday and Federal Holidays – no construction shall occur.
 59. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, the use of electricity from power poles rather than diesel or gasoline powered generators, the use of methanol, natural gas, propane, or butane vehicles instead of gasoline or diesel powered equipment, where feasible, the use of solar or low-emission water heaters, and the use of low-sodium parking lot lights, to ensure compliance with Title 24.
 60. During construction, if paleontological or archaeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with applicable law.
 61. The applicant shall comply with all provisions of the Community and Economic Development Department including, but not limited to, the following:
 - a. The facade of the units shall be designed with sound attenuation features including the use of dual pane windows, a minimum 4-inch decorative wide trim on all windows and doors, and limiting, when possible, the use of vents. These features shall be approved by the Community and Economic Development Department prior to the issuance of building permits.
 - b. Prior to the finalization of working drawings for Planning Services Division, Engineering Division, and Building and Safety Division Plan

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Check, the applicant shall submit to the Community and Economic Development Department detailed and dimensioned plot plans, floor plans, exterior elevations, and landscape plans which reflect the above Conditions of Approval. The plans shall indicate cross-sections of all streets within the development, landscape materials, wall materials, and building materials proposed for the project.

- c. Each unit shall have phone jacks and cable-TV outlets in all rooms, except the laundry area, hallways, and bathrooms. All garage doors shall be of automatic roll-up type. Mechanical equipment, including air conditioning units, Jacuzzi spa equipment, sump pump, etc., shall not be located closer than 5 feet of any side or rear property line and shall not be located in the front landscape setback. Air conditioning units may be placed adjacent to or in front of the dwelling units provided the location does not obstruct, impede, or hinder any vehicle traffic or pedestrian access to any unit, and is properly screened from view.
 - d. The second floor windows shall, to the extent feasible, be oriented away from the existing single-family homes and/or incorporate view-obscuring measures such as the use of high windows, window alignment, and obscure glass window glazing.
 - e. Should the applicant elect to build the project in more than one phase, then a phasing plan shall be submitted to the Community and Economic Development Department prior to releasing units for model purposes. The phasing plan shall include, but not be limited to, a site plan showing the phasing areas, protection of finished units, and protection for related safety issues concerning pedestrians and non-construction vehicles. The perimeter improvements including landscaping, walls, street improvements, and underground utilities, shall be completed in the first phase. The phasing plan shall be approved by the Community and Economic Development, Public Works Departments, and OCFA prior to issuance of building permits.
62. All new block walls, and/or retaining wall(s), including existing block walls to remain, shall be shown on the grading plans. Block walls shall be developed to City Standards or designed by a Registered Engineer and shall be measured from on-site finished grade. The applicant shall provide the following:
- a. Decorative perimeter block walls shall be required, and shall be constructed to a minimum height of 6 feet to a maximum height of 7 feet, as measured from highest point of the on-site finished grade. The block walls shall be constructed of decorative split-face masonry with decorative caps, subject to the Community and Economic Development Department's approval. No walls greater than 36-inches in height shall be construction with the driveway vision clearance area of the project's entrance. All existing block walls shall be modified, as necessary, to

comply with the minimum block wall height requirement. The type, texture, and color of the block wall shall be approved by the Planning Services Division, and shall match any existing block wall that will remain.

- a. Private interior project walls, with a minimum height of 6 feet, and a maximum height of 7 feet, constructed from decorative masonry block or from wood, shall be constructed along the property line of each lot to provide privacy to each unit. The walls shall maintain a minimum setback of 20 feet from the front property line or a 20 feet setback if located adjacent to any driveway. Any wall located within the front setback area shall be limited to a height of 36-inches, except as allowed in Condition of Approval 64.
 - b. The applicant shall work with the existing property owners along the project perimeter in designing and constructing the required perimeter block walls. This requirement is to avoid having double walls and to minimize any impact that it might cause to the existing landscaping on the neighbor's side as much as possible. The perimeter block wall shall be constructed and situated entirely within the subject property. In the event that the applicant cannot obtain approval from the property owners, the applicant shall construct the new wall with a decorative cap to be placed between the new and existing walls. In the event the location of a new wall adjacent to an existing wall or fence has the potential to affect the landscape planter, then the applicant shall work with City Staff to address this situation. The Community and Economic Development Director shall be authorized to approve minor alterations the size and/or location of the landscape planter to accommodate the placement of such wall.
63. The proposed 6'-0" fence allowed within the front setback area of Lot 1, shall comply with the following:
- a. The 6 foot fence shall maintain a 15 foot setback from the front property line located along Lampson Avenue.
 - b. The design of the fence shall be decorative, with the bottom, 36-inches of the fence constructed of decorative block that matches the decorative block used for the perimeter block wall, and the upper, 36-inches of wrought iron with decorative pilasters.
 - c. The overall height of the 6 foot fence, including pilasters, shall be measured from the on-site grade located adjacent to the block wall.
 - d. The pilasters, as measured from the on-site finished grade, shall be 6 feet in height, regardless of the grading level height. The pilasters shall be spaced evenly.

- e. The applicant shall obtain a building permit for the construction of the pilasters.
64. The applicant shall prepare Covenants, Conditions, and Restrictions (CC&R's) for review and approval by the City Attorney's Office and the Community and Economic Development Department prior to the issuance of building permits. The approved CC&R's shall be recorded at the same time that the subdivision map is recorded and two copies of the recorded CC&R's shall be provided to the Planning Services Division. The CC&R's shall include the following stipulations and/or provisions:
- a. All units shall maintain the ability to park two (2) vehicles within the garages at all times. Garages shall not be converted to any other use.
 - a. There shall be no business activities, day care, or garage sales conducted within or from the garages.
 - b. Garages shall not be rented or leased separately from the dwelling units and shall not be made unavailable to the occupants of the units.
 - c. Parking spaces in the garages shall be made available to the occupants of the unit at all times.
 - d. Residents shall not park or store vehicles anywhere on the site except within the designated parking spaces located within the enclosed garage space for each unit and the open parking spaces located along the private driveway. However, the three (3) on-street parallel parking spaces may be utilized by residents or guests for temporary parking. Any issues arising from the use, application, or restriction of such open parking spaces shall be at the resolve of the Homeowner's Association.
 - e. Each Owner shall prevent and abate all graffiti vandalism within his/her/its Lot and/or within any Exclusive Use Area or Property Wall over which he/she/it exercises control and/or is responsible to maintain. The Homeowner's Association shall prevent and abate all graffiti vandalism within the Common Area and any other portions of the Properties or Property Walls owned or controlled by the Association. The Homeowners Association and Owners shall implement best management practices to prevent and abate graffiti vandalism within the Properties throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the Homeowner's Association or responsible Owner as soon as

- reasonably possible after it is discovered, but not later than 72 hours after discovery.
- f. Each residence shall be utilized as one (1) dwelling unit. No portion of any residence shall be utilized or rented as a separate dwelling unit.
 - g. Second-story decks shall remain open and shall not be enclosed at any time. There shall be no storage allowed in the balconies at any time.
 - h. Parking and storage of boats, recreational vehicles, or commercial vehicles on the property is prohibited.
 - i. There shall be no parking allowed along the drive-aisle and the turn-around area, except within the designated guest parking spaces. All curbs not designated as parking areas, including the Fire Department turn-around area, shall be painted red.
 - j. Each unit shall maintain a minimum of one thousand square feet of usable open space in the required rear yard. This area shall be open and unobstructed from the ground to the sky.
 - k. Each lot shall be subject to the development standards of the R-1 (Single-Family Residential) zone.
 - l. Trash containers shall be stored within designated storage areas only and not within the garage parking area. The placement of trash containers for pick-up, and the duration of time prior to and after trash collection of those trash containers, is subject to the Garden Grove Sanitary District requirements. The applicant shall provide each individual unit with a trash storage area to accommodate three trash containers. The area for each container shall be a minimum of 38 inches by 38 inches. The trash areas shall be paved and accessed by gates and a walkway for ease of taking trash containers to and from the street.
 - m. The CC&R's shall include provisions providing the owners or tenants a means of contacting persons responsible for site maintenance, repairs, trash pick-up, and other related matters for a development of this type. This shall also include scheduling of maintenance of such items as the recreation area, landscape area maintenance, etc. This also includes ensuring tree overhangs do not block or hinder any vehicles such as street sweepers, trash trucks, fire trucks, etc., from maneuvering through the site.
 - n. The CC&R's shall include stipulations that maintenance of the private drive aisles, storm drain, sewer system, and open space areas within the interior of the development, and the landscape setback areas outside the development walls adjacent to the Lampson Avenue

frontage road is the responsibility of the Homeowner's Association, including the common landscaped areas.

- o. The Conditions of Approval for Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181 shall be incorporated into the CC&Rs, and provisions corresponding to any applicable Conditions of Approval shall be included in the CC&Rs.
- p. The following provisions shall be included within the CC&R's (in substantially the same form as below or as otherwise approved by the City Attorney):
 - i. Compliance with Stormwater Quality Regulations. The Homeowner's Association shall implement, and fund implementation of, the Operation and Maintenance ("O&M") Plan for the Property, which was approved by the City as part of the Water Quality Management Plan ("WQMP") required for development of the Property, and shall operate and maintain the Best Management Practices ("BMPs") described in the O&M Plan for the Property, which includes:
 - f. Description of all post-construction BMPs (nonstructural and structural),
 - g. Description of the Property owner's(s') responsibilities and required training of persons performing BMP implementation, operation and maintenance,
 - h. Implementation frequency and operating schedule,
 - i. Inspection/maintenance frequency and schedule,
 - j. Specific maintenance activities,
 - k. Required permits from resource agencies, if any,
 - l. Forms to be used in documenting implementation, operation and maintenance activities,
 - m. Recordkeeping requirements.

A copy of the approved O&M Plan is described in the current WQMP for the Project, as it may be amended from time to time according to its terms, which is on file with the City of Garden Grove Community and Economic Development Department, and is incorporated herein by this reference. The Committee shall maintain a copy of the current WQMP at a location on the Property.

The Property shall be, and the Homeowner's Association shall ensure that the Property is, used and maintained in full compliance with the provisions of the O&M Plan and Chapter 6.40 (Stormwater Quality) of the Garden Grove Municipal Code, as it may be amended. The City shall have the right to inspect the Property for the purpose of verifying compliance with this provision. The City of Garden Grove shall be an intended third-party beneficiary to this provision. The City shall have

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the right and authority, but not the obligation, to enforce this provision by any legal or equitable means, or by any method available to the Property owners as provided elsewhere in the Declaration, against the Declarant, Homeowner's Association, Owners, their successors and assigns, or other persons in possession of the Property. This provision shall not be amended or terminated without the written approval of the City of Garden Grove Community and Economic Development Department.

- ii. Enforcement: The City is hereby made a party to this Declaration solely for purposes of enforcing its provisions and the Conditions of Approval of Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181. The City, its agents, departments and employees shall have the unrestricted right and authority, but not the obligation, to enforce the provisions of this Declaration and the Conditions of Approval of Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181. In the enforcement of this Declaration, the City shall not be limited to the procedures or processes described in this Declaration and may use any remedy provided under law or equity, including the City's Municipal Code. The City, its agents, departments and employees may further refuse to issue any building, electrical or plumbing permit that may be in violation of these Declarations or Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181 approvals. However, the City shall not be liable for failing or refusing to enforce the provisions of these Declarations or the Conditions of Approval of Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181. The alternative dispute resolution provisions set forth in Section / Article [SECTION] of this Declaration shall not apply to or legally bind the City.
- iii. Assessments: The City may levy special assessments against the properties in connection with its actions to enforce the conditions of this Declaration or Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181 approvals, or to abate the violation thereof. The City shall have the same power as the Association to levy special assessments pursuant to the provisions of [SECTION] of this Declaration in the event that it incurs expenses in the enforcement of the conditions of these Declarations or Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181 approvals. Notice of intention to make such assessment shall be mailed by the City to the Owner of each affected [LOT/UNIT] affording the Owner thirty (30) days' notice to satisfy or reimburse the City's expenditure. In the event of the failure of any Owner of any affected [LOT/UNIT] to reimburse the City within thirty (30) days, notice of such assessment shall be mailed by the City to said Owner, and said assessment shall thereafter be due as a separate debt to the City within thirty (30) days following the mailing of such notice. Any such delinquent assessment may be and may become a lien upon the interest of the defaulting Owner in the Lot upon the execution by

the City and the recording in the Orange County Recorder's office of a notice of delinquent assessment under the same conditions that the Association could record the same pursuant to the provisions of [SECTION]. The City may foreclose on such notice of delinquent assessment in the same manner and with the same power as the Association could foreclose on such notice pursuant to the provisions of [SECTION]. It is the intent of Declarant, which intent shall be binding upon all of Declarant's successors in interest in the Properties, that the City shall be deemed an interest holder pursuant to the provisions of these Declarations in order to enforce the rights which have been given to the City generally in these Declarations and specifically pursuant to this Section.

- iv. Attorney Fees: The City shall be entitled to recover its attorney's fees incurred in connection with its actions to enforce the conditions of these Declarations or Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181 approvals, or to abate the violation thereof.
 - v. Public Safety Access: The Police and Fire Department personnel may enter upon any part of the common area for the purpose of enforcing State and Local laws.
 - vi. Modification/Termination: This Declaration shall not be terminated or substantially amended without the prior written approval of the City of Garden Grove Community and Economic Development Department.
65. Final Tentative Tract Map No. TT-18181 shall be approved by the City recorded by the applicant prior to issuance of building permits for the proposed single-family homes.
 66. The applicant/property owner shall submit signed letters acknowledging receipt of the decision approving Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181, and his/her agreement with all conditions of approval.
 67. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including, but not limited, to any award of attorney fees to a

party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

68. In accordance with Garden Grove Municipal Code Sections 9.32.160 and 9.40.070.A, respectively, the rights granted pursuant to Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181 shall be valid for a period of two years from the effective date of this approval. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of the Municipal Code, the rights conferred by Site Plan No. SP-081-2020 shall become null and void if the subject development and construction necessary and incidental thereto is not commenced within two (2) years of the expiration of the appeal period and thereafter diligently advanced until completion of the project. In the event construction of the project is commenced but not diligently advanced until completion, the rights granted pursuant to Site Plan No. SP-081-2020 shall expire if the building permits for the project expire.
69. The Conditions of Approval set forth herein include certain development impact fees and other exactions. Pursuant to Government Code §66020(d), these Conditions of Approval constitute written notice of the amount of such fees. The applicant is hereby notified that the 90-day protest period, commencing from the effective date of approval of Site Plan No. SP-081-2020 and Tentative Tract Map No. TT-18181, has begun.
70. The garage for Lot 4 shall be designed to maintain a minimum garage door size width of 18 feet.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

<p>AGENDA ITEM NO.:</p> <p style="text-align: center;">C.2.</p>	<p>SITE LOCATION: Northwest corner of Harbor Boulevard and Twintree Avenue, east of Tamerlane Drive at 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard, 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive</p>
<p>HEARING DATE: July 7, 2022</p>	<p>GENERAL PLAN: International West Mixed Use</p>
<p>CASE NOS.: Planned Unit Development No. PUD-141-01(A) and Site Plan No. SP-107-2022</p>	<p>ZONE: Planned Unit Development No. PUD-141-01; R-1</p> <p>PROPOSED: Planned Unit Development No. PUD-141-01(A)</p>
<p>APPLICANT: Kam Sang Company</p>	<p>APN: 231-471-06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24.</p>
<p>PROPERTY OWNER: City of Garden Grove (Successor Agency)</p>	<p>CEQA DETERMINATION: Mitigated Negative Declaration</p>

REQUEST:

The applicant is requesting approval to develop a 3.72-acre site with the Nickelodeon Hotel Resort. The Planning Commission will consider the following: (1) a recommendation that the City Council approve an amendment to Planned Unit Development No. PUD-141-01 to create a new sub-area, PUD-141-01(A), to facilitate the development of a full-service, high-rise hotel resort with hotel program entertainment, a pool deck, ballroom/meeting space, and food and beverage (restaurant) opportunities; and (ii) contingent approval of Site Plan No. SP-107-2022 to authorize the construction of the proposed hotel resort. The proposed project will consist of a 500-room hotel resort with a themed pool experience with a lazy river and a pool slide; event space with a 600-seat theater; 17,715 square feet of ballroom/meeting space; 22,296 square feet of hotel restaurant; 5,480 square feet of retail; themed amenities totaling 13,238 square feet; a 7,000 square-foot arcade; a spa and fitness center at 8,532 square feet; a five-level parking structure with 528 parking spaces; and related site improvements.

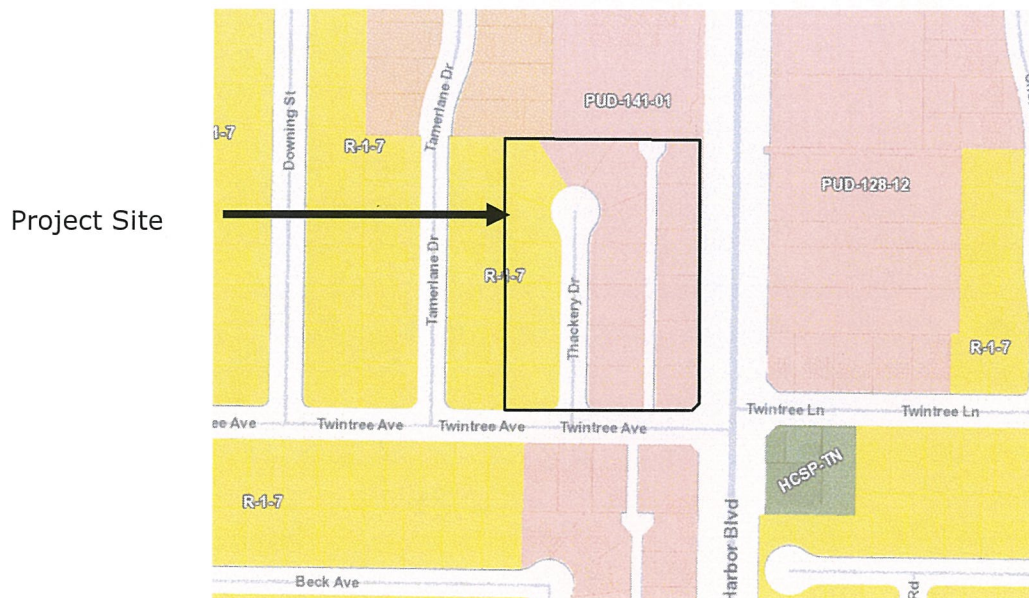
BACKGROUND:

The project site consists of 3.72-acres of land located on the northwest corner of Harbor Boulevard and Twintree Avenue, east of Tamerlane Drive. The project is located in the Grove District Anaheim Resort Area, which is the City's resort tourism area that is developed with hotels, restaurants, and commercial uses.

The project site abuts a Planned Unit Development No. PUD-141-01 zoned property to the north developed with the Sheraton Hotel; Multiple-Family Residential (R-3) zoned properties to the northwest developed with two-story residential apartments; Single-Family Residential (R-1) zoned properties to the west developed with one-story, single-family homes; to the south, across Twintree Avenue, are R-1 zone properties developed with single-family homes, and PUD-121-98 zoned properties developed with single-family homes and a commercial building. Across Harbor Boulevard to the east are vacant parcels entitled for the Site C hotel resort, which are zoned PUD-128-12.

The project site is comprised of nineteen (19) parcels, including Thackery Drive, and a public alley, located on the northwest corner of Harbor Boulevard and Twintree Avenue, east of Tamerlane Drive. Thackey Drive and the public alley are proposed to be vacated by the City Council under Street Vacation No. SV-002-2002 and integrated into the project site. Figure 1 below delineates the project site and location:

FIGURE 1: PROPOSED PROJECT SITE



The project site is vacant and secured with a perimeter chain-link fence. The properties were previously developed with single-family structures that were demolished between 2004 and 2013. In addition, the City has demolished the easterly portion of Thackery Drive from the centerline of the street, and the public alley, in preparation of the proposed development.

The project site has a General Plan Land Use designation of International West Mixed Use. The International West Mixed Use land use designation is intended to promote the development of resorts, entertainment, retail, restaurants, and hotels along Harbor Boulevard. The parcels are zoned PUD-141-01 and R-1, with thirteen (13) parcels zoned PUD-141-01 and six (6) parcels zoned R-1.

The project site is referred to as the Site B2 Project. The subject properties were acquired by the former Garden Grove Redevelopment Agency, and the City of Garden Grove, to facilitate the development of a hotel resort. The developer entered into an Exclusive Negotiation Agreement (ENA) with the City of Garden Grove to develop the project site with the Nickelodeon Hotel Resort. The City is currently negotiating a disposition and development agreement to convey the entire site, inclusive of Thackery Drive and the public alley, to the proposed developer of the Site B2 Hotel Project.

History of Entitlements

On September 22, 1998, the City Council adopted Ordinance No. 2448 to rezone 53 acres of land, including portions of the project site, from various land use designations to Planned Unit Development No. PUD-121-98 to facilitate the development of the Riverwalk Retail Complex. The Riverwalk Retail Complex consisted of 1,000,000 square feet of commercial and entertainment uses, including a cinema with up to 30-screens, a multi-story entertainment center, a 500-room hotel with subterranean parking, restaurants, live entertainment and attraction areas, specialty retail, and a major water element. The project also included three parking structures and surface parking. The project was never constructed, but the PUD-121-98 zoning remained in place.

On February 6, 2002, the City Council adopted Ordinance No. 2564 approving Planned Unit Development No. PUD-141-01 to facilitate the development of two (2) hotels with a combined total of 483 hotel rooms. Site Plan No. SP-301-01, Parcel Map-2001-227, and a Development Agreement were also approved to implement this development project. The PUD encompasses the property that is currently developed with the Sheraton Hotel and thirteen (13) parcels that comprise the proposed project site as identified in Figure 1. The Sheraton Hotel was developed with 285 hotel rooms, which would have slated the second hotel to be developed with 198 hotel rooms. With adoption of the PUD, the development site was rezoned from PUD-121-98 to PUD-141-01.

The second hotel was not developed on the remaining PUD zoned properties, since both the City and developer envisioned a hotel resort with more hotel rooms. At

the time, the former Garden Grove Redevelopment Agency and the City of Garden Grove acquired additional properties located on the west side of Thackery Drive to expand the project area.

On August 26, 2008, the City Council adopted Resolution No. 8851-08 implementing a comprehensive General Plan update that included changing the General Plan Land Use designation of all of the parcels comprising the proposed project site to International West Mixed Use. The International West Mixed Use Land Use designation is intended to provide for a mix of uses, including resort, entertainment, retail, hotel, and some higher density residential that are appropriate for a major entertainment and tourism destination.

The proposed project includes a request to amend PUD-141-01 to expand it to cover the six (6) parcels not currently encompassed within it and to create a new sub-area PUD, PUD-141-01(A), over the entire project site with specific development standards to facilitate the development of the Site B2 Project with the contemplated Nickelodeon hotel resort. Approval of a Site Plan is also requested to authorize the construction of the proposed hotel resort as depicted in the project plans. In the event the proposed Nickelodeon hotel resort project does not proceed for some reason, the proposed PUD amendment would preserve the property owner's existing development rights for the smaller project pursuant to the 2002 Development Agreement, which remains in effect.

Neighborhood Meeting:

A neighborhood meeting was held by the applicant on April 28, 2022, to provide information to surrounding residents about the proposed project, as well as to address concerns raised by those in attendance. Sixteen (16) persons were in attendance. At the meeting, the applicant presented the project and answered questions from attendees. The attendees inquired about the hotel's construction timeframe, water usage, traffic, noise, and benefits of the project to the community.

PROJECT STATISTICS:

	<u>SUB-AREA PUD</u>	<u>Provided</u>
Lot Area: ¹	3.72-acres	3.72-acres
Required Parking: ²	480	528
Maximum Hotel Rooms:	500	500
Maximum Square Footages		
Ballroom/Meeting Rooms ³	17,715 S.F.	17,715 S.F.
Food and Beverage (Restaurants)	22,296 S.F.	22,296 S.F.
Nick Studio (Theater)	600 seats	600 seats
Entertainment Venue (Studio Hall)	6,448 S.F.	6,448 S.F.
Retail	5,480 S.F.	5,480 S.F.
Spa/Fitness	8,532 S.F.	8,532 S.F.
Maximum Building Height: ⁴	No Limit, Subject to a Shade and Shadow Study	335'-8"
Minimum Perimeter Building Setbacks: ⁵		
North (interior side)	None, 10 feet if adjacent to residential	27'-10"
South (street side) - Twintree Avenue	10'-0"	16'-11"
East (front) - Harbor Boulevard	9'-0"	9'-11"
West (rear)	10'-0"	31'-4"

- ¹ The project site will form part of a new sub-area of PUD-141-01. PUD-141-01 currently has a lot area of approximately 5.5-acres. The proposed sub-area PUD will be expanded to incorporate new land area, and the total project site will be 3.72-acres.
- ² A Shared Parking Study was prepared to determine the required parking for the proposed hotel resort based on the estimated peak parking demand.
- ³ For purposes of this report, the proposed square footages of the ballroom (9,490 square feet) and meeting rooms (8,225 square feet) have been combined to 17,715 square feet.
- ⁴ The PUD will require that a Shade and Shadow Study be prepared to determine the allowable building heights. The proposed hotel project building height was analyzed in a Shade and Shadow Study prepared in conjunction with the Mitigated Negative Declaration.
- ⁵ The PUD will establish minimum perimeter building setbacks; however, a Shade and Shadow Study was prepared to evaluate the proposed building setbacks in relation to the proposed building height to ensure that no shade and shadow impacts were created to adjacent sensitive uses as identified in the Shadow and Shade Study.

DISCUSSION:

PLANNED UNIT DEVELOPMENT:

The project site is currently zoned Planned Unit Development No. PUD-141-01 and R-1 (Single-Family Residential). To facilitate the proposed hotel resort, a sub-area PUD, PUD-141-01(A), will be created. The proposed PUD amendment would place the entire project site parcels into its own PUD sub-area with specific development standards established to facilitate the hotel's construction.

A Planned Unit Development (PUD) is a precise plan that provides for the regulation of buildings, structures, and uses of land to implement the General Plan. The PUD zoning designation establishes development standards and uses specific to a particular project that achieve a higher-quality project than what could be achieved with traditional zoning. The specific development standards applicable to a Planned Unit Development are set forth in the ordinance approving the PUD. Where a PUD is silent regarding operating conditions, maintenance, or other standards regulating a particular use, the appropriate Land Use Code standards apply.

PUD-141-01(A) will establish development standards for the entire development. The PUD will incorporate specific development standards regulating the number of hotel rooms, building heights, building setbacks, landscaping, permitted uses, required parking, site circulation and access, signage, utilities, storage and refuse collection, and environmental mitigation measures.

PUD-141-01(A) will facilitate the development of a hotel resort with 500 hotel rooms; 17,715 square feet of combined ballroom/meeting space; 22,296 square feet of combined restaurant (food and beverage) space; and 5,480 square feet of retail. The proposed PUD will allow the hotel resort to have specific hotel amenities, including a 600-seat theater; a 6,488 square foot of family entertainment (Studio Hall); an arcade; a spa and fitness center, and a themed pool deck with a lazy river and a pool slide.

SITE PLAN:

The envisioned build-out of the project site is based on the submitted project plan and environmental document that is the basis for setting the development standards for the proposed hotel resort. All construction plans for the hotel resort must be consistent with the PUD standards and the associated plans, environmental documentation, and conditions of approval that are approved through the entitlement process. The building placement of the proposed hotel, along with the proposed building setbacks and the proposed building height, have been analyzed in the Shade and Shadow Study prepared in conjunction with the environmental document.

Site Design and Circulation:

Vehicular access to the site will be provided from one (1) vehicular entrance located on Harbor Boulevard, and one (1) vehicular entrance located on Twintree Avenue. The main vehicular access to the site will be from Harbor Boulevard, and the secondary vehicular access will be from Twintree Avenue.

The proposed project will be accessed from an existing vehicular entrance located on Harbor Boulevard that currently serves the Sheraton Hotel. This vehicular entrance will be modified to accommodate the necessary lanes for vehicle ingress and egress. The Harbor Boulevard entrance will align with the proposed main entrance of the future Site C hotel resort, and will be signalized. The proposed

project site will continue to be served by an existing right-turn lane (southbound on Harbor Boulevard) and a left-turn lane (northbound on Harbor Boulevard) that currently serves the Sheraton Hotel property.

The Harbor Boulevard entrance will serve as the main entrance to the project site for all guests, visitors, and hotel employees. Tourist and shuttle buses will also access the project site from Harbor Boulevard.

The proposed project will provide a secondary vehicular entrance on Twintree Avenue that will be used as a service entrance. This service entrance will be limited for the use of emergency vehicles, maintenance vehicles, and trash and delivery trucks only. Vehicles entering and exiting the site from Twintree Avenue will be limited to left turn-out and right turn-in to minimize traffic impacts to the adjacent residential neighborhood.

The project site's internal drive-aisles are designed to circulate throughout the site and provide access to the guest drop-off area located in front of the hotel, the parking structure, and the service corridor. All drive-aisles, parking structure ramps, and the roundabouts are required to comply with the City's standards for minimum access and clearances.

Vehicles entering the site from Harbor Boulevard will circulate west along the main drive-aisle to a roundabout. From the roundabout, vehicles can access the Sheraton Hotel parking area, located to the north, vehicles can access the drive-aisle that leads to the proposed hotel, located to the south, or vehicles can circulate back onto the main drive-aisle to exit the site onto Harbor Boulevard. The roundabout also provides access to a drive-aisle that connects to the service corridor located at the rear of the hotel. Access to the service corridor will be limited to employees and service personnel.

The drive-aisle that serves the proposed hotel will lead vehicles to the hotel's guest drop-off area located along the front of the hotel. The drive-aisle includes a roundabout that circulates to the parking structure access ramp or back to the main entrance drive-aisle. An emergency access drive-aisle is located adjacent to the roundabout that will be used by emergency vehicles to exit the site directly onto Harbor Boulevard during emergencies.

The parking structure access ramp circulates below grade to the basement level of the parking structure. An internal access ramp located in the basement level will be used to access the upper levels of the parking structure (Levels 1 to 4). Visitors exiting the parking structure from the upper levels will circulate through the basement level to access the main parking structure ramp that leads to the surface level.

Level 1 of the parking structure includes an entrance that connects to the service corridor drive-aisle. This parking structure entrance will be limited to employee use only. Employees will use this entrance to enter and exit the parking structure. It

should be noted that while employees will enter the parking structure from the service corridor, all employees are required to enter and exit the site from the Harbor Boulevard entrance.

The parking structure will provide a total of 528 parking spaces. Table 1 below identifies the parking space distribution throughout each level of the parking structure. The parking is designed to serve all the hotel uses, including the hotel rooms, entertainment venues, hotel amenities, the ballroom/meeting space, and the hotel restaurants.

Table 1: On-Site Parking Distribution

Parking	Commercial Parking
Basement Level	114
1 st Level Structure	84
2 nd Level Structure	110
3 rd Level Structure	110
4 th Level Structure	110
Total	528

A Traffic Study was prepared that reviewed the project's traffic and circulation, and the study concluded that with implementation of the proposed mitigation measures and circulation recommendations, the project would not have significant impacts to existing traffic.

An eight-foot high decorative block wall will be constructed along the northwesterly and westerly property lines adjacent to the residential properties for sound attenuation purposes.

Themed Hotel Amenities and Programming:

The proposed hotel is a resort destination with amenities and programming themed to the Nickelodeon brand. The proposed hotel will include specific entertainment amenities unique to Nickelodeon Hotel Resort, including a Nick Studio, a Studio Hall, and a Kid's Lounge.

The Nick Studio is a 600-seat theater design with stadium seating. The Nick Studio is where most of the entertainment occurs within the hotel, and will be used to present character shows, Nickelodeon themed game shows, and other related productions.

Studio Hall is an entertainment space design to resemble a studio that will incorporate painted cycloramas, studio lighting, and signage to create a back-lot feel. The space is intended to be used for relaxation and play, and will feature recreational games, such as foosball, video games, and checkers. Studio Hall will also feature a gallery for the display of Nickelodeon related art and sculptures.

The Kid's Lounge will feature an interactive play experience for children and adults, which will include slides, swings, video games, and reactive video projections. Children can play in this area while parents check into the hotel.

The hotel will feature an outdoor pool deck themed to the Nickelodeon SpongeBob SquarePants animation cartoon. The pool deck will feature pools, a lazy river, and a pool slide with related themed elements to enhance the pool experience.

The hotel will also feature a fine-dining restaurant called The Odeon, located at the top level of the hotel, that will offer an intimate and upscale environment that is separated from the hotel's main entertainment areas.

As a hotel resort, all the hotel amenities will be limited to hotel guest use only, with the exception of the ballroom/meeting rooms, and 11,148 square feet of restaurant space that will be open to the public.

Parking:

The project is designed to provide a total of 528 parking spaces located within a five-level parking structure (four levels above-grade and one level below-grade). Currently, the City's Municipal Code does not include specific parking requirements for a hotel resort-type project. In the past, a Shared Parking Study has been used to establish the required parking for a hotel resort based on the estimated peak parking demand. A Shared Parking Study is an appropriate analysis to determine the required parking for a hotel resort due to the compatible and complimentary land uses that lend themselves to shared parking since patrons will utilize more than one use in the same trip, such as guests staying at the hotel can also dine at the restaurants. A Shared Parking Study was also prepared for other hotel resorts in the district, including the Site C Hotel and the Great Wolf Lodge.

The Shared Parking Study for the project was prepared using the 3rd Edition of the Urban Land Institute (ULI) Shared Parking Model. The purpose of the study is to estimate the peak parking demand for the project to ensure that sufficient on-site parking spaces are provided at all times to accommodate the hotel's uses.

The Shared Parking Study analyzed the peak parking demand for a hotel resort based on the following land uses:

- 500 hotel rooms
- 17,715 square feet of ballroom/meeting space
- 22,296 square feet of restaurant
- 5,480 square feet of retail
- A 600-seat theater (Nick Studio)

- 6,448 square feet family of entertainment (Studio Hall)
- 8,532 square foot of spa space

The Shared Parking Study determined that the peak parking demand for the project is estimated to occur in late December with an estimated peak parking demand of 471 parking spaces during the weekday at 8:00 p.m., and a peak parking demand of 480 parking spaces during the weekend at 9:00 p.m. Based on the Shared Parking Study, the project is required to provide a minimum of 480 parking spaces to accommodate the proposed hotel resort uses. The proposed Project will provide a total of 528 parking spaces, which is sufficient to accommodate the proposed peak parking demand of 480 parking spaces. The project will also implement a valet parking program that can increase the project site's parking capacity during the peak parking demand period by 40 additional parking spaces.

Furthermore, there will be no shared parking between the proposed project and the Sheraton Hotel. Both the project, and the Sheraton Hotel, will park independently. If any existing required parking for the Sheraton Hotel is removed to accommodate the proposed project improvements, the applicant is required to relocate and replace those spaces on the Sheraton Hotel site.

Proposed Hotel Floor Plan:

The proposed hotel includes a total of 23 levels. The following is an overview of the proposed uses and amenities proposed on each level. The appropriate restrooms and elevator and stairwell access will be provided on each level.

Level 1 includes the hotel lobby area that is referred to as Nick Central. The level includes a hotel bar, the Kid's Lounge area, the lower level entrance to the Nick Studio (theater), the theater support area, and an administration area. The first level also includes a separate building area for shipping and receiving.

Level 2 includes the upper level entrance to the Nick Studio and several areas for specific food and beverage service.

Levels 3 and 4 include the hotel's ballroom, meeting rooms, pre-function space, and back of house. Level 3 will also include a retail space, while Level 4 will include the Studio Hall.

It should be noted that Levels 1 to 4 of the hotel will each provide direct access to the parking structure.

Level 5 is the hotel's service level. This level will include the hotel's administrative offices, the hotel kitchen, the hotel laundry, the employee lounge area, housekeeping, the employee's locker room, and mechanical equipment rooms.

Level 6 is the hotel's outdoor pool deck area that will be themed to the Nickelodeon SpongeBob SquarePants animation cartoon. The pool deck will be available to hotel guests from 7:00 a.m. to 10:00 p.m., seven days a week. The pool deck will feature a pool, a lazy river that transverses along the pool deck, and a pool slide. This level will also include food and beverage services for guests. Several unique themed structures will be placed throughout the pool deck to house some of the food service. The lazy river will include water elements to enhance the user's experience, including an enclosed tunnel and towering character statues.

A pool slide, proposed on the western side of the pool deck, will stand 100 feet above the pool deck floor level. The pool slide is enclosed with internal stairs and enclosed tunnel slides.

As part of the Noise Study, the projected noise level of the pool deck activities were analyzed, including noise generated from the proposed pool slide. The Noise Study includes project design features to reduce noise from the pool deck activities, which have been incorporated to the conditions of approval. The project design features will require that an 8-foot tall noise-barrier shielding wall (constructed of masonry block, stucco veneer, or transparent material) be installed along the perimeter of the pool deck; that dense landscaping, at 8 feet tall, be installed within the interior of the noise-shielding wall along the north, west, and south sides; that all outdoor speakers be concealed with landscaping, and placed at a height not greater than 8 feet above the pool deck and directed toward the pool and lazy river areas.

Levels 7 to 22 will be reserved for the hotel guestrooms. The hotel guestrooms will include a mix of single, double, and suites with balconies.

Level 23 includes the Odeon restaurant, and the hotel's spa area, including a kid's space area. The Odeon will provide guests with stunning views of the City from the top level.

Landscaping:

The project is required to provide landscape treatment along Harbor Boulevard and Twintree Avenue designed to the landscape pattern established for the Harbor Boulevard resort area. The landscape treatment along Harbor Boulevard will include a double row of palm trees, canopy trees, shrubs, and ground cover to match the landscaping treatment used within the resort district. In addition, a decorative sidewalk pattern will be installed along Harbor Boulevard. The landscape treatment on Twintree Avenue is required to be similar in plant material as the landscape treatment used on Harbor Boulevard.

Building Architecture/Aesthetics:

The General Plan Community Design Element Policy CD-7.1 encourages developments to reinforce district scale, identity, and urban form. The existing hotels located in the Grove District Anaheim Resort vary in design, massing, and

building height with each hotel brand incorporating its own unique architectural design. Similarly, the proposed hotel will feature a contemporary architecture design that compliments and reflects the Nickelodeon brand. The intent of the project is to create a themed resort environment through enhanced architectural elements as depicted in the project plans.

The proposed hotel includes a total of 23 stories with the main hotel tower at a height of 335 feet. The height of the tower is allowed to extend to 350 feet, as analyzed in the Shade and Shadow Study, to accommodate unique roof structures for the use of mechanical equipment, elevator shafts or stairwells. The lower building structure, as measured from grade to the pool deck, will have a height of approximately 61 feet.

The hotel tower will feature a unique serpentine shape with a transparent glass façade. A transparent glass façade will also be included along the easterly street elevation.

The parking structure is integrated into the design of the hotel building with the parking structure openings located on the north, south, and west building elevations. The project's Noise Study analyzed potential noise generated by the parking structure and recommended project design features to minimize noise to adjacent uses. As such, the project is conditioned to incorporate 4-foot high noise shield walls along the perimeter of the parking structure on the north, south, and west building elevations as well as to incorporate louvered or perforated wall paneling in the upper parking structure openings to conceal parking structure activities and to reduce noise levels. The parking structure, including the louvered or perforated wall paneling, is required to be decorative and architecturally compatible with the design of the proposed hotel.

FUTURE ENTITLEMENTS:

Implementation of the hotel project will require future consideration of the following entitlements by the City:

- A Tentative Tract Map to consolidate the project site. Approval of a Map is an integral part of the ultimate development of the project.
- A Development Agreement between the City and the applicant, in conjunction with the Tentative Tract Map.
- Conditional Use Permit(s) to allow for the sale of alcoholic beverages in the hotel, the ballroom and meeting rooms, and the hotel restaurant.

It should be noted that Street Vacation No. SV-002-2022 for the vacation of Thackery Drive, and the public alley, will be presented to the City Council for consideration concurrently with the City Council consideration of PUD-141-01(A).

CEQA:

The proposed project was reviewed and an Initial Study and Mitigated Negative Declaration (IS/ND) was prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq.). Based on the Initial Study and supporting technical analyses, it was determined that all potentially significant impacts can be mitigated to a level of less than significance. A copy of the Initial Study/Mitigated Negative Declaration is attached to this report along with a USB that contains a complete digital version of the environmental document with the corresponding technical studies. The complete environmental document is also available for review on the City's webpage at:

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

The 20-day public comment period on the Mitigated Negative Declaration occurred from June 9, 2022 to June 28, 2022. Five (5) comment letters were received. These letters were from: the Orange County Fire Authority, the City of Anaheim, the Orange County Sanitation District, the California Department of Transportation, and from Mitchell M. Tsai Attorney for the Southwest Regional Council of Carpenters. These comment letters and the City's responses will be provided to the City Council for consideration with the Planning Commission's recommendation to adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Project.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following actions:

1. Adopt Resolution No. 6044-22 recommending that the City Council adopt a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program and an Ordinance approving Planned Unit Development No. PUD-141-01(A); and,
2. Adopt Resolution No. 6045-22 approving Site Plan No. SP-107-2022, subject to the recommended Conditions of Approval and contingent upon City Council approval of Street Vacation No. SV-002-2022 and Planned Unit Development No. PUD-141-01(A).



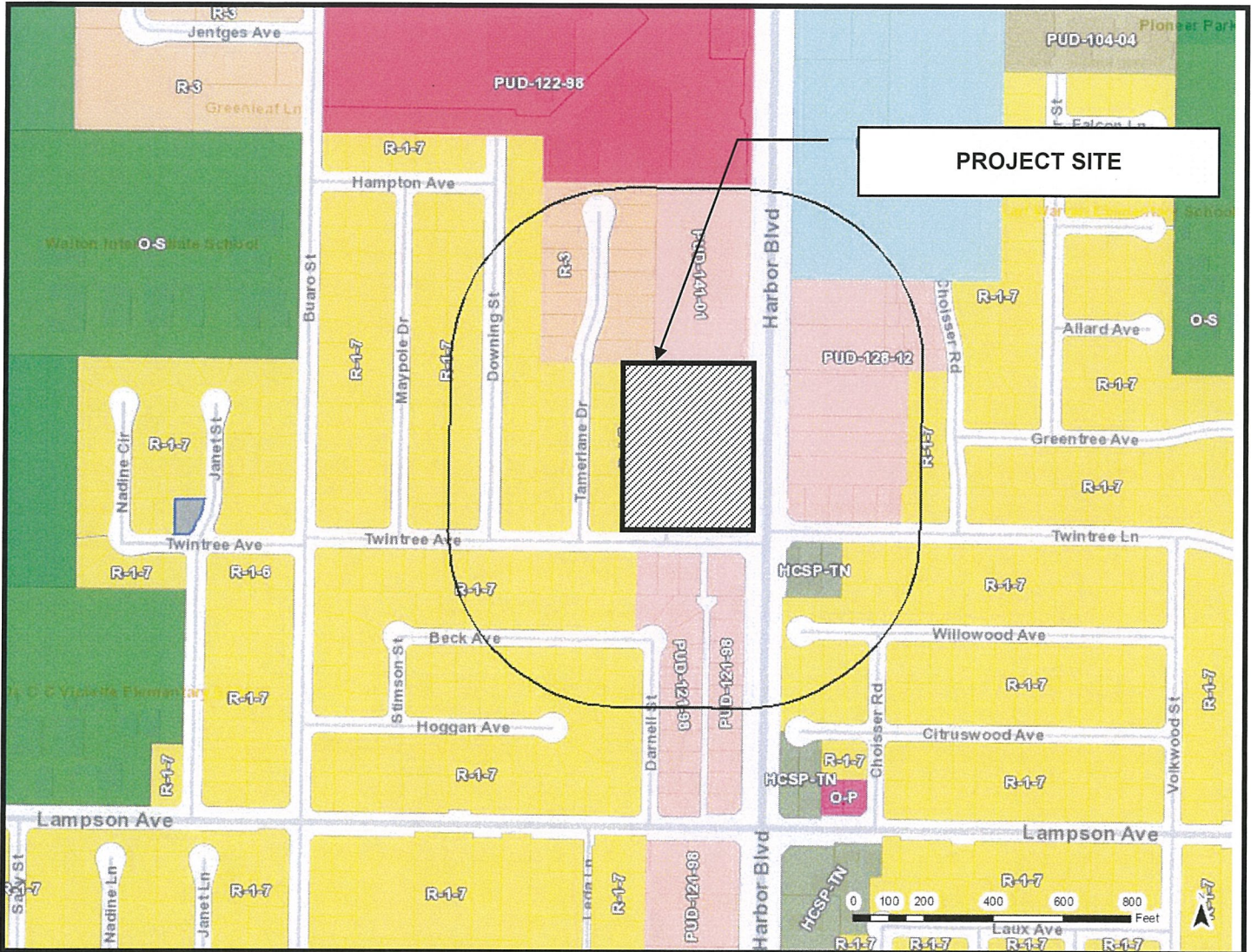
Lee Marino
Planning Services Manager





By: Maria Parra
Senior Planner



**PLANNED UNIT DEVELOPMENT NO. PUD-141-01(A)
SITE PLAN NO. SP-107-2022**



LEGEND

-  SUBJECT SITE(S) – 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard, 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive
-  500 FOOT RADIUS

NOTES

1. CURRENT ZONING: PUD-141-01 AND R-1 (SINGLE-FAMILY RESIDENTIAL)
2. PROPOSED ZONING: PUD-141-01(A)
3. GENERAL PLAN: INTERNATIONAL WEST MIXED USE

KAM SANG COMPANY
411 EAST HUNTINGTON DRIVE, ARCADIA, CA



CITY OF GARDEN GROVE PRELIMINARY

SHEET TITLE
NICKELODEON RESORT HOTEL
GARDEN GROVE, CALIFORNIA

DATE 2/25/2021
SCALE 1/8"=1'-0"
SHEET No. 1 OF 20
FIG. No.

PREPARED FOR:
CITY of GARDEN GROVE

DESIGN BY:
KAM SANG COMPANY

NO.	DATE	REVISION

CITY OF GARDEN GROVE PRELIMINARY PLAN REVIEW DECEMBER 2020 HARBOR BOULEVARD & TWINTREE LANE GARDEN GROVE, CA 92840

KAM SANG COMPANY
411 E HUNTINGTON DR #305, ARCADIA, CA 91006

NO.	DATE	REVISION

BUILDING CLASSIFICATIONS

LOT INFORMATION

LOT SIZE: GROSS 3.72 ACRES (APPROX 163,933 SQUARE FEET)
LANDSCAPE: GROSS APPROX 26,214 SQUARE FEET (AT STREET LEVEL)
LANDSCAPE: GROSS APPROX 239 SQUARE FEET (AT PODIUM LEVEL)
LANDSCAPE: GROSS APPROX 55,585 SQUARE FEET (4% COVERAGE)
CIRCULATION:
GROSS APPROX 10,900 SQUARE FEET

OCCUPANT LOADS

7.1 BALLROOM: 9,465/71 - 1355 OCC/LD
BALCONY: 4,184/17 - 598 OCC/LD
MEETING ROOM (A): 4,031/17 - 577 OCC/LD
MEETING ROOM (B)
A.3 RESTAURANT, MEETING ROOM, LOBBY: 22,286/15 - 1,486 OCC/LD
FOOD AND BEVERAGE: 8,225/15 - 549 OCC/LD
HOTEL MEETING ROOMS: 13,238/15 - 885 OCC/LD
HOTEL THEMED ADVENTURES: 7,039/15 - 469 OCC/LD
HOTEL STUDIO (THEATRE): 7,000/15 - 467 OCC/LD
NOCK ARCADE: 8,532/50 - 171 OCC/LD
SPA/FITNESS
B OFFICE, BACK OF HOUSE, OTHERS: 3,177/100 - 20 OCC/LD
HOTEL OFFICE (PRODUCTION)
HOTEL SUPPORT (SUPPORT OFFICES): 11,259/100 - 110 OCC/LD
BACK OF HOUSE (SUPPORT): 16,492/100 - 106 OCC/LD
M RETAIL: 5,487/30 - 183 OCC/LD
HOTEL RETAIL
R-1 HOTEL: 288,891/200 - 1149 OCC/LD
HOTEL ROOMS
S-2 STORAGE, LOADING: 8,600/300 - 29 OCC/LD
HOTEL SUPPORT (STORAGE): 40,856/250 - 163 OCC/LD
S-3 BELOW GRADE PARKING
*ALL OCCUPANT LOAD CALCULATIONS ARE APPROXIMATE FOR CONCEPTUAL DESIGN PURPOSES

TYPE OF CONSTRUCTION:

TYPE I FIRE RESISTIVE SPRINKLER SYSTEM

BUILDING INFORMATION

APPROX: HARBOR BOULEVARD AND TWINTREE LANE, GARDEN GROVE, CA 92840
CLUB/RT 200905
G.S. COMMERCIAL
NICKLEDEON RESORT HOTEL
HOTEL, HOTEL, TOWER (CONSIST OF SIXTEEN BISHOP ROOMS) P-193 S.F. +/-

PARKING COUNTS

ALL ENTERTAINMENT, RESTAURANTS, SPA, FRUIT/VEGETABLES, AND AMBITEL RETAIL, BALLROOM, MEETING SPACES ARE PROVIDED FOR OCCUPANT USE OF THE HOTEL.
STANDARD PARKING UNDER MAIN HOTEL TOWER (TOTAL SPACES PROVIDED - 110)
STANDARD SPACES: - 100
EV SPACES: - 6
EV ADA SPACES: - 1
ADA SPACES: - 4
PARKING LEVEL 1 - 52,206 S.F.
STANDARD SPACES: - 100
EV SPACES: - 6
EV ADA SPACES: - 1
ADA SPACES: - 4
PARKING LEVEL 2 - 52,206 S.F.
STANDARD SPACES: - 100
EV SPACES: - 6
EV ADA SPACES: - 1
ADA SPACES: - 4
PARKING LEVEL 3 - 40,656 S.F.
STANDARD SPACES: - 74
EV SPACES: - 3
EV ADA SPACES: - 1
ADA SPACES: - 4
PARKING LEVEL 4 - 52,206 S.F.
STANDARD SPACES: - 104
EV SPACES: - 6
EV ADA SPACES: - 1
ADA SPACES: - 4
TOTAL PARKING SPACES PROVIDED: 324
TOTAL EV PARKING SPACES PROVIDED: 24
TOTAL ADA SPACES PROVIDED: 20

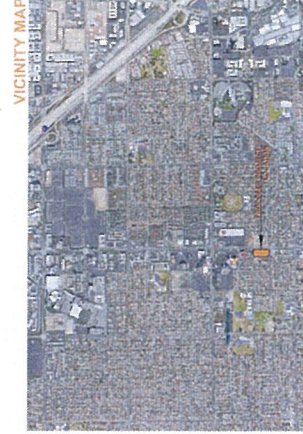
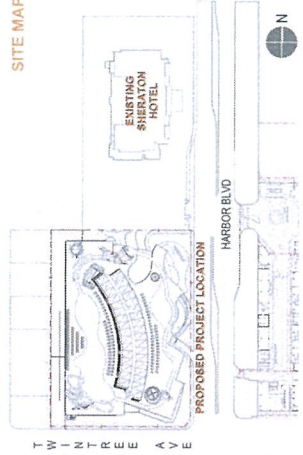
BUILDING CODE SUMMARY

CITY OF GARDEN GROVE MUNICIPAL CODE (1892 CODE 1-1 01)
UPDATED BY ORDINANCE 13-0-2650 ON NOVEMBER 13, 2016
BUILDING
C.E.C. 2016, EXCLUDING ALL APPENDICES EXCEPT G, I, AND J INCLUDING AMENDMENTS FROM G.G.M.C. SECTION 9-1-302
ELECTRICAL
C.E.C. 2016, INCLUDING ANNEXES EXCEPT ANNEX H
MECHANICAL
C.F.C. 2016, INCLUDING ALL OF THE APPENDICES EXCEPT A AND E
PLUMBING
C.F.C. 2016, INCLUDING ALL OF THE APPENDICES EXCEPT C.F. AND INCLUDING ALL AMENDMENTS FROM G.G.M.C. SECTION 9-1-302
POOL AND SPA
I.A.P.A.O
INCLUDING AMENDMENTS FROM G.G.M.C. SECTION 9-1-902
HOUSING
*INFORM HOUSING CODE 1997 I.C.D.O. EXCEPT CHAPTER 15 AND CHAPTERS E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UV, UW, UX, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ

BUILDING HEIGHT SUMMARY

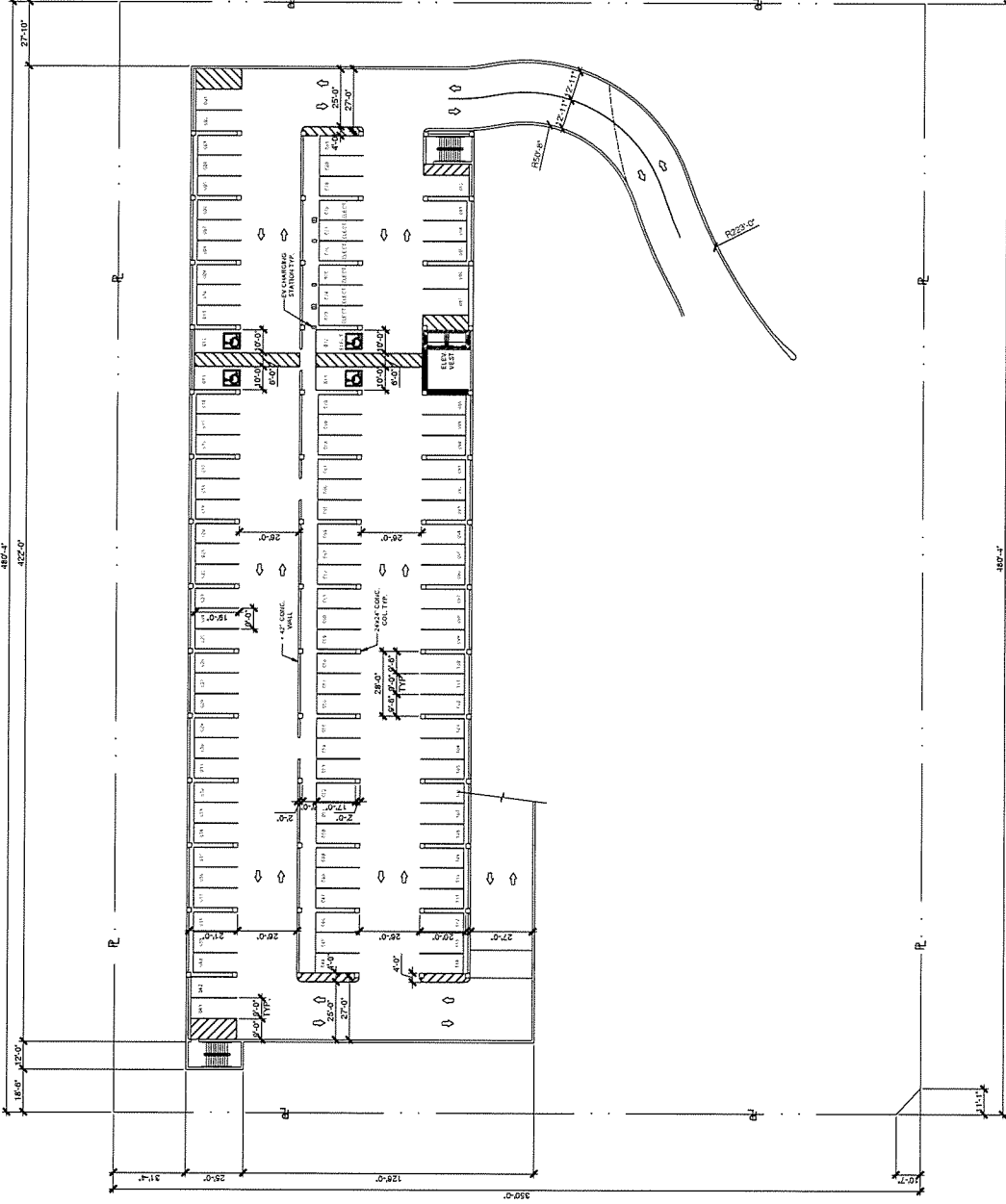
PROJECT G-2 BASED ON RELATIVE ELEVATIONS OF AT-SOUTHWEST PROPERTY CORNER AND MEASURED TO HIGHEST PROJECTING SURFACE
HOTEL TOWER MAXIMUM HEIGHT - 347'-7"
HOTEL PROGRAM ENTERTAINMENT/POOL DECK - 160'-7"

PROJECT DOES NOT ANTICIPATE AN IMPACT ON OUR NEIGHBORING SHERATON HOTEL OTHER THAN REQUESTING A SHARED ACCESS AGREEMENT





LEVEL B1- BASEMENT LEVEL GARAGE FLOOR PLAN



SHEET TITLE
NICKELODEON RESORT HOTEL
GARDEN GROVE, CALIFORNIA

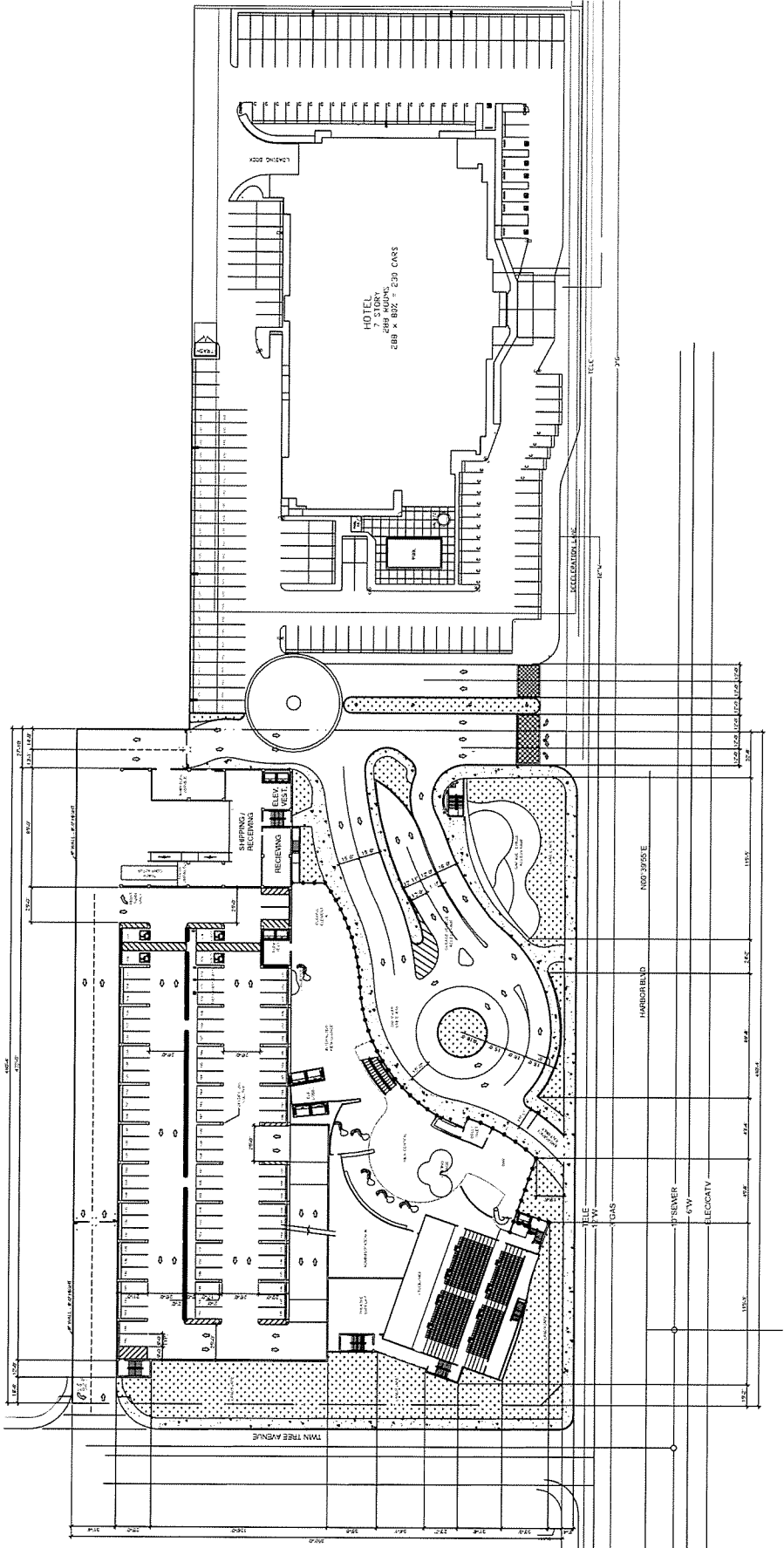
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Proj No:

PREPARED FOR
CITY of GARDEN GROVE
BASED ON: PUPMPL

NO.	DATE	DESCRIPTION

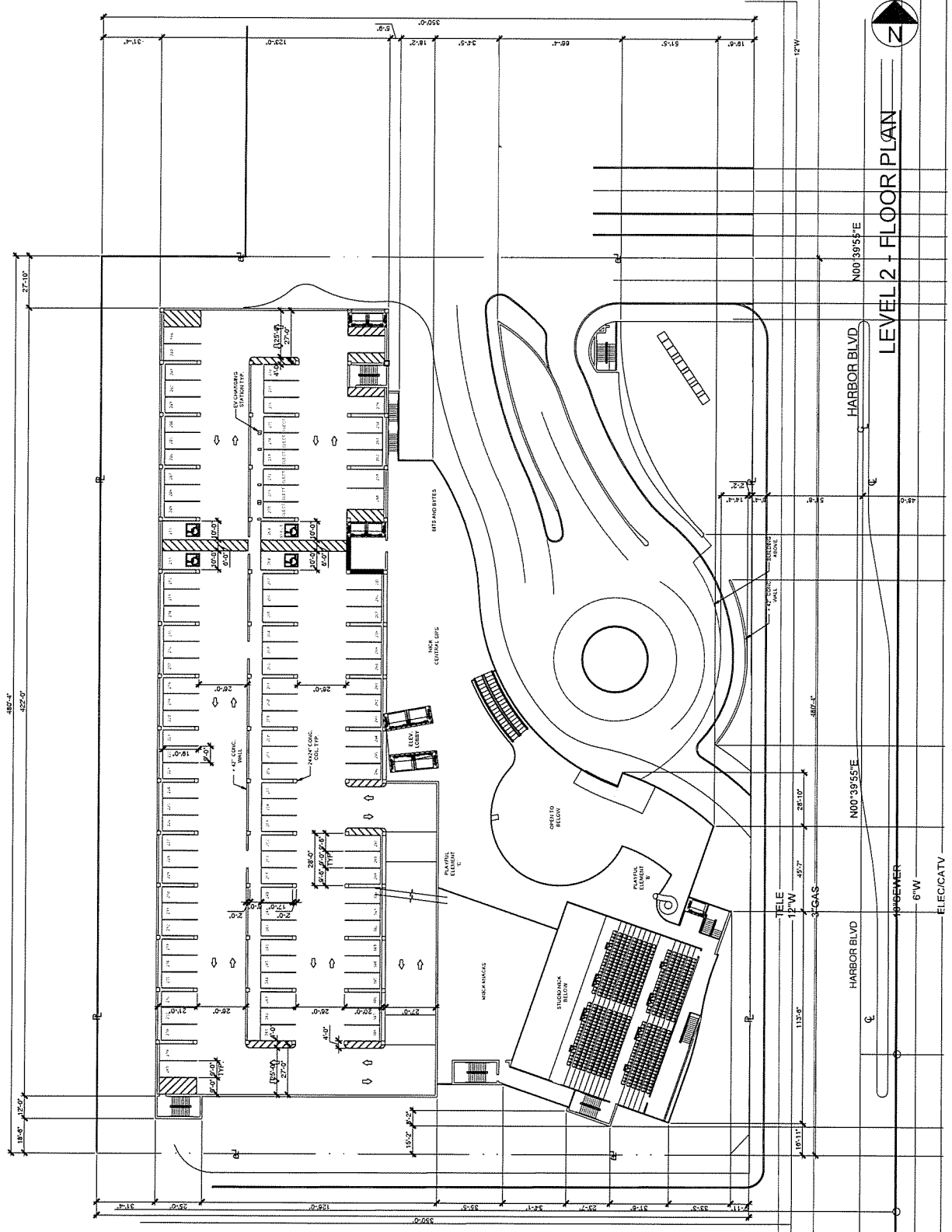


LEVEL 1 - GRADE LEVEL FLOOR PLAN



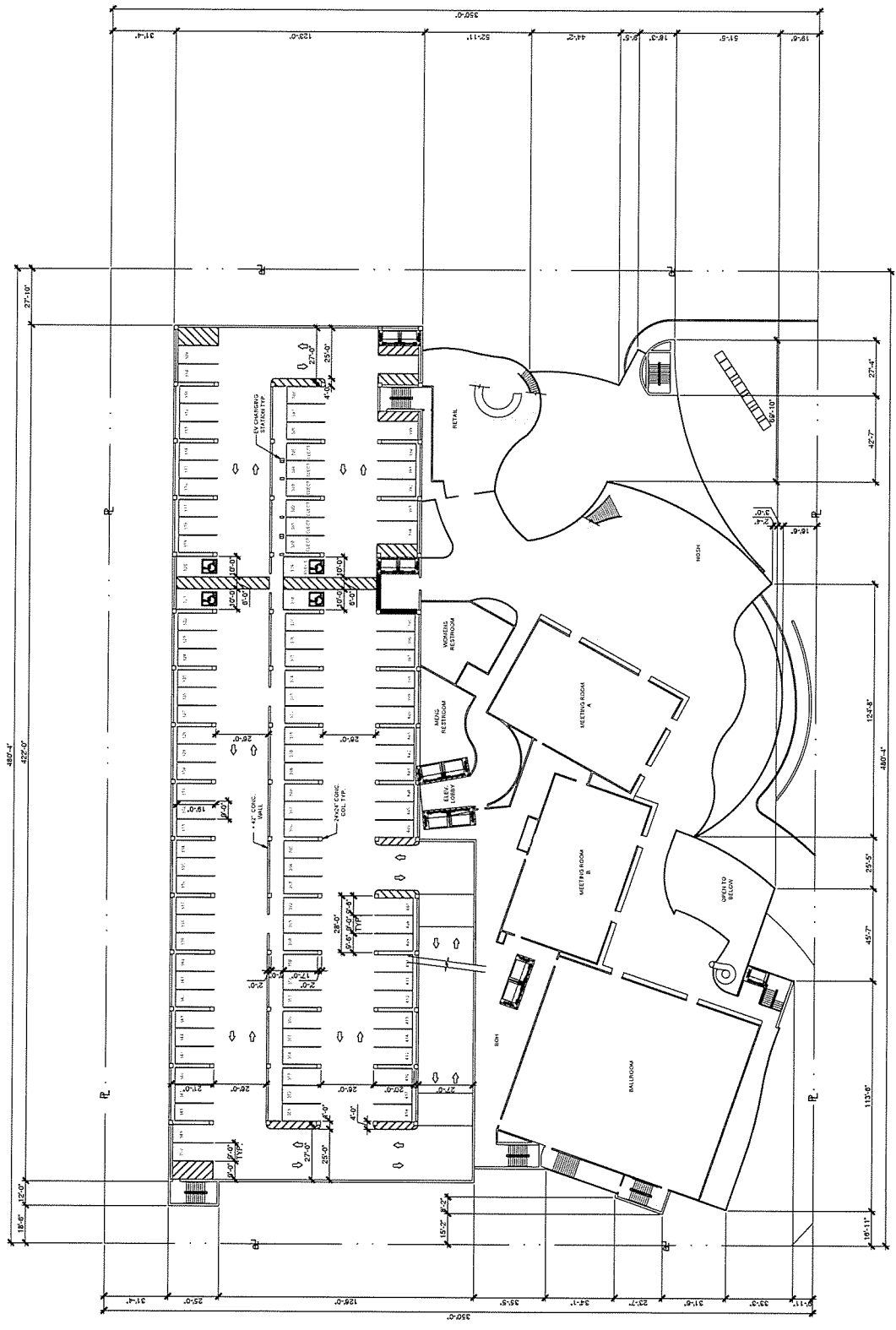


LEVEL 2 + FLOOR PLAN



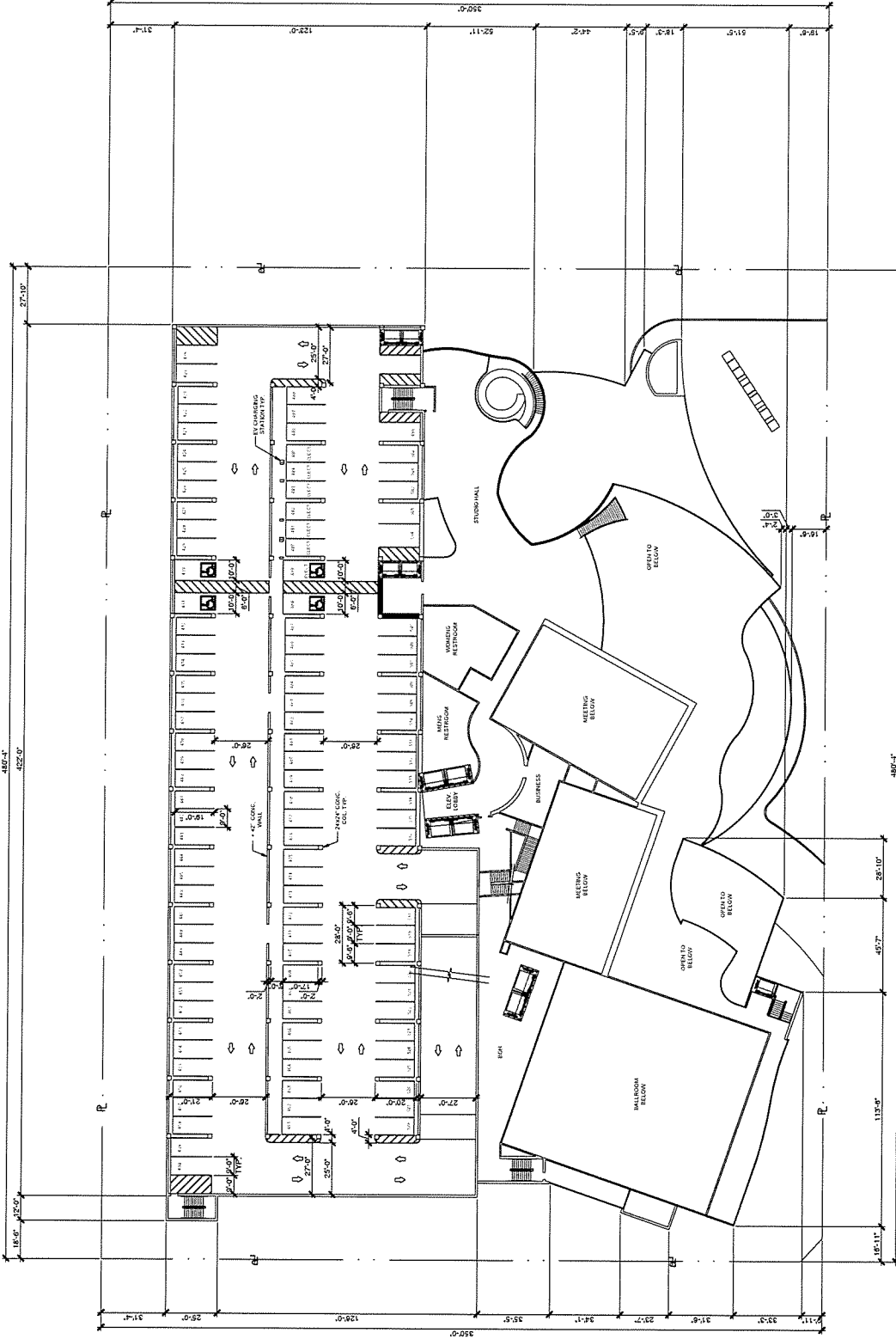


LEVEL 3 - MEETING LEVEL FLOOR PLAN





LEVEL 4 - FLOOR PLAN

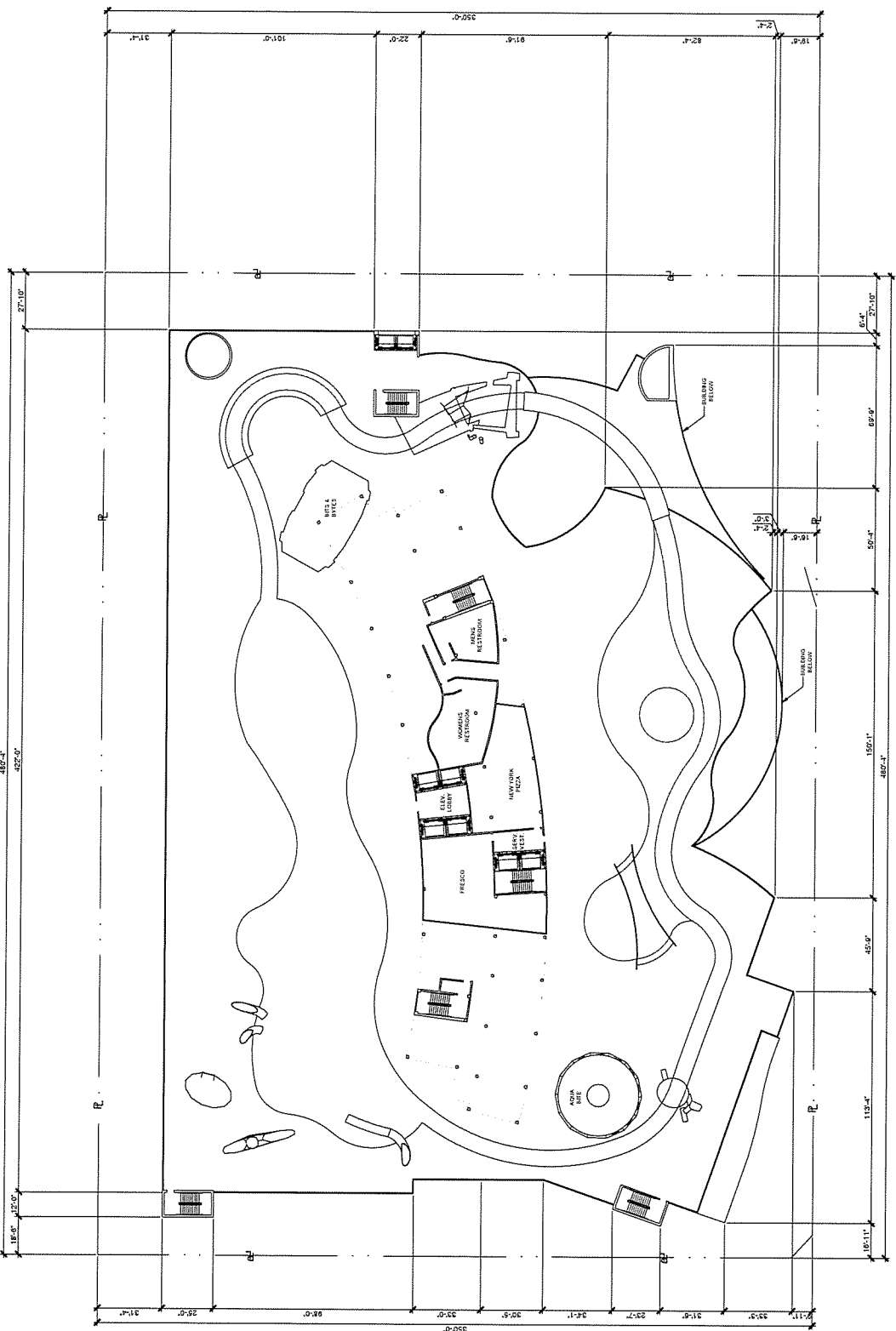


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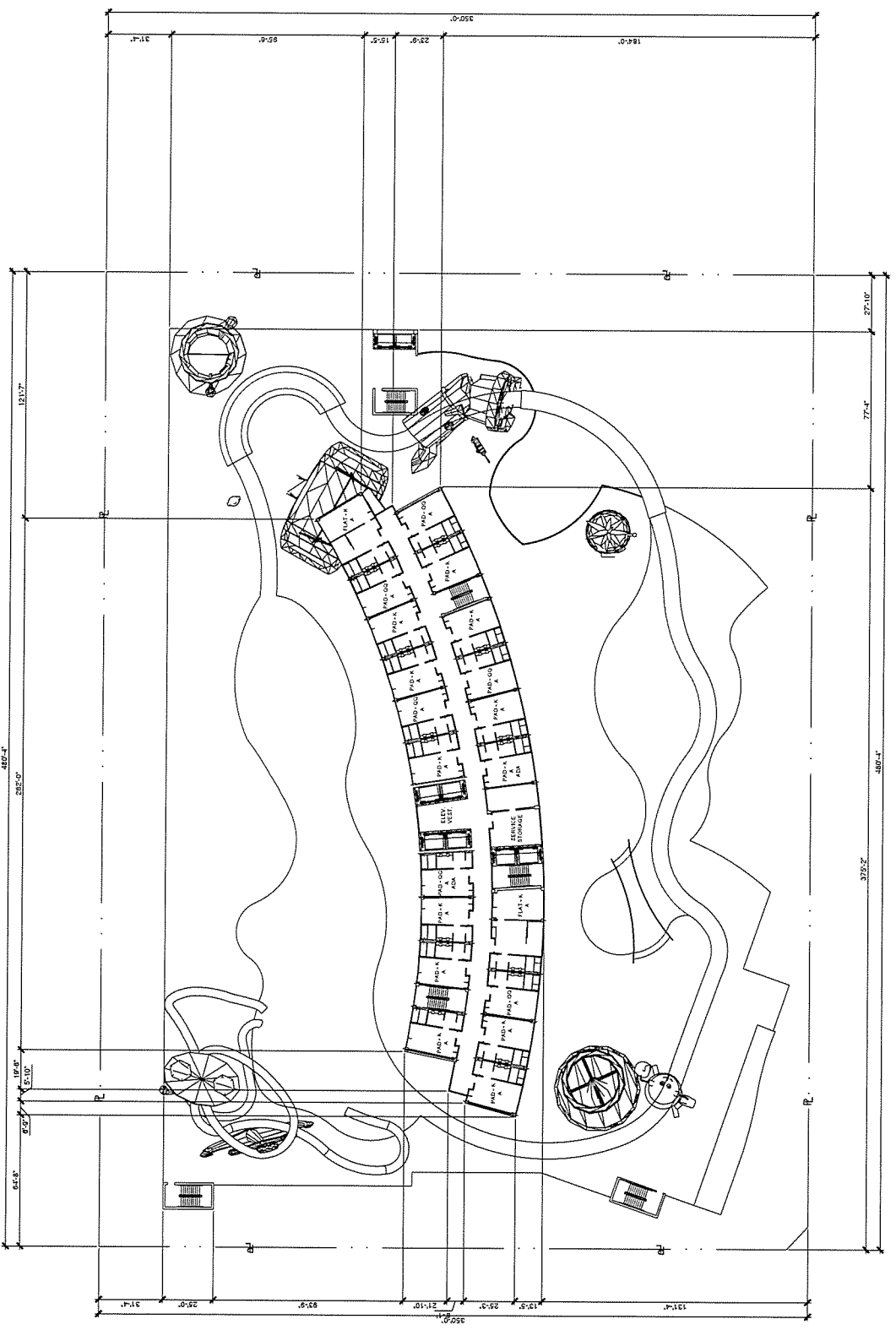
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 FBN NO.:

PREPARED FOR:
 CITY OF GARDEN GROVE
 GARDEN GROVE, CALIFORNIA

NO.	NAME	REVISION



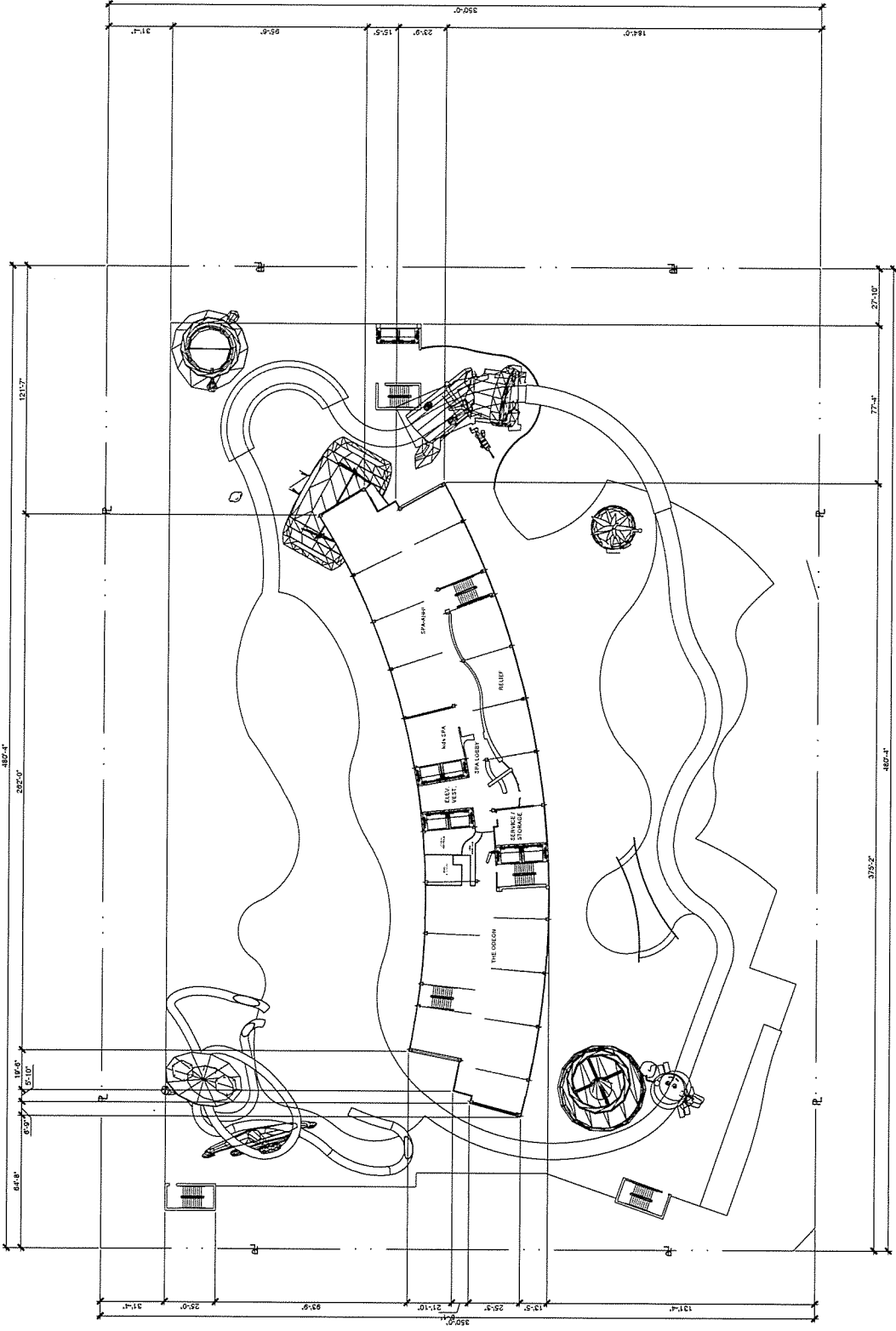
LEVEL 6 - POOL & DINING LEVEL FLOOR PLAN



LEVEL 7 TO 22 - GUEST ROOM LEVEL FLOOR PLAN



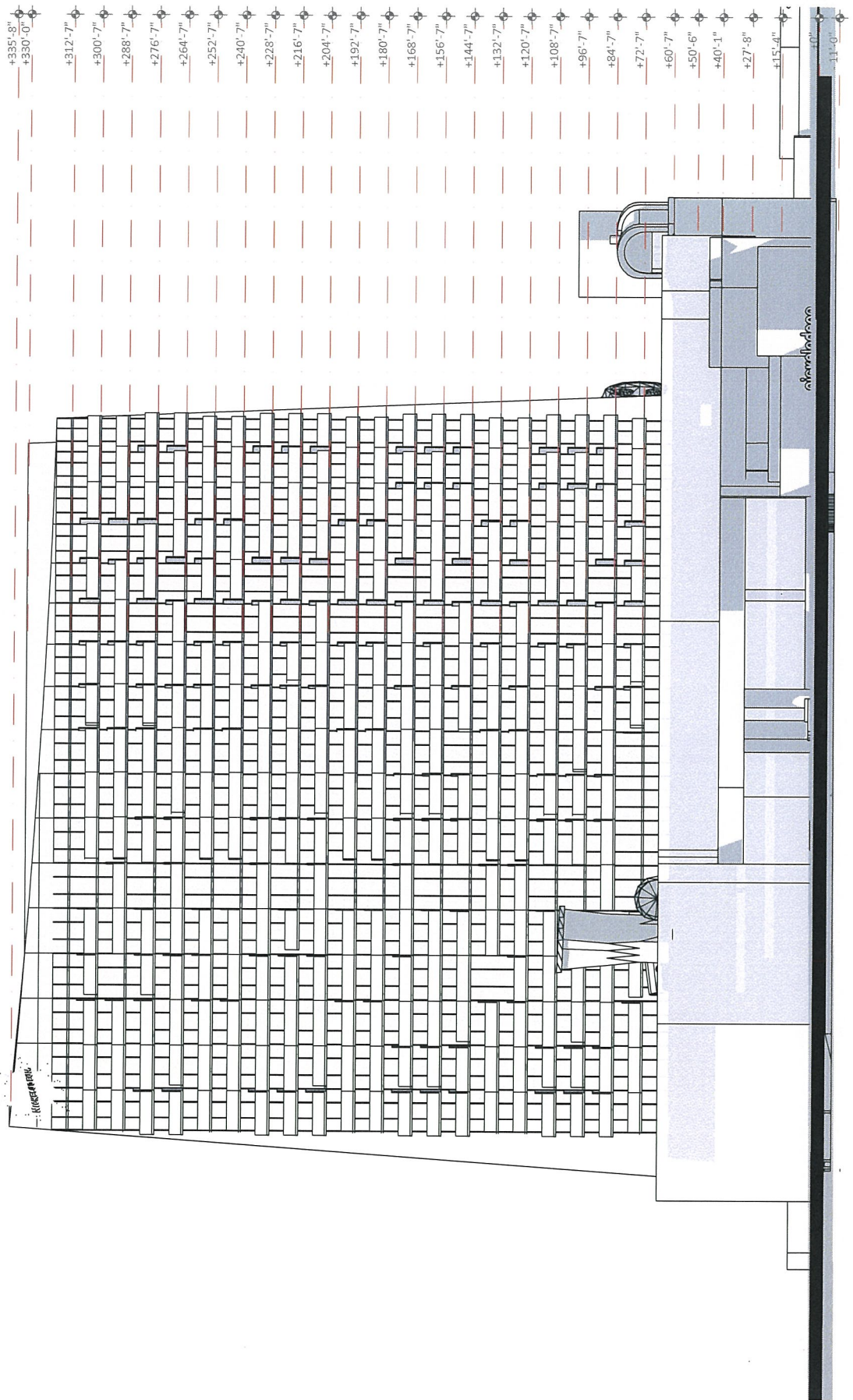
LEVEL 23 - SPA & FINE DINING LEVEL FLOOR PLAN



NICKELODEON RESORT HOTEL
GARDEN GROVE, CALIFORNIA

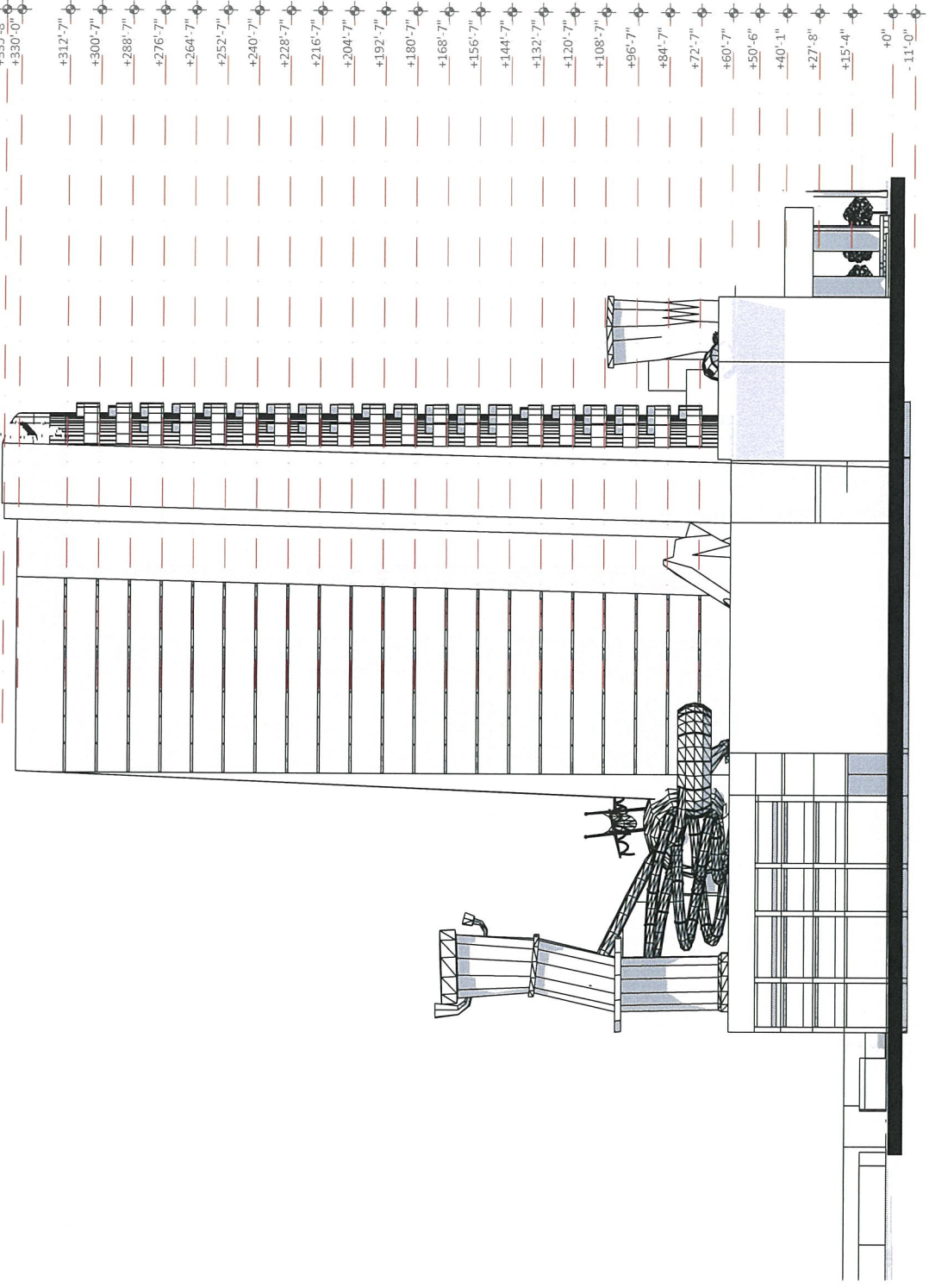
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PREPARED FOR:
5420 WALK GARDEN

DATE: 2/25/2021
SCALE: 1" = 20'-0"
SHEET NO.: 1 OF 20
PROJECT: NICK-1-111



EXTERIOR ELEVATION - EAST

EXTERIOR ELEVATION - SOUTH



- +335'-8"
- +330'-0"
- +312'-7"
- +300'-7"
- +288'-7"
- +276'-7"
- +264'-7"
- +252'-7"
- +240'-7"
- +228'-7"
- +216'-7"
- +204'-7"
- +192'-7"
- +180'-7"
- +168'-7"
- +156'-7"
- +144'-7"
- +132'-7"
- +120'-7"
- +108'-7"
- +96'-7"
- +84'-7"
- +72'-7"
- +60'-7"
- +50'-6"
- +40'-1"
- +27'-8"
- +15'-4"
- +0"
- 11'-0"

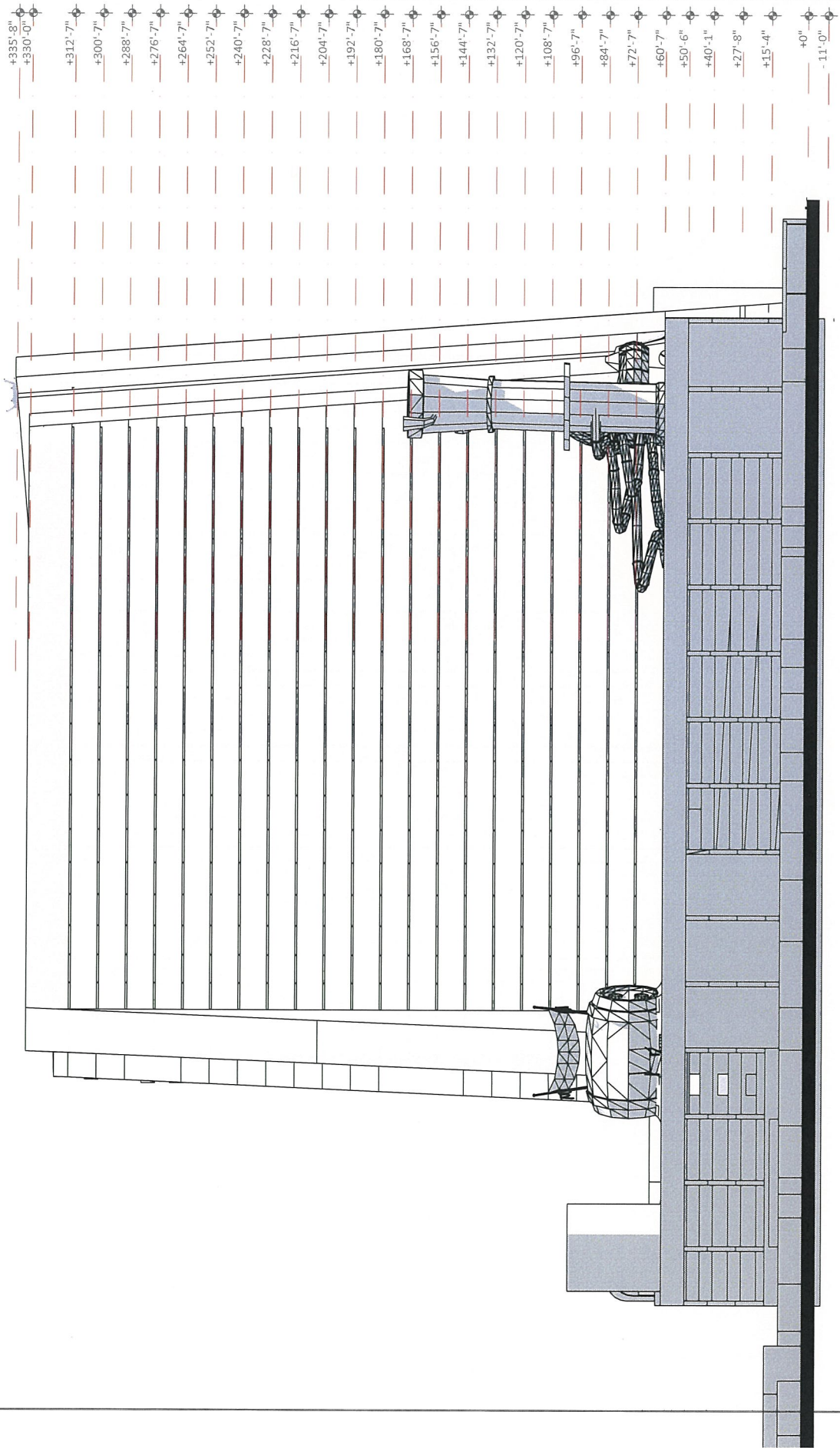
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 GARDEN GROVE, CALIFORNIA

NO.	DATE	REVISION

PREPARED FOR:
 CITY OF GARDEN GROVE
 4000 BIRD AVENUE

DATE: 05/25/2021
 SCALE: 1" = 20'-0"
 SHEET NO.: 5 OF 20
 FILE: NICK-111

EXTERIOR ELEVATION - WEST



- +335'-8"
- +330'-0"
- +312'-7"
- +300'-7"
- +288'-7"
- +276'-7"
- +264'-7"
- +252'-7"
- +240'-7"
- +228'-7"
- +216'-7"
- +204'-7"
- +192'-7"
- +180'-7"
- +168'-7"
- +156'-7"
- +144'-7"
- +132'-7"
- +120'-7"
- +108'-7"
- +96'-7"
- +84'-7"
- +72'-7"
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- +40'-1"
- +27'-8"
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- 11'-0"

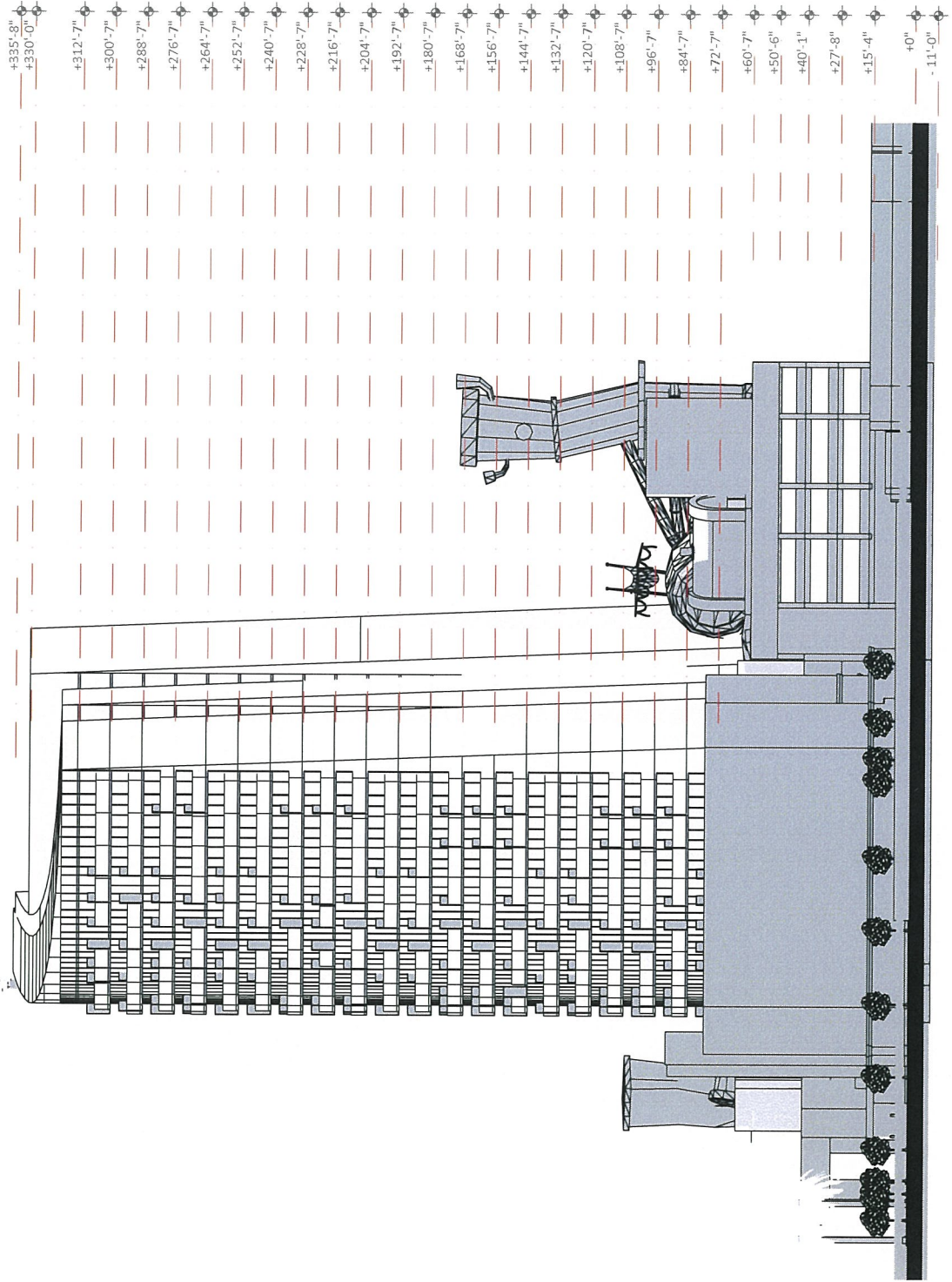
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 GARDEN GROVE, CALIFORNIA

DATE: 2/25/2021
 SCALE: 1" = 20'-0"
 SHEET NO.: 10 OF 20
 FILE NO.: NICK-1-11

PREPARED FOR:
 CITY OF GARDEN GROVE
 4000 GARDEN GROVE
 GARDEN GROVE, CALIFORNIA

NO.	DATE	REVISION

EXTERIOR ELEVATION - NORTH



+335'-8"
+330'-0"

+312'-7"

+300'-7"

+288'-7"

+276'-7"

+264'-7"

+252'-7"

+240'-7"

+228'-7"

+216'-7"

+204'-7"

+192'-7"

+180'-7"

+168'-7"

+156'-7"

+144'-7"

+132'-7"

+120'-7"

+108'-7"

+96'-7"

+84'-7"

+72'-7"

+60'-7"

+50'-6"

+40'-1"

+27'-8"

+15'-4"

+0"

-11'-0"

SHEET TITLE		NICKLODEON RESORT HOTEL	
DATE		2/05/2021	
REVISION			
DRAWN BY		MARC BIRD SUPRIYA	
CITY OF GARDEN GROVE		GARDEN GROVE, CALIFORNIA	



80'-0" 47'-7" 56'-10" 31'-4" 398'-3" 182'-7"

+335'-8"
+330'-0"
+312'-7"
+300'-7"
+288'-7"
+276'-7"
+264'-7"
+252'-7"
+240'-7"
+228'-7"
+216'-7"
+204'-7"
+192'-7"
+180'-7"
+168'-7"
+156'-7"
+144'-7"
+132'-7"
+120'-7"
+108'-7"
+96'-7"
+84'-7"
+72'-7"
+60'-7"
+50'-6"
+40'-1"
+27'-8"
+15'-4"
+0"
-11'-0"

BUILDING SECTION

PROPERTY LINE

PROPERTY LINE

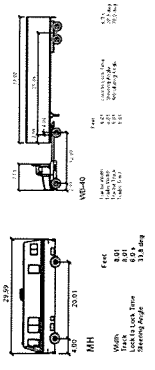
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GARDEN GROVE, CALIFORNIA

PREPARED FOR:
CITY OF GARDEN GROVE
MAY BEC NUMBER

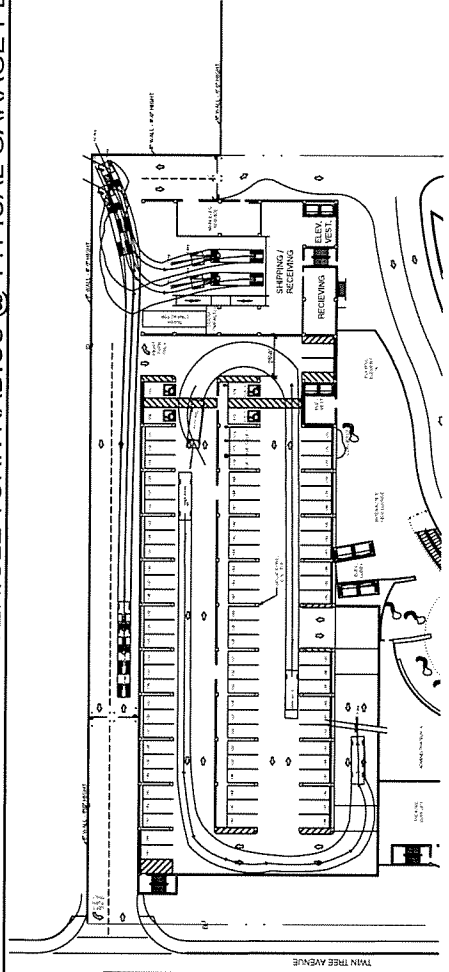
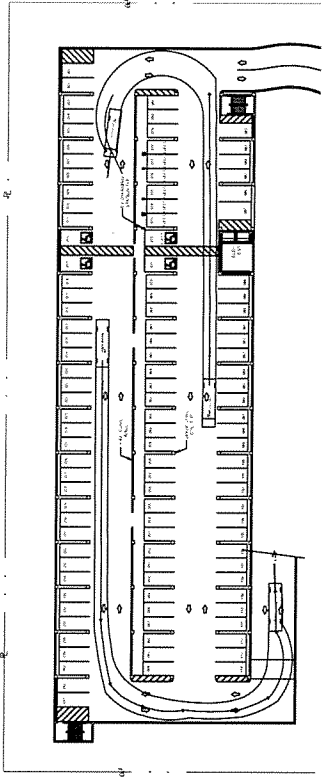
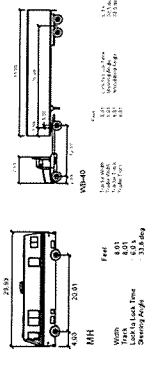
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SHEET NO.: 13 OF 20
PROJECT: NICK-1-11



VEHICLE TURN RADIUS LEVEL 1



VEHICLE TURN RADIUS @ TYPICAL GARAGE PLATE





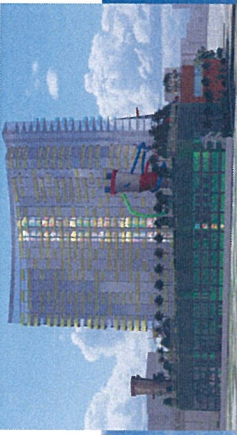
PROJECT RENDERINGS

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SHEET NO. 11
PLOT NO. NICK-11

SHEET TITLE
NICKELODEON RESORT HOTEL
GARDEN GROVE, CALIFORNIA

NO.	DATE	REVISION

PREPARED FOR:
CITY OF GARDEN GROVE
DESIGN BY: GUNDA



**DRAFT
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION
SITE B-2 HOTEL**



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

Prepared by
AECOM
999 Town & Country Road
Orange, CA 92868

June 2022

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Appendix B	Air Quality and Greenhouse Gas Impact Study
Appendix C	California Department of Fish and Wildlife – California Natural Diversity Database
Appendix D	Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum
Appendix E	Geotechnical Investigation
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Appendix F2	Preliminary Water Quality Management Plan
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MITIGATED NEGATIVE DECLARATION

Title of Project (including any commonly used name for the project): Site B-2 Hotel Project (herein referred to as the “proposed project”)

Brief Description of Project: The proposed project involves construction of a full-service high-rise (maximum height of 350 feet) resort hotel with hotel program entertainment/pool deck (height of approximately 61 feet) on a 3.72-acre site. The proposed hotel would include 500 guest suites with balconies; themed pool experience with lazy river; storage and loading area at 8,600 square feet maximum; event space with a 600-person maximum occupancy theater; a grand ballroom at 9,490 square feet; two meeting rooms at 4,194 square feet and 4,031 square feet; a variety of food and beverage opportunities to be placed throughout the hotel totaling a maximum area of 22,296 square feet; themed amenities totaling 13,238 square feet; a 7,000-square foot arcade; and a spa and fitness center at 8,532 square feet. All hotel amenities, except for the ballroom, meeting rooms, and 11,148 square feet of restaurant, would be for the hotel guests use only. For further details, refer to Section 3.0, Project Description.

Project Location (see also attached map): The project site is located at the northwest corner of Harbor Boulevard and Twintree Avenue, south of Sheraton Hotel, and east of Tamerlane Drive in the City of Garden Grove at 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard (Assessor’s Parcel Numbers 231-471-06, 07, 08, 09, 10, and 11); and 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive (Assessor’s Parcel Numbers 231-471-18, 17, 16, 15, 14, 13, 12, 19, 20, 21, 22, 23, and 24).

Name of the Project Proponent: Kam Sang Company

Cortese List: The proposed 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 summarizes the substantial evidence supporting this finding.

Mitigation Measures: Refer to Section 4.3, Environmental Checklist Questions.

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1.0 INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) evaluates the potential environmental impacts of the Site B-2 Hotel Project (proposed project) proposed by Kam Sang Company (Project Applicant). The proposed project calls for the construction and operation of a full service high-rise resort hotel with 500 guest suites with balconies and amenities such as a themed pool with lazy river, event space, ballroom, food and beverage, arcade, and spa and fitness center.

1.1 PURPOSE OF THE INITIAL STUDY

This IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.) and California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.). Pursuant to CEQA, this IS/MND has been prepared to analyze the potential impacts on the environment resulting from construction and operation of the proposed project. The City of Garden Grove (City) is the designated Lead Agency for the proposed project and will be responsible for the proposed project's environmental review.

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

Section 1.0, Introduction: Provides information about CEQA and its requirements for environmental review and explains that an IS/MND was prepared to evaluate the proposed project's potential impacts to the environment.

Section 2.0, Environmental Setting: Provides information about the proposed project's location.

Section 3.0, Project Description: Includes a description of the proposed project's physical features and construction and operational characteristics. Also includes a list of the discretionary approvals that would be required by the proposed project.

Section 4.0, Environmental Checklist: Includes the Environmental Checklist and evaluates the proposed project's potential to result in significant adverse effects to the physical environment.

Section 5.0, Document Preparers and Contributors: Includes a list of the persons that prepared this IS/MND.

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2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

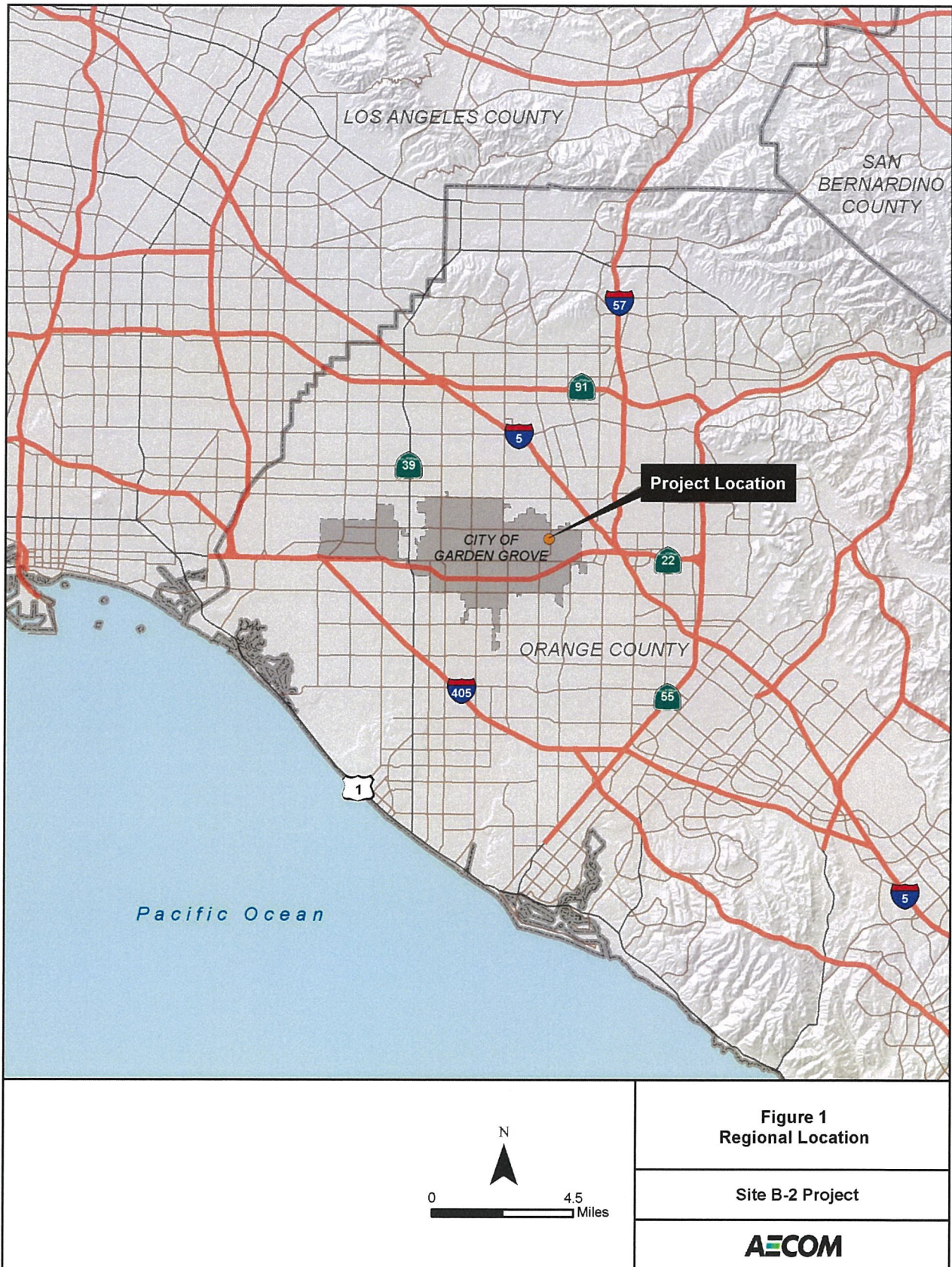
The project site is located at the northwest corner of Harbor Boulevard and Twintree Avenue, along the west and east sides of Thackery Drive, east of Tamerlane Drive in the City of Garden Grove. Regional access to the project site is provided by State Route 22 (SR-22) and Interstate 5 (I-5) (Figure 1). Local access to the project site is currently provided via Harbor Boulevard, Twintree Avenue, and Thackery Drive. Thackery Drive and a public alley will be vacated to facilitate the proposed project. The project site and surrounding area are shown in Figure 2. The project site is located at 12241, 11261,12271, 12291, 12311 and 12323 Harbor Boulevard (Assessor's Parcel Numbers 231-471-06, 07, 08, 09, 10, and 11); and 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive (Assessor's Parcel Numbers 231-471-18, 17, 16, 15, 14, 13, 12, 19, 20, 21, 22, 23, and 24).

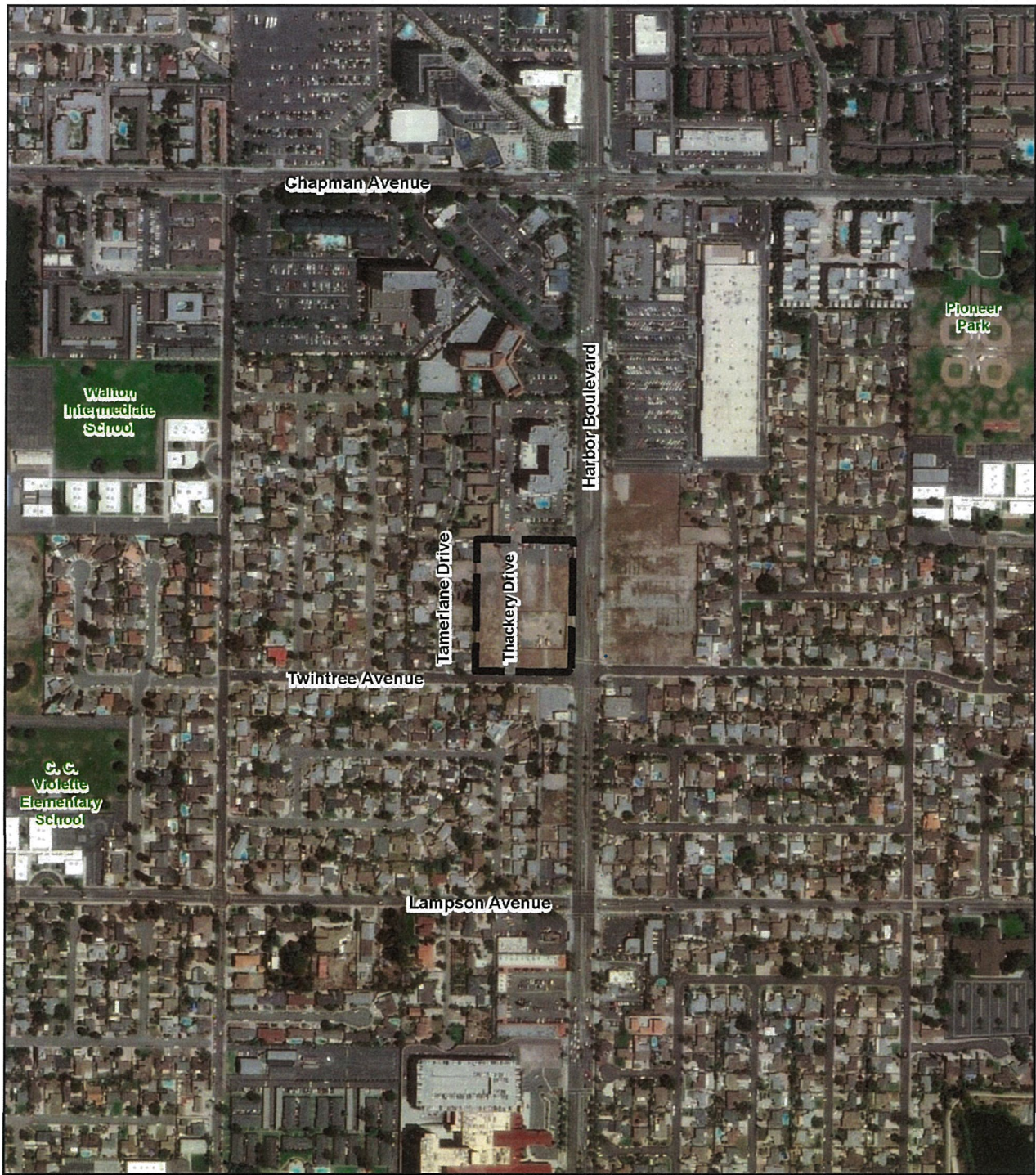
2.2 EXISTING PROJECT SITE

The existing project site encompasses 3.72 acres of a previously disturbed site where the north/northeastern parcels of the project site are paved and used for parking for the adjacent Sheraton Hotel, whereas the remaining parcels are dirt pads with limited vegetation that are mostly vacant except for the southeastern parcels that are used for temporary construction storage. The easterly portion of Thackery Drive from the centerline of the street has been demolished recently; the westerly paved street portion of Thackery Drive continues to remain. The existing site is fenced and not accessible to the public. Demolition of the prior residential and commercial structures occurred between 2004 and 2013 (Figure 3).

2.3 EXISTING LAND USES AND ZONING DESIGNATION OF THE PROJECT SITE

The project site has a General Plan land use designation of International West Mixed Use (IW) and is zoned as Planned Unit Development (PUD-141-01) and Single-Family Residential Zone (R-1-7). Thirteen parcels are zoned PUD-141-01 (12241, 11261,12271, 12291, 12311 and 12323 Harbor Boulevard and 12246, 12252, 12262, 12282, 12292, 12312, 12322 Thackery Drive), while six (6) parcels are zoned R-1-7 (12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive). The IW designation allows for a mix of uses, including resort, entertainment, hotel, and some higher density residential that are appropriate for a major entertainment and tourism destination.





<p>■■■ Project Site Boundary</p> <p>0 500 Feet</p> <p>N</p>	<p>Figure 2 Vicinity Map</p>
	<p>Site B-2 Project</p>
	<p>AECOM</p>



- Project Site Boundary
- Parcels

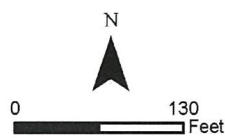


Figure 3
Project Site

Site B-2 Project



2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The project site is located within a fully developed and urbanized area. The project site is bounded by:

	Existing Land Use	General Plan Designation	Zoning Designation
North	Sheraton Hotel and associated paved parking areas	IW	PUD-141-01
Northwest	Multiple-family apartments and associated paved parking areas	IW	R-3
East	Harbor Boulevard and vacant lots approved for hotel	IW	PUD-128-12
South	Twintree Avenue and commercial and residential structures	IW and Low Density Residential (LDR)	PUD-121-98 and R-1-7
West	Residential structures	IW and LDR	R-1-7

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3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The proposed project involves construction of a full-service high-rise (maximum height of 350 feet) resort hotel with hotel program entertainment/pool deck (height of approximately 61 feet) on a 3.72-acre site. The proposed hotel would include 500 guest suites with balconies; themed pool experience with lazy river; storage and loading area at 8,600 square feet maximum; event space with a 600-person maximum occupancy theater; a grand ballroom at 9,490 square feet; two (2) meeting rooms at 4,194 square feet and 4,031 square feet, respectively; a variety of food and beverage opportunities to be placed throughout the hotel totaling a maximum area of 22,296 square feet; themed amenities totaling 13,238 square feet; a 7,000-square foot arcade; and a spa and fitness center at 8,532 square feet (see Table 1). All hotel amenities, except for the ballroom, meeting rooms, and 11,148 square feet of restaurant, would be for the hotel guests use only.

The proposed project would also include a five-level (approximately 61 feet) parking garage (four levels above grade and one level below grade) with a grand total of 528 spaces to serve the 500 guest suites, event space, commercial and retail uses, food and beverage needs, as well as other amenities such as spa and fitness center (see Table 2).

To accommodate the proposed development, the proposed project also includes vacation of a public street (Thackery Drive) and public alley located entirely within the site.

Table 1: Project Summary

Project Features	Summary
Project Site Area	3.72 acres (161,933 square feet [SF])
Landscape Area (Additional 12,000 SF to be provided at the podium for a grand total of 51,711 SF of landscape or 31% coverage.)	26,224 SF (at street level) 13,487 SF (at podium level) 39,711 SF (27% coverage)
Total Hotel Rooms	500 keys
Ballroom/Meeting Rooms	
Ballroom	9,490 SF
Meeting Room 'A'	4,194 SF
Meeting Room 'B'	4,031 SF
Restaurant, Lobby, Amenities	
Food and Beverage	22,296 SF
Hotel Themed Amenities	13,238 SF
Nick Studio (Theater)	7,039 SF
Studio Hall	6,448 SF
Nick Arcade	7,000 SF
Spa/Fitness	8,532 SF
Hotel Themed Pool	24,980 SF
Office, Back of House, Others	
Hotel Office (Production)	3,173 SF
Hotel Support (Offices)	11,329 SF
Back of House (Support)	16,492 SF
Retail	5,480 SF
Hotel	289,891 SF
Storage, Loading	8,600 SF
Parking (528 spaces)	249,480 SF
Below Grade Parking	52,206 SF
Hotel Tower Maximum Height	350 feet
Hotel Program Entertainment/Pool Deck	60 feet 7 inches
Total Building Area	691,693 SF

Table 2: Parking Summary

Parking Level	Total Space
Level 4 (52,206 SF)	110
Level 3 (52,206 SF)	110
Level 2 (52,206 SF)	110
Level1 (40,656 SF)	84
Level B1 (52,206 SF)	114
Total Parking Spaces Provided	528
Total EV Parking Spaces Provided	28
Total ADA Spaces Provided	20

Notes: All entertainment, 11,148 square feet of restaurants, spa/fitness, Nick studio, Nick Amenities, and retail are intended for occupied guest of the hotel

3.2 CONSTRUCTION

The proposed project construction would take approximately 30 months in a single phase. The construction and grading activities hours would comply with the noise limitation provisions set forth in the City of Garden Grove's Noise Ordinance, Garden Grove Municipal Code Sections 8.47.040 to 8.47.060, except that permitted hours and days of construction and grading will be as follows: Monday through Saturday – not before 7:00 a.m. and not after 8:00 p.m. (of the same day); and Sunday and Federal Holidays – may work the same hours, but be subject to the restrictions as stipulated in Sections 8.47.040 to 8.47.060 of the Municipal Code. Compliance with the permitted hours and days of construction and grading would be imposed as conditions of approval for the proposed project. The maximum number of employees during construction would be 210 toward the last six-month period of construction.

3.3 PROJECT DESIGN FEATURES

The following Project Design Features (PDFs) would be implemented during construction and operation of the proposed project. These PDFs would be imposed as conditions of approval for the proposed project.

Construction PDFs

- PDF-1 Prior to starting construction, the project should submit a Construction Management Plan to the City of Garden Grove that specifies how all construction design features will be implemented.
- PDF-2 The project must follow the standard South Coast Air Quality Management District (SCAQMD) rules (Rule 403) and requirements applicable to fugitive dust control, which include, but are not limited to the following:
1. All active construction areas shall be watered two (2) times daily.
 2. Speed on unpaved roads shall be reduced to less than 15 miles per hour (mph).
 3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
 4. Any onsite stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.

5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or provide construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.

PDF-3 All diesel construction equipment should have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest California Air Resources Board (CARB) best available control technology.

PDF-4 Construction equipment should be maintained in proper tune.

PDF-5 All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

PDF-6 Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible.

PDF-7 The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.

PDF-8 Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

PDF-9 Establish staging areas for the construction equipment that as far from adjacent residential homes, as feasible.

PDF-10 Use haul trucks with on-road engines instead of off-road engines for onsite hauling.

Operational PDFs

PDF-11 The project should comply with the mandatory requirements of the latest California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (California Green Building Standards Code [CALGreen]), including the provisions for bicycle parking, electric vehicle charging stations, energy efficiency, material conservation, and water/waste reduction.

PDF-12 Install signage at loading docks requiring trucks to limit engine idling times to 5 minutes or less.

PDF-13 The project must install an eight (8) foot high masonry block noise barrier wall along the western and northwestern property line. The property line wall will be constructed using masonry block and the barrier's weight must be at least 3.5 pounds per square foot of face area without decorative cutouts or

line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) must be filled with grout or caulking to avoid flanking.

PDF-14 All central plant heating, ventilation, and air conditioning (HVAC) equipment, mechanical pumps and pool equipment must be fully enclosed inside the building structure.

PDF-15 The hotel themed pool attraction and outdoor pool deck operation will be open only during daytime hours (7 a.m. – 10 p.m.).

PDF-16 A minimum eight (8) foot high noise barrier shielding wall should be installed and maintained along all sides of the perimeter of the outdoor patio and pool deck area on level six (6) to shield noise associated with pool activities. The barrier's weight should be at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. Noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block
- Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot; and/or,
- Transparent glass (5/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

PDF-17 The project should provide one row of vegetation along the north, west, and south sides of the interior pool deck wall on level six (6) by planting evergreen trees/shrubs. A dense vegetation barrier can help provide some sound absorption and visual screening to further help reduce noise levels impacting the adjacent residential homes surrounding the project site. Vegetation should be at least as high as the wall (8 feet).

PDF-18 Outdoor speakers on the pool deck must be predominantly located and concealed within the landscape. All outdoor speakers must be located not greater than eight (8) feet high above the pool deck and directed inwards towards the pool or lazy river area.

PDF-19 The project access on Twintree Avenue must be restricted to emergency access, maintenance vehicles, trash, and delivery trucks only. All employee and guest access to the project site, including tourist buses and shuttles, must be via Harbor Boulevard.

PDF-20 Delivery, loading/unloading activity, and trash pick-up hours shall be limited to daytime hours (7:00 a.m. – 10:00 p.m.) only, per the requirements of Garden Grove Municipal Code Section 8.47.060(I). Signage should be posted in the designated loading areas reflecting these hour restrictions.

PDF-21 Engine idling time for all delivery vehicles and trucks must be limited to 5 minutes or less. Signage should be posted in the designated loading areas reflecting the idling restrictions.

PDF-22 A 4-foot high noise shielding wall must be installed on the perimeter of each floor of the parking structure facing the residential neighborhood to the west, north and south.

PDF-23 The drive aisle surfaces within the parking structure must have a textured finish or treatment that helps minimize tire squeal.

PDF-24 The exterior façade of the parking structure must include louvered or perforated wall paneling to help conceal parking structure activities and reduce noise levels. Paneling should cover the entire upper portions of the parking structure openings of each floor facing the west, north and south.

PDF-25 The project must comply with the California Title 24 Sound Transmissions requirements for exterior walls, roofs, and common separating assemblies (e.g., floor/ceiling assemblies and demising walls).

- a. Walls, partitions, and floor-ceiling assemblies separating sleeping units from each other or from public or service areas shall have a sound transmission class (STC) of not less than 50, or not less than 45 if field tested.
- b. Floor-ceiling assemblies between sleeping units shall have an impact insulation class (IIC) rating of not less than 50, or not less than 45 if field tested.
- c. Interior noise levels due to exterior sources shall not exceed a community noise equivalent level (CNEL) or a day-night level (LDN) of 45 A-weighted decibel (dBA), in any habitable room.

PDF-26 For proper acoustical performance, the project must utilize standard building practices to ensure all exterior windows, doors, and sliding glass doors have a positive seal and leaks/cracks are kept to a minimum.

3.4 DISCRETIONARY ACTIONS AND APPROVALS

The following discretionary actions and other non-discretionary approvals are required to implement the proposed project.

- Approval of the MND Adoption of Mitigation Monitoring and Reporting Program
- Approval of Zone Change to subzone Planned Unit Development No. PUD-141-01(A)
- Approval of Site Plan No. SP-107-2022
- Approval of a Street Vacation
- Approval of a Tentative Tract Map
- Approval of a Development Agreement
- Approval of Grading
- Approval of Building and Occupancy Permits
- Approval of a Conditional Use Permit
- Approval of Final Water Quality Management Plan and Stormwater Pollution Prevention Plan (SWPPP)

4.0 ENVIRONMENTAL CHECKLIST

This section includes the initial study checklist form found in Appendix G of the CEQA Guidelines. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed project. The checklist form identifies potential project impacts as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 4.3 below. Included in the discussion for each topic, as necessary, are mitigation measures that are recommended for implementation as part of the proposed project to reduce potentially significant impacts to less than significant.

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, meaning at least one impact is “Less Than Significant Impact with Mitigation Incorporated” as explained below.

Environmental Factors Potentially Affected

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

4.2 DETERMINATION

To be completed by the Lead Agency at 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.
X	I find that although the proposed project COULD have a significant effect on the environment, there will not be a significant effect in this case because revisions in the 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 earliest 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.

Maive Pave

6/6/2022

Signature

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is elected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
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?			X	
d) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?		X		

Discussion:

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

No Impact. The City is a mature and fully built out urbanized city, where most of the land within the City has been developed and redevelopment is occurring throughout the City (City of Garden Grove, 2021b). The project site is generally flat and is located within an urbanized area surrounded by mixed uses such as hotels, retail/commercial uses, and residential uses. The City of Garden Grove General Plan does not identify any scenic vistas within the City (City of Garden Grove, 2021a); thus, the project site is not located near or within a scenic vista. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista. No impact would occur.

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 (Caltrans)'s Scenic Highway Mapper, there are no designated or eligible state scenic highways near the project site (Caltrans, 2021). The nearest designated or eligible state scenic highway is State Route 91 (from State Route 55 to north of E. Santa Ana

Road and S. Eucalyptus Drive), located approximately over 6.5 miles to the northeast (Google Earth Pro, 2021). The project site was previously disturbed and occupied by former residential and commercial uses, which were demolished between 2004 and 2013. The north/northeastern parcels of the project site are paved and used for parking the adjacent Sheraton Hotel, and the remaining parcels are comprised of dirt pads with limited vegetation that are mostly vacant except for the southeastern parcels that are used for temporary construction storage. The easterly portion of Thackery Drive from the centerline of the street has been demolished recently; the western paved street portion of Thackery Drive continues to remain. As such, there are no scenic resources on the project site, including rock outcroppings or historic buildings. A limited number of ornamental trees are present on site, but they are not considered scenic resources. Therefore, implementation of the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impact would occur.

- 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. As mentioned above, the project site is within an urbanized area that does not contain scenic resources or vistas nor is it within a scenic area. The project site consists of a previously disturbed site that was occupied by former residential and commercial uses, which were demolished between 2004 and 2013.

According to the City's General Plan - Land Use Element, the project site has an IW land use designation, which is intended to function as the City's resort area (City of Garden Grove, 2021). The proposed project includes development of a hotel, which would be consistent with the intended function of the site. The project site is also zoned as PUD-141-01 and R-1-7; the PUD-141-01 is intended for hotel development per City Ordinance No. 2564 (City of Garden Grove, 2002) while the R-1-7 is intended for single-family residential use (City of Garden Grove, 2020). As part of the proposed project, the entire project site would be rezoned to create a subzone, PUD-141-01(A), which would be consistent with the existing General Plan Designation of IW and would facilitate the development of the proposed project. With this modification the proposed project would be consistent with all applicable zoning.

The proposed project involves construction of a full-service high-rise (23 stories tall with a maximum height of 350 feet) resort hotel along with a five-level parking garage (four levels above grade and one level below grade with an approximate height of 61 feet). A hotel project ranging from 14 to 19 stories tall to the east of the project site (across Harbor Boulevard) was approved by the City in 2012 with land use redesignation to IW and rezoning to PUD-128-12 to be consistent with the surrounding uses.

The proposed PUD zoning designation and subsequent intended development of the site would be compatible with the surrounding area in intensity and density. The proposed project would also be required to comply with the City's development standards which would ensure the design, scale, and visual elements of the proposed hotel blend with the surrounding built environment. Given this, implementation of the proposed

project would not substantially degrade the existing visual character or quality of the site. Therefore, impacts would be less than significant.

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

Less than Significant with Mitigation Incorporated. The proposed project involves construction of a full-service high-rise (23 stories tall with a maximum height of 350 feet) resort hotel along with a five-level parking garage (four levels above grade and one level below grade approximately 61 feet in height) on a site that is mostly vacant except for a small portion that is being used as a laydown yard. While there is no lighting on the existing project site, the project site is within an urbanized area with street lighting and lights from surrounding hotels, residences, and retail/commercial uses. Vehicle headlights traveling on Harbor Boulevard and Twintree Avenue, and within existing parking areas are also a source of existing lighting at the project site and adjacent uses.

The project-related construction activities would occur during permitted hours of 7:00 a.m. to 8:00 p.m. from Monday through Saturday. On Sunday and Federal Holidays, the construction activities may occur during the same hours, but would be subject to the restrictions as stipulated in Sections 8.47.040 to 8.47.060 of the Municipal Code. Operationally, the proposed project would include nighttime lighting for security and safety purposes throughout the project site, including the parking areas. In addition, new lighting would occur from the lighted monument signs, lighted building signs, and interior lighting from the hotel.

The proposed project would comply with the Garden Grove Municipal Code Section 9.18.100.020 (Development Standards Applicable to All Mixed Use Zones), which states that all onsite lighting shall be stationary and directed away from adjoining properties and public right-of-way; and Section 9.18.140.070 (Parking Design Standards) related to parking area standards, which states that lighting of parking areas shall be designed with automatic timers (photovoltaic cells) and be directed, positioned, or shielded in such a manner so as not to unreasonably illuminate the window area of nearby residences. Compliance with the City's lighting requirement would be confirmed during the building permit process.

Glare can be caused by light reflections from the pavement vehicles and building materials such as reflective glass and polished surfaces. The proposed project would not use reflective glass on the proposed tower. In addition, prior to final site plan approval, a site specific light and glare study would be prepared to ensure that the proposed project will be in compliance with the applicable zoning codes. Additionally, the light and glare study would incorporate measures necessary to ensure the proposed project's compatibility with the goals and policies (i.e., Policy SAF-2.1 and SAF-IMP-2A) in the 2021 General Plan for providing adequate lighting to maintain a safe public environment. Implementation of the following mitigation measure would reduce the potential light and glare impacts to less than significant.

Light and Glare Mitigation Measure

AES-1 Prior to final site plan approval, a site specific light and glare study shall be prepared and approved by the Community and Economic Development Director, or his or her designee, to ensure that the proposed project will be in compliance with the City's Zoning Code related to lighting designs. The

light and glare study shall include technologically advanced hotel/resort lighting measures in its detailed design plans. These measures may include, without limitation, installation of exterior screening such as shielding attached to the luminaire, building, or site structures; using anti-reflective glass or glass treated with an anti-reflective coating; and shielding lights with visors to reduce light trespass, glare impact and visual distraction. Additionally, the light and glare study shall incorporate measures necessary for the proposed project's compatibility with the goals and policies (i.e., Policy SAF-2.1 and SAF-IMP-2A) in the General Plan for providing adequate lighting to maintain a safe public environment. These measures may include, without limitation, placement of pedestrian-level lighting throughout the project site; and provision of signage and markings within the project site for pedestrian safety.

A shade and shadow study (Appendix A) (AECOM, 2022) was conducted to analyze the potential shade and shadow impacts on adjacent properties from the proposed project. Specifically, a project would have a significant impact if:

- Shadow-sensitive use areas (where sunlight is important to its function) would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (PST) (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. PST (between early April and late October), compared to existing conditions.

As stated in the shade and shadow study (Appendix A), the proposed project would cast new shadows onto surrounding shadow-sensitive use areas (e.g., residential and hotels/hostel uses). The threshold above states that a significant shadow impact would result if shadow-sensitive uses would be shaded for "more than" three hours between the hours of 9:00 a.m. and 3:00 p.m. PST (between late October and early April). This condition is applicable to the Winter Solstice and Spring Equinox diagrams. The shade and shadow study shows that a covered parking area associated with one residence would be shaded for more than three hours (between 9:00 a.m. and 1:00 p.m. PST); however, the residence itself would only be shaded for two of those hours (specifically, between 9:00 a.m. and 11:00 a.m. PST). The covered parking area would not be considered a shadow-sensitive use; thus, would not be a significant impact. Thus, no shadow-sensitive uses would be shaded for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. by the proposed project under the Winter Solstice and Spring Equinox conditions.

The threshold further states that a significant shadow impact would result if shadow-sensitive uses would be shaded for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. PST (between early April and late October). The shade and shadow study shows that no residence would be shaded for more than four hours (between 9:00 a.m. and 5:00 p.m.) during the Fall Equinox and Summer Solstice conditions. Therefore, impacts would be less than significant.

Sources:

AECOM. 2022. *Shade/Shadow Study for Site B-2 Hotel*. April. PDF.

California Department of Transportation (Caltrans). 2021. California State Scenic Highway Map. Available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983> (accessed June 2021).

City of Garden Grove. 2021a. Focused General Plan Update and Zoning Amendments Draft Environmental Impact Report. August 18, 2021. Adopted November 9, 2021. Available at: <https://ggcity.org/sites/default/files/2021-08/FGPUZA%20DEIR.pdf> (accessed March 2022).

----. 2021b. Garden Grove General Plan, Chapter 2 Land Use Element, Public Review DRAFT – October 2021. Adopted November 9, 2021. Available at: <https://ggcity.org/sites/default/files/2021-10/LandUseElementoct2021.pdf> (accessed March 2022).

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----. 2002. Ordinance No. 2564. Available at: https://ggcity.org/records_request/requests/4191/correspondences/16899/download/GG_Ord._2564_PUD_141-01.pdf (accessed July 2021).

Google Earth Pro. 2021.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. 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:				
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?				X
b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Discussion:

- 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 located in an urbanized area in the City. It was previously disturbed and occupied by former residential and commercial uses. These uses were demolished between 2004 and 2013. The north/northeastern parcels of the project site are paved and used for parking the adjacent Sheraton Hotel, and the remaining parcels are comprised of dirt pads with limited vegetation that are mostly vacant except for the southeastern parcels that are used for temporary construction storage. The easterly portion of Thackery Drive from the centerline of the street has been demolished recently; the westerly paved street portion of Thackery Drive continues to remain.

According to the California Department of Conservation (CDC)'s California Important Farmland Finder, the project site is not located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; rather, it is located on Urban and Built-Up Land (CDC, 2021). Therefore, implementation of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

- b) **Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?**

No Impact. According to the City's Zoning and Land Use GIS mapper, the project site is zoned as Planned Unit Development (PUD-141-01) and Single-Family Residential Zone (R-1-7), neither of which is an agricultural zoning designation (City of Garden Grove, 2021). Furthermore, the project site does not contain agricultural land nor is it located within a Williamson Act contract. Therefore, implementation of the proposed project would not conflict with existing zoning for agricultural use or with a Williamson Act contract. No impact would occur.

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

No Impact. As noted above, the project is zoned as PUD-141-01 and R-1-7, neither of which is a forest land or timberland zoning designation. Furthermore, the project site does not contain forest land or timberland. Therefore, implementation of the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. No impact would occur.

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

No Impact. As noted above, the project site does not contain forest land. Therefore, implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

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

No Impact. As noted above, the project site does not contain farmland or forest land. Therefore, implementation of the proposed project would not result 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 or forest land to non-forest use. No impact would occur.

Sources:

California Department of Conservation (CDC). 2021. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed May 2021).

City of Garden Grove. 2021. Zoning and Land Use Mapper. Available at: <https://ggcity.org/maps/zoning-land-use/> (accessed June 2021).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>III. 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:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Discussion: The discussion below is based on the *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study* prepared by RK ENGINEERING GROUP, INC. (RK) (2022a) included as Appendix B.

- 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?**

Less than Significant Impact (a-b). The primary purpose of an air quality plan is to bring an area that does not attain National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. NAAQS and CAAQS have been established for the following criteria pollutants: ozone, carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter less than 10 microns in diameter (PM₁₀), particulate matter less than 2.5 microns in diameter (PM_{2.5}), and lead. The CAAQS are more stringent than the NAAQS and include additional air pollutants, such as visibility reducing particles, sulfates, vinyl chloride, and hydrogen sulfide.

The proposed project is located within the South Coast Air Basin (SCAB)¹ under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The applicable Air Quality Management Plan (AQMP) for the project site was prepared by SCAQMD in partnership with the California Air Resources Board (ARB), United States (U.S.) Environmental Protection Agency (EPA), and the Southern California Association of Governments

¹ SCAQMD has divided the SCAB into 14 general forecasting areas and 38 Source Receptor Areas (SRAs) for monitoring and reporting local air quality. The project site is located in SRA 17 (Central Orange County) (RK, 2021).

(SCAG). The most recent AQMP (2016 AQMP) was adopted by the SCAQMD in March of 2017 (SCAQMD, 2017). The 2016 AQMP is the legally enforceable blueprint for how the region will meet and maintain the CAAQS and NAAQS. The 2016 AQMP identifies strategies and control measures needed to achieve attainment of the 8-hour ozone standard and federal annual and 24-hour standard for PM_{2.5} in the SCAB. The future emission forecasts are primarily based on demographic and economic growth projections provided by SCAG.

As discussed in the *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study* (RK, 2022a) (Appendix B), the SCAQMD has established regional and localized air quality emissions thresholds of significance for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the CEQA Guidelines. By complying with the SCAQMD’s regional and localized air quality thresholds of significance, a project would be in compliance with the 2016 AQMP as well as the NAAQS and CAAQS. A summary of the proposed project’s maximum daily construction and operational emissions² compared to the applicable regional and localized SCAQMD’s air quality thresholds are presented in Tables 3 and 4 below, respectively. The proposed project’s emissions assume implementation of PDF-1 through PDF-12, discussed previously in Section 3.3 of this IS/MND.

Table 3: Maximum Daily Project Construction-Related Emissions

Source/Description	VOC ¹ (lbs/day)	SO ₂ (lbs/day)	NO _x (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
Maximum On- and Off-Site Daily Project Emissions	52.68	0.21	50.73	31.68	8.68	3.98
SCAQMD Regional Thresholds	75.00	150.00	100.00	550.00	150.00	55.00
Exceed SCAQMD Regional Thresholds?	No	No	No	No	No	No
Maximum Onsite Daily Project Emissions ²	N/A	N/A	2.23	20.87	7.58	3.93
SCAQMD Localized Thresholds ³	N/A	N/A	147.00	975.20	9.60	5.50
Exceed SCAQMD Localized Thresholds?	N/A	N/A	No	No	No	No

Source: RK, 2022a.

Notes: 1. Although not a criteria air pollutant, volatile organic compounds (VOCs) are regulated by the SCAQMD because they cause chemical reactions which contribute to the formation of ozone. Both VOCs and NO_x are precursors in the formation of ozone; following SCAQMD methodology, the evaluation of ozone was conducted by evaluating emissions of VOCs and NO_x.

2. Onsite emissions were evaluated for the localized air quality impacts to determine whether the proposed project may generate significant adverse localized air quality impacts per SCAQMD Localized Thresholds of Significance (LST) methodology. Thus, off-site emissions were not evaluated for the localized analysis, in contrast to the regional analysis which encompassed both on- and off-site emissions.

3. The nearest existing sensitive receptors are located along the northern, southern, and western property line of the project site, less than 25 meters from potential areas of onsite construction activity. Although sensitive receptors are located closer than 25 meters to the project site, the SCAQMD LST methodology states that projects with boundaries located closer than 25 meters to the nearest receptor should use the LST for receptors located at 25 meters. In addition, the daily disturbance area for the proposed project was estimated to be 3.5 acres; however, SCAQMD LST is only based on 1, 2 and 5-acre sites. RK therefore used a linear trend line analysis

² Note that lead was not included as part of this analysis as the proposed project was not expected to emit lead in any significant measurable quantity. In addition, visibility-reducing particles were not explicitly addressed in this analysis because particulate matter was addressed. Also, vinyl chloride was not included in the analysis as the proposed project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the project vicinity. Lastly, hydrogen sulfide was not included in the analysis as the proposed project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

to calculate the construction LST. Lastly, per SCAQMD LST methodology, the LST used for this analysis was developed based on the ambient concentrations of four applicable air pollutants (e.g., NO_x, CO, PM₁₀, and PM_{2.5}) for SRA-17.

Table 4: Maximum Daily Project Operation-Related Emissions

Source/Description	VOC ¹ (lbs/day)	SO ₂ (lbs/day)	NO _x (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
Maximum On- and Off-Site Daily Project Emissions	20.54	0.23	13.88	97.85	23.88	6.74
SCAQMD Regional Thresholds	55.00	150.00	55.00	550.00	150.00	55.00
Exceed SCAQMD Regional Thresholds?	No	No	No	No	No	No
Maximum Onsite Daily Project Emissions ²	N/A	N/A	5.75	9.25	1.60	0.70
SCAQMD Localized Thresholds ^{1,2}	N/A	N/A	147.00	975.20	2.40	1.60
Exceed SCAQMD Localized Threshold ³	N/A	N/A	No	No	No	No

Source: RK, 2022a.

Notes: 1. Although not a criteria air pollutant, VOCs are regulated by the SCAQMD because they cause chemical reactions which contribute to the formation of ozone. Both VOCs and NO_x are precursors in the formation of ozone; following SCAQMD methodology, the evaluation of ozone was conducted by evaluating emissions of VOCs and NO_x.

2. Onsite emissions were evaluated for the localized air quality impacts to determine whether the proposed project may generate significant adverse localized air quality impacts per SCAQMD LST methodology. Thus, off-site emissions were not evaluated for the localized analysis, in contrast to the regional analysis which encompassed both on- and off-site emissions.

3. The nearest existing sensitive receptors are located along the northern, southern, and western property line of the project site, less than 25 meters from potential areas of onsite construction activity. Although sensitive receptors are located closer than 25 meters to the project site, the SCAQMD LST methodology states that projects with boundaries located closer than 25 meters to the nearest receptor should use the LST for receptors located at 25 meters. In addition, the daily disturbance area for the proposed project was estimated to be 3.5 acres; however, SCAQMD LST is only based on 1, 2 and 5-acre sites. RK therefore used a linear trend line analysis to calculate the operational LST. Lastly, per SCAQMD LST methodology, the LST used for this analysis was developed based on the ambient concentrations of four applicable air pollutants (e.g., NO_x, CO, PM₁₀, and PM_{2.5}) for SRA-17.

As shown in Tables 3 and 4, the proposed project’s daily construction and operational emissions would be below the applicable SCAQMD’s air quality regional thresholds of significance and LST; thus, construction and operation of the proposed project would not contribute substantially to existing or projected violations of the NAAQS or CAAQS. Given this, implementation of the proposed project would not obstruct or conflict with the 2016 AQMP. Furthermore, by complying with the SCAQMD’s air quality regional thresholds of significance and LST, implementation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable NAAQS or CAAQS. Therefore, impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. As discussed in the *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study* (RK, 2022a) (Appendix B), sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools, etc., as described in the SCAQMD LST methodology. Several sensitive receptors currently surround the project site, including the following:

adjacent residential uses to the west and northwest (within 25 meters [82 feet]); residential uses approximately 55 feet to the south, along south side of Twintree Avenue (within 25 meters [82 feet]); and the Sheraton Hotel to the north, approximately 100 feet from the project site to the nearest building facade (within 50 meters [164 feet]). The nearest existing sensitive receptors are located along the northern, southern, and western sides of the project site.

To determine potential exposure of sensitive receptors to substantial pollutant concentrations, the air quality analysis conducted for the proposed project utilized the applicable SCAQMD's LST (discussed above) as well as evaluated potential exposure to toxic air contaminants (TACs) using the California Office of Environmental Health Hazard Assessment (OEHHA)'s Guidance Manual for Preparation of Health Risk Assessments (HRA Guidelines), which provide risk factors based on exposure to toxic substances over a 30-year lifetime span. TACs are defined as air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. This contrasts with the criteria pollutants, in that there is no threshold level for TAC exposure below which adverse health impacts are not expected to occur. Most of the estimated health risk from TACs can be attributed to a relatively few compounds, the most common being diesel particulate matter (DPM) from diesel engine exhaust. In addition to DPM, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California.

As shown above in Tables 3 and 4, construction and operation of the proposed project would not exceed the applicable SCAQMD's LST. Regarding TACs, the proposed project would generate DPM during construction from off-road diesel equipment and trucks. The proposed project's construction activity would not be a long-term (i.e., 30 years) source of TAC emissions and short-term risk factors have not been developed. Due to the significantly reduced risk from short-term exposure, SCAQMD does not typically require the evaluation of long-term cancer risk or chronic health impacts for construction operations from a project such as the one being proposed. Hence, the impacts from short-term exposure to DPM during project construction are considered less than significant without the need for a detailed HRA study. Furthermore, PDF-3 through PDF-10, which include the requirement for Tier 4 engines on all off-road diesel equipment, would ensure potential DPM exposure to adjacent sensitive receptors would be reduced to the maximum extent feasible. Also, the proposed project would be required to comply with SCAQMD Rule 403, which requires that fugitive dust (suspended particulate matter) is controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, the proposed project consists of resort hotel land uses, which do not include major sources of TAC emissions; thus, operation of the proposed hotel would not result in exposure of sensitive receptors to substantial pollutant concentrations. Given this, implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant.

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

Less than Significant Impact. As discussed in the *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study* (RK, 2022a) (Appendix B), land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. Operational activities of the proposed project would not involve any of these land uses and would not be located in an area with existing odors. While the proposed project's use of heavy-duty equipment during construction would emit odors in the project area, it would not adversely affect a substantial number of people and would be temporary; thus, the temporary odor emissions would cease to occur after construction is completed. Additionally, construction and operation of the proposed project would be required to comply with SCAQMD Rule 402, which requires a person to not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Given this, implementation of the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, impacts would be less than significant.

Sources

RK ENGINEERING GROUP, INC. (RK). 2022a. *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study*. April. PDF.

South Coast Air Quality Management District (SCAQMD). 2017. *South Coast Air Quality Management District – Final 2016 Air Quality Management Plan*. Available at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15> (accessed August 2021).

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

Discussion:

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

Less Than Significant with Mitigation Incorporated. Due to the built-out nature of the City and surrounding area, biological resources in the City are almost non-existent (City of Garden Grove, 2021). The project site is

located in a highly urbanized area with commercial uses along Harbor Boulevard and residential uses along Twintree Avenue.

In February 2022, a search was conducted of the California Department of Fish and Wildlife (CDFW)'s California Natural Diversity Database (CNDDDB) for sensitive plant, natural community, and wildlife species occurrence data within the U.S. Geological Survey (USGS) 7.5-minute Anaheim topographic quadrangle map (which the project site is located within) (Appendix C). Based on this search, the California black rail (*Laterallus jamaicensis coturniculus*) is the only sensitive species (State Threatened) with the potential to be found on the project site (CDFW, 2022).

However, the project site was previously disturbed and occupied by former residential and commercial uses. As noted, these uses were demolished between 2004 and 2013. The north/northeastern parcels of the project site are paved and used for parking the adjacent Sheraton Hotel, and the remaining parcels are comprised of dirt pads with limited vegetation (i.e., non-native grass and two (2) ornamental trees on Twintree Avenue along the sidewalk near Harbor Boulevard) that are mostly vacant except for the southeastern parcels that are used for temporary construction storage. The easterly portion of Thackery Drive from the centerline of the street has been demolished recently; the westerly paved street portion of Thackery Drive continues to remain. As a result, the project site does not provide suitable habitat for the California black rail. Additionally, the California black rail was last sighted in December 1986 in the City of Orange. On this basis, it is not reasonably foreseeable that there would be an occurrence of this species at the project site.

During construction, the proposed project would require removal of the non-native grass and the two (2) ornamental trees. While no sensitive plants or wildlife would be impacted by vegetation removal activities, there is a potential for impacts to occur to raptors and other nesting birds protected under the federal Migratory Bird Treaty Act (MBTA) that could nest within these trees. With Mitigation Measure BIO-1, implementation of the proposed project would not 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 CDFW or USFWS. Therefore, impacts would be less than significant with mitigation incorporated.

MBTA Nesting Birds Mitigation Measure

BIO-1 With the potential for nesting birds protected under the Migratory Bird Act Treaty (MBTA) and California Fish and Game Code (CFGC) to occur in ornamental trees within the project site and surrounding area, tree removal during construction shall occur outside of the nesting bird season (generally, February 15 through September 1). If avoiding the nesting season is not practicable, the following additional measures shall be employed:

- a. A pre-construction nesting bird survey shall be conducted by a qualified biologist within 3 days prior to the start of construction activities to determine whether active nests are present within or directly adjacent to the construction zone. All active nests found shall be recorded.
- b. If active nests are detected during the survey, the qualified biologist shall establish an appropriate buffer and monitor the active nests within the buffers at a minimum of once per week to determine whether the birds are being disturbed. If signs of disturbance or stress are observed, the qualified biologist shall immediately implement adaptive measures to reduce disturbance.

These measures shall be determined by the qualified biologist and could include, without limitation, increasing buffer distance, temporarily halting construction activities until fledging is confirmed, or placing visual screens or sound dampening structures between the nest and construction activity.

- b) **Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?**
- c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact (b-c). As discussed above, due to the built-out nature of the City and surrounding area, biological resources in the City are almost non-existent (City of Garden Grove, 2021). The project site is located in a highly urbanized area with commercial uses along Harbor Boulevard and residential uses along Twintree Avenue. The project site was previously disturbed and occupied by former residential and commercial uses, which were demolished between 2004 and 2013. The north/northeastern parcels of the project site are paved and used for parking for the adjacent Sheraton Hotel, whereas the remaining parcels are dirt pads with limited vegetation (i.e., non-native grass and two ornamental trees on Twintree Avenue along the sidewalk near Harbor Boulevard) that are mostly vacant except for the southeastern parcels that are used for temporary construction storage. The easterly portion of Thackery Drive from the centerline of the street has been demolished recently; the westerly paved street portion of Thackery Drive continues to remain.

In addition, there are no sensitive natural communities on the project site per the search conducted of the CDFW's CNDDDB for the USGS 7.5-minute Anaheim topographic quadrangle map (which the project site is located within) (Appendix C). Furthermore, based on a review of the U.S. Fish & Wildlife (USFWS)'s National Wetlands Inventory, there are no wetlands or riparian mapped areas within or in the vicinity of the project site (USFWS, 2021).

For these reasons, implementation of the proposed project would not have a substantial adverse effect on any sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFW or USFWS, nor would it have a substantial adverse effect on state or federally protected wetlands. No impact would occur.

- 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 with Mitigation Incorporated. As discussed above, due to the built-out nature of the City and surrounding area, biological resources in the City are almost non-existent (City of Garden Grove, 2021). The project site is located in a highly urbanized area with commercial uses along Harbor Boulevard and residential uses along Twintree Avenue. The project site previously disturbed and occupied by former residential and commercial uses, which were demolished between 2004 and 2013. The north/northeastern parcels of the project site are paved and used for parking for the adjacent Sheraton Hotel, whereas the

remaining parcels are dirt pads with limited vegetation (i.e., non-native grass and two ornamental trees on Twintree Avenue along the sidewalk near Harbor Boulevard) that are mostly vacant except for the southeastern parcels that are used for temporary construction storage. The easterly portion of Thackery Drive from the centerline of the street has been demolished recently; the westerly paved street portion of Thackery Drive continues to remain.

There are no designated habitat linkages, wildlife corridors, native wildlife nursery sites on the project site or vicinity per the CNDDDB search results, nor are there rivers, creeks, or open drainages near the project site or vicinity that could serve as a wildlife corridor. Furthermore, the project site is surrounded by impermeable fencing, and thus would preclude ground-level wildlife movement. Therefore, implementation of the proposed project would not interfere substantially with the movement of any native resident or migratory fish or with established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites.

However, as discussed above, during construction, the proposed project would require removal of the non-native grass and the two ornamental trees. While no sensitive plants or wildlife would be impacted by vegetation removal activities, there is a potential for impacts to occur to raptors and other nesting birds protected under the federal MBTA. With Mitigation Measure BIO-1, implementation of the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species. Therefore, impacts would be less than significant with mitigation incorporated.

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

Less than Significant Impact. As discussed above, the proposed project would require the removal of two (2) ornamental trees located along a sidewalk on Twintree Avenue within the public right-of-way. Chapter 11.32, Trees, of the City's Municipal Code serves as the City's Tree Ordinance, which provides strict guidelines regarding the removal or tampering of trees located within any public right-of-way. The Project Applicant would be required to comply with the standards identified in Chapter 11.32, which includes obtaining approval from the City Manager prior to removal of trees in the public right-of-way. Given this, implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts would be less than significant.

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

No Impact. The proposed project is not located within any Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) (CDFW, 2021). Therefore, implementation of the proposed project would not conflict with any applicable HCP or NCCP. No impact would occur.

Sources

California Department of Fish and Wildlife (CDFW). 2022. California Natural Diversity Database. Anaheim Quad. February 16, 2022.

----. 2021. NCCP Plan Summaries Webpage. Available at:
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City of Garden Grove. 2021. Garden Grove General Plan, Chapter 2 Land Use Element, Public Review Draft – October 2021. Adopted November 9, 2021. Available at: [Housing Element Update | City of Garden Grove \(ggcity.org\)](https://www.ggcity.org/Housing-Element-Update) (accessed March 2022).

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U.S. Fish and Wildlife Service (USFWS). 2021. National Wetlands Inventory Mapper. Available at: <https://www.fws.gov/wetlands/data/mapper.html> (accessed August 2021).

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

Discussion:

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

No Impact. According to the *Site B-2 Hotel Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum* prepared by AECOM (2022) (Appendix D), no historical resources were identified on the project site. Specifically, the South Central Coastal Information Center (SCCIC) records search identified 17 previously recorded cultural resources mapped within 0.25 miles of the project site. All of these resources are historic homes and converted offices that have been determined not eligible for listing in federal registers or recommended not eligible for listing in the National Register of Historic Places (NRHP) and none are located on the project site. 13 properties within 0.25 miles of the project site are listed on California’s State Built Environment Resources Directory, however, none of these are located on the project site. Therefore, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5. No impact would occur.

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

Less than Significant with Mitigation Incorporated. According to the *Site B-2 Hotel Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum* (2022) (Appendix D), based on the results of the SCCIC records search and archival research of local resource directories and historical maps and aerial images, it is possible, but unlikely, that significant archaeological resources will be encountered during ground-disturbing activities for the proposed project.

The project site is located within a heavily disturbed urban area. Prior to World War II, the project site was utilized for agricultural purposes, with a grove of trees present on most of the property and one building that was present in the southeast corner for a short period of time. During the housing boom of the 1950s, the project site was developed with a residential tract and commercial buildings which were established by 1963. A review of construction manuals from the period suggests that it is adequate to assume that up to five feet of the soil was disturbed by construction, grading, and the placement of utilities for a 1960s-era tract development. All buildings in the project site were removed between 2004 and 2013, leaving only the cul-de-sac and alley between the dirt lots. The process appears to have consisted of removing building foundations and prior utilities and grading the surface which likely heavily disturbed or destroyed any archaeological resources that may have existed at the site at that time. Work may extend below previous disturbance, however, based on the results of the archival research, no previously recorded resources are within the project site and there is low potential that archaeological resources will be encountered during ground-disturbing activities for the proposed project. Thus, no archaeological monitoring is recommended at this time.

However, in the event that archaeological resources are encountered during ground-disturbing activities and cannot be preserved in place, Mitigation Measure CR-1 is provided to reduce potential impacts. With implementation of Mitigation Measure CR-1, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5. Therefore, impacts would be less than significant with mitigation incorporated.

Archaeological Resources Mitigation Measure

CR-1 In the event archeological resources are found during construction, all attempts will be made to preserve in place or leave resources in an undisturbed state in compliance with all applicable laws. In the event that archeological resources are identified and cannot be preserved in place, a qualified archaeologist will be contacted to evaluate and determine appropriate treatment for the resource in accordance with Public Resources Code (PRC) Section 21083.2(i). Work in the vicinity of the discovery (15-meter radius) will halt until the appropriate assessment and treatment of the resource is determined by the archaeologist (work can continue elsewhere on the project site).

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

Less than Significant with Mitigation Incorporated. According to the *Site B-2 Hotel Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum (2022)* (Appendix D), the project site was previously utilized for agricultural purposes and then later developed with a residential tract and commercial buildings, which have since been removed. No formal cemeteries or other places of human internment are known to exist on the project site. However, a lack of surface evidence does not preclude the possibility that unknown and unanticipated human remains may be encountered during ground-disturbing activities. In the event that human remains are discovered at the project site, Mitigation Measure CR-2 is provided to reduce potential impacts. With implementation of Mitigation Measure CR-2, the proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, impacts would be less than significant with mitigation incorporated.

Human Remains Discovery Mitigation Measure

CR-2 If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Orange County Coroner shall be contacted. If the remains are deemed Native American in origin, the Coroner will contact the NAHC and identify a Most Likely Descendant pursuant to PRC Section 5097.98 and California Code of Regulations Section 15064.5. Work will only commence after consultation and treatment have been concluded. Work may continue on other parts of the project site while consultation and treatment are conducted.

Source

AECOM. 2022. *Site B-2 Hotel Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum*. March 2022. PDF.

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

Discussion:

- 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?**

Less than Significant with Mitigation Measures Incorporated (a-b). The California Building Energy Efficiency Standards (i.e., Title 24, Part 6 [Energy Code] and Part 11 [CALGreen], of the California Code of Regulations) establish state building energy efficiency requirements for residential and nonresidential buildings, including newly constructed projects. These standards are designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings, as well as meet the goals of California’s Assembly Bill (AB) 32 for reducing greenhouse gases (GHG) to 1990 levels by 2020 (California Energy Commission, 2021; California Building Standards Commission, 2021) (see Section VIII, Greenhouse Gas Emissions, of this IS/MND for a discussion of GHG impacts). The City has adopted these standards in the Garden Grove Municipal Code (i.e., Section 18.04.0101). In addition, the City’s General Plan – Conservation Element provides the following energy goals:

- Goal CON-4: Reduce per-capita non-renewable energy waste and city-wide peak electricity demand through energy efficiency and conservation.
- Goal CON-5: Reduce dependency on non-renewable energy resources through the use of local and imported alternative energy sources.

Construction and operation of the proposed project would result in the consumption of energy resources. Energy consumption during construction would consist of electricity providing temporary power to lighting and equipment as well as fuel for construction vehicles. Per PDF-8, construction-related activities would minimize the use of non-renewable diesel by minimizing the use of diesel-powered equipment or generators, where feasible. Construction-related energy consumption would be minimal in comparison to the operational consumption once the proposed hotel is occupied.

Energy usage for operation of the proposed project would include both electricity and natural gas, where total electricity usage would be approximately 4,956,901 kilowatt hours per year, and total natural gas usage would be approximately 15,780,088 thousand British thermal units per year (RK, 2022a). Per PDF-11, the proposed project would be designed in compliance with the California Building Energy Efficiency Standards and Garden Grove Municipal Code Section 18.04.0101, including the provisions for bicycle parking, electric vehicle charging stations, energy efficiency, material conservation, and water/waste reduction. To further ensure the operation of the proposed project would not result in inefficient or wasteful energy consumption or conflict with the City's energy goals CON-4 and CON-5, Mitigation Measures GHG-2 through GHG-6 (provided below in Section VIII, Greenhouse Gas Emissions, of this IS/MND), which would require the use of renewable energy sources and increase energy efficiency, such as installing onsite renewable energy sources capable of generating up to 25 percent of the proposed project's total electricity demand, implementing water conservation strategies, and implementing waste management, recycling, and composting programs to divert 50 percent of waste away from a landfill. Thus, with Mitigation Measures GHG-2 through GHG-6, implementation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant with mitigation incorporated.

Sources

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City of Garden Grove. 2008. *Garden Grove General Plan*. Available at: <https://ggcity.org/planning/general-plan> (accessed July 2021).

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

Discussion:

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.**

No Impact. Per the Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act), Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California (California Department of Conservation, 2019). Pursuant to the Alquist-Priolo Act and Title 14 Section 3603(a) of the California Code of Regulations, wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally fifty feet), unless proven otherwise by an appropriate geotechnical investigation and report that the site is not underlain by active branches of the active fault. According to the geotechnical investigation prepared for the proposed project (Geocon, 2018) (Appendix E), the project site is not within a state-designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to occur in the vicinity (i.e., within 50 feet) of the project site (Geocon, 2018). The nearest active fault to the project site is the Newport-Inglewood Fault Zone, located approximately 7.4 miles south-southwest of the project site (Geocon, 2018). Given this, implementation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace. No impact would occur.

- ii) **Strong seismic ground shaking?**

Less than Significant Impact. As discussed above, the project site is not within a state-designated Alquist-Priolo Earthquake Fault Zone and there are no active or potentially active faults with the potential for surface fault rupture known to occur in the vicinity of the project site. However, the project site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active southern California faults. Nearby active faults include the Newport-Inglewood Fault Zone, the Whittier Fault, the Chino Fault, the Elsinore Fault, and the Palos Verdes Fault (offshore segment) located approximately 7.4 miles south-southwest, 10.5 miles northeast, 17 miles northeast, 18 miles east-northeast, and 19 miles southwest of the project site, respectively (Geocon, 2018). The active San Andreas Fault Zone is located approximately 42 miles northeast of the project site (Geocon, 2018). Also, several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin, including Orange County, at depth greater than 3.0 kilometers (1.86 miles). These faults are not exposed at the ground surface and do not present a potential surface fault rupture hazard at the project site; however, these deep thrust faults are considered active features capable of generating future earthquakes that could result in moderate to strong ground shaking at the project site.

However, the design and construction of the proposed project would be required to comply with the California Building Code as well as comply with the geotechnical investigation recommendations as a condition of approval, which would ensure the proposed development is resistant to the effects of earthquake motions. For example, the California Building Code's Chapter 16, Structural Design, Section 1613, Earthquake Loads, includes design requirements for structures to resist the effects of earthquake motions (UpCodes, 2019). In addition, Section 8 of the geotechnical investigation prepared for the proposed project includes foundation design recommendations to address seismic forces (Geocon, 2018). Given this, implementation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, impacts would be less than significant impact.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The State of California Seismic Hazard Zone Map for the Anaheim Quadrangle indicates that the project site is located in an area designated as having a potential for liquefaction (Geocon, 2018). In addition, the City of Garden Grove Safety Element (2021) indicates that the project site is located within an area identified as having a potential for liquefaction.

A liquefaction analysis was conducted by Geocon (2018), which concluded that the alluvial soils below the historic high groundwater level at the project site could be susceptible to settlement (ranging from 0.3 inches to 2.6 inches) during ground motion from a Design Earthquake and Maximum Considered Earthquake. However, the proposed project would be designed in compliance with the California Building Code seismic requirements (e.g., Chapter 16, Structural Design, Section 1613, Earthquake Loads, described previously) and would be required to implement the geotechnical investigation's foundation design recommendations provided in Section 8 related to addressing settlement as a condition of approval, which would ensure seismic-related ground failure, including liquefaction, would not occur.

Furthermore, as a condition of approval, per Section 8.1.2 of the geotechnical investigation, prior to obtaining building permits from the City, additional site exploration and laboratory testing will be required to confirm the existing conditions throughout the project site and provide final design recommendations, which would be incorporated into an updated geotechnical investigation and implemented as a condition of approval (Geocon, 2018). Given this, implementation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, impacts would be less than significant.

iv) Landslides?

Less than Significant Impact. The project site ranges from relatively level to gently sloping to the southeast and is not within an area identified by the City of Garden Grove or the County of Orange as having a potential for slope stability hazards (Geocon, 2018). Additionally, the State of California Seismic Hazard Zone Map for the Anaheim Quadrangle indicates that the project site is not located within a zone of required investigation for earthquake-induced landslides. There are no known landslides near the project site, nor is the project site in the path of any known or potential landslides (Geocon, 2018). Thus, the potential for landslides to adversely impact the project site is considered low. Given this, implementation of the proposed project would not directly or indirectly cause potential substantial adverse effects,

including the risk of loss, injury, or death involving landslides. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The proposed project includes site clearing and ground disturbance, which has the potential to result in soil erosion and loss of topsoil. However, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs), as discussed in Section X (Hydrology and Water Quality) of this IS/MND, during project construction and operation would minimize soil erosion and loss of topsoil. For example, typical soil erosion control and loss of topsoil BMPs would include soil stabilization via application of covers or binders or diverting storm water flows from contacting disturbed soil areas via infiltration basins. Fugitive dust would be controlled in compliance with SCAQMD Rule 403. Compliance with this rule would be achieved through application of standard BMPs, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when wind exceeds 25 miles per hour, and establishing a permanent ground cover on finished sites. Compliance with the standard dust control measures would be considered part of conditions of approval for the proposed project and built into the design features (refer to Construction Design Features). Given this, implementation of the proposed project in conjunction with implementation of a SWPPP and BMPs would not result in substantial soil erosion or the loss of topsoil. Therefore, impacts would be less than significant.

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. As stated above, the project site is not within a state-designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards (Geocon, 2018). No active or potentially active faults with the potential for surface fault rupture are known to occur in the vicinity of the project site. Additionally, as stated above, the State of California Seismic Hazard Zone Map for the Anaheim Quadrangle indicates that the project site is not located within a zone of required investigation for earthquake-induced landslides. Also, the project site is not located within an area of known ground subsidence (Geocon, 2018). No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the project site or in the general project vicinity; thus, there is little to no potential of ground subsidence occurring at the project site or as a result of implementation of the proposed project.

In addition, as stated above, while the proposed project is located within an area designated as having a potential for liquefaction and could be susceptible to settlement (ranging from 0.3 inches to 2.6 inches) during ground motion from a Design Earthquake and Maximum Considered Earthquake (Geocon, 2018), the proposed project would be designed in compliance with the California Building Code seismic requirements (e.g., Chapter 16, Structural Design, Section 1613, Earthquake Loads, described previously) and would be required to implement the geotechnical investigation's foundation design recommendations provided in Section 8 related to addressing settlement as a condition of approval, which would ensure seismic-related ground failure, including liquefaction, would not occur. Furthermore, as discussed previously, as a condition of approval, per Section 8.1.2 of the geotechnical investigation, prior to obtaining building permits from the

City, additional site exploration and laboratory testing will be required to confirm the existing conditions throughout the project site and provide final design recommendations, which would be incorporated into an updated geotechnical investigation and implemented as a condition of approval (Geocon, 2018). Given this, the proposed project would not be located on a geologic unit or soil that is unstable, nor that would become unstable as a result implementation of the proposed project, potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, impacts would be less than significant.

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. Based on the geotechnical investigation performed for the proposed project, it is recommended, at a minimum, that the upper 6 feet of existing site soils within the proposed on-grade building footprint areas be excavated and properly compacted for foundation and slab support. The upper 5 feet of existing soils encountered at the project site during this investigation are considered to have a “very low” expansive potential and are classified as “non-expansive” per the California Building Code (Geocon, 2018). Given this, the proposed project would not be located on expansive soil. No impact would occur.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project would connect with the existing municipal sewer system, and thus would not require the use of onsite wastewater treatment systems. No impact would occur.

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

Less than Significant with Mitigation Incorporated. According to the *Site B-2 Hotel Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum* prepared by AECOM (2022) (Appendix D), the sensitivity of the proposed project to encounter significant fossil remains appears low to moderate. The paleontological records search indicated that surficial deposits of Late Pleistocene to Holocene silty sand alluvial fan sediments exist in the project site. No fossil specimens are known to have been documented within the project site, but these deposits have yielded fossils in the region, typically at depths of greater than 6 feet below surface. Paleontological sensitivity increases with depth as older alluvial deposits in the region have yielded vertebrate fossil specimens.

Past building and demolition activities within the project site likely removed some overlying soil, and artificial or disturbed fill may be present in the upper levels. However, intact deposits of fossil-bearing Pleistocene sediments have the potential to be encountered at depths below 6 feet within the project site. Specifically, shallow grading and other ground-disturbing activities less than 6 feet below surface are not likely to encounter fossil specimens but deeper excavation activities for building foundations or the parking garage have low to moderate potential to encounter paleontological remains.

To address this low to moderate potential, Mitigation Measure G-1 would apply in the event that fossil specimens are encountered at the project site. With implementation of Mitigation Measure G-1, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, impacts would be less than significant.

Paleontological Resources Mitigation Measure

- G-1 In the event paleontological resources are found during construction, all attempts will be made to preserve in place or leave resources in an undisturbed state in compliance with applicable laws. In the event that fossil specimens are encountered on the site and cannot be preserved in place, a qualified paleontologist will be contacted and work in the vicinity of the discovery (15-meter radius) will halt until the appropriate assessment and treatment of the resource is determined by the paleontologist (work can continue elsewhere on the project site). If recommended by the project paleontologist, monitoring may be implemented, collection of specimens or appropriate sediment samples may be conducted, and remains may be curated at a repository, in accordance with Society of Vertebrate Paleontology guidelines.

Sources

AECOM. 2022. *Site B-2 Hotel Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum*. February. PDF.

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Geocon West, Inc. (Geocon). 2018. *Geotechnical Investigation – Proposed Hotel Development Northwest Corner of Harbor Boulevard and Twintree Lane, Garden Grove, California*. August. PDF.

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

Discussion: The discussion below is based on the *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study* prepared by RK ENGINEERING GROUP, INC. (RK, 2022a) included as Appendix B.

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

Less than Significant Impacts with Mitigation Incorporated. Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHG), play a critical role in determining the earth’s surface temperature. A portion of the solar radiation that enters earth’s atmosphere is absorbed by the earth’s surface, and a smaller portion of this radiation is reflected back toward space. Infrared radiation is absorbed by GHGs; as a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead “trapped,” resulting in a warming of the atmosphere. This phenomenon, known as the “greenhouse effect,” is responsible for maintaining a habitable climate on Earth.

GHGs are present in the atmosphere naturally, are released by natural sources and anthropogenic sources, and are formed from secondary reactions taking place in the atmosphere. The following are GHGs that are widely accepted as the principal contributors to human-induced global climate change that are relevant to the project:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)

Emissions of CO₂ are byproducts of fossil fuel combustion. CH₄ is the main component of natural gas and is associated with agricultural practices and landfills. N₂O is a colorless GHG that results from industrial processes, vehicle emissions, and agricultural practices.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO₂. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time (i.e., lifetime) that the gas remains in the atmosphere (“atmospheric lifetime”). The reference gas for GWP is CO₂; therefore, CO₂ has a GWP of 1. The other main GHGs that have been attributed to human activity include CH₄, which has a GWP of 28, and N₂O,

which has a GWP of 265. For example, 1 ton of CH₄ has the same contribution to the greenhouse effect as approximately 28 tons of CO₂. GHGs with lower emissions rates than CO₂ may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO₂ (i.e., high GWP). The concept of CO₂-equivalents (CO₂e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

According to the *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study* (RK, 2022a) (Appendix B), GHG emissions would be generated during construction (e.g., emissions from construction equipment and vehicles) and operation (e.g., emissions from vehicles, electricity, natural gas, waste, and water sources) of the proposed project. RK used the California Emissions Estimator Model Version 2020.4.0 (CalEEMod) to calculate GHG emissions from the construction and operation of the proposed project. Because impacts from construction activities would occur over a relatively short-term period of time, they would contribute a relatively small portion of the overall lifetime project GHG emissions. Construction emissions were thus amortized over 30 years and added to the long-term operational emissions, pursuant to SCAQMD recommendations. In doing so, construction GHG emissions were included in the overall contribution of the proposed project.

The total estimated GHG emissions of the proposed project were 5,756.97 MTCO₂e per year (which assumed incorporation of PDF-1 through PDF-12, provided previously in Section 3.3 of this IS/MND). To assess potentially significant impacts, RK used SCAQMD's Tier 3 threshold of significance of 3,000 MTCO₂e/year for all non-industrial projects per the latest recommended GHG thresholds provided by SCAQMD (aka, SCAQMD's five-tiered approach³). The proposed project's GHG emissions would exceed the SCAQMD's Tier 3 threshold of 3,000 MTCO₂e and would thus result in a potentially significant impact. The project was thus analyzed under SCAQMD's Tier 4 threshold which requires implementation of GHG mitigation measures that demonstrate a 30 percent reduction compared to business as usual (BAU) conditions. Per SCAQMD guidelines, BAU is based on current regulatory requirements, and is considered the level from which GHG reductions must occur. With implementation of Mitigation Measures GHG-1 through GHG-7 shown below, the total estimated GHG emissions generated by the proposed project would be 3,583.53 MTCO₂e/year, reflecting a 51 percent reduction. Thus, with Mitigation Measures GHG-1 through GHG-7, implementation of the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts would be less than significant with mitigation incorporated.

GHG Mitigation Measures

- GHG-1 The number of large diesel trucks coming to the site (i.e., for deliveries, trash collection or other services) shall be limited to 20 trucks per day or less. This restriction is specifically applicable to trucks classified as medium-heavy duty and heavy-heavy duty with gross vehicle weight (GVW) greater than 19,500 pounds.
- GHG-2 Onsite renewable energy sources (i.e., solar panels) shall be installed capable of generating up to 25% of the project's total electricity demand.

³ SCAQMD's objective in providing their five-tiered GHG guidelines is to establish a performance standard that will ultimately contribute to reducing GHG emissions below 1990 levels, and thus achieve the requirements of the California Global Warming Solutions Act (Assembly Bill 32). By complying with the SCAQMD's five-tiered GHG thresholds of significance, a project would be considered to be in compliance with Assembly Bill 32 (RK, 2022a).

- GHG-3 Prior to receiving a Certificate of Occupancy, the proposed project shall demonstrate to the satisfaction of the Garden Grove Building and Safety Division that water conservation strategies have been implemented, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and pool water recycling systems.
- GHG-4 Waste management, recycling and composting programs shall be implemented to divert up to 50% of waste away from a landfill.
- GHG-5 Electric landscaping equipment, such as leaf blowers and pressure washers shall be used.
- GHG-6 No onsite natural gas fireplaces or fire pits shall be installed.
- GHG-7 Trip reduction measures and project design features shall be implemented to reduce the number of auto-based trips generated by the project and to encourage the use of transit, bicycling, and walking through the following measures.
1. Improve the walkability and design of the project by providing pedestrian and bicycling connections within the project site and to adjacent off-site facilities (i.e., sidewalks, crosswalks, wayfinding signage, etc.).
 2. Provide traffic calming measures (i.e., marked crosswalks, raised crosswalks, raised intersections, count-down signal timers, curb extensions, speed tables, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, etc.)
 3. Provide secure onsite bicycle racks and provide bicycle rentals for hotel guests.
 4. Provide transit/shuttle service for guests to local area attractions. The shuttle service shall operate on a regular daily basis and be offered to all guests staying at the hotel.
 5. Hotel management/concierge should provide information that promotes walking, bicycling and public transit options to nearby attractions. This should include information on local bus routes and schedules and wayfinding to the existing transit stops along Harbor Boulevard.

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

Less than Significant Impacts with Mitigation Incorporated. In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and requires statewide GHG emissions be reduced to 1990 levels by 2020 (CARB, 2017). In 2016, this goal was reinforced with the passage of Senate Bill (SB) 32, the California Global Warming Solutions Act, which established a statewide GHG reduction goal of 40 percent below 1990 levels by 2030. The 2030 target represents reductions needed to ensure California can achieve its longer-term 2050 target of a reduction of GHG gases 80 percent below 1990 levels per Executive Order B-30-15 (CARB, 2017).

In 2008 and 2014, CARB approved the Scoping Plan and the first update to the Scoping Plan, respectively (CARB, 2008; CARB, 2014). In response to SB 32 and the companion legislation of AB 197, CARB approved the 2017 Scoping Plan Update in November 2017 (CARB, 2017). The 2017 Scoping Plan Update draws from the previous plans to present strategies to reaching California's goal of 40 percent below 1990 levels by 2030.

As discussed in the *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study* (RK, 2022a) (Appendix B), SCAQMD's objective in providing the five-tiered GHG thresholds of significance was to establish a performance standard that will ultimately contribute to reducing GHG emissions below 1990 levels, and thus achieve the requirements of AB 32. Thus, by complying with the SCAQMD's five-tiered GHG thresholds of significance, a project would be in compliance with AB 32. In addition, a project must demonstrate it can achieve a 40 percent reduction in long-term operational GHG emissions compared to BAU conditions to be in compliance with CARB's 2017 Scoping Plan Update. As discussed above, with implementation of Mitigation Measures GHG-1 through GHG-7, the total estimated GHG emissions generated by the proposed project would be 3,316.08 MTCO₂e/year, reflecting a 42 percent reduction compared to BAU conditions. Thus, with Mitigation Measures GHG-1 through GHG-7, implementation of the proposed project would not conflict with AB 32 or CARB's 2017 Scoping Plan Update. Therefore, impacts would be less than significant with mitigation incorporated.

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

Discussion:

- 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?**

Less than Significant Impact (a-b). Construction of the proposed project would involve transport, use, and disposal of limited quantities of hazardous materials such as paints, solvents, cleaning agents, oils, grease, and

fuel for construction equipment. However, the proposed project would comply with all federal, state, and local requirements related to the transport, storage, use, and disposal of such materials.

In addition, operation and maintenance activities of the hotel and restaurant uses would also use limited quantities of non-acutely hazardous materials, such as paints, cleaning agents, and batteries, as well as generate small quantities of common household hazardous wastes (HHW); however, the use, storage, and disposal of such hazardous materials and HHW would be conducted in compliance with all applicable hazardous materials and waste federal, state, and local requirements. Thus, the proposed project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. Additionally, the proposed project would not require the use or storage of significant quantities of hazardous materials that could become a significant hazard to the public or the environment through an accidental release or upset condition. Though it is not reasonably foreseeable that significant quantities of hazardous materials would be used or stored on site, to the extent any such use or storage would occur, such use and storage would be conducted in compliance with all applicable federal, state, and local requirements. Therefore, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

Less than Significant Impact. The Walton Intermediate School is located approximately 0.2 mile northwest of the project site; Warren Elementary School is located approximately 0.25 mile northeast of the project site; and Violette Elementary School is located approximately 0.25 mile southwest of the project site (Google Earth Pro, 2022). However, as discussed previously in Section III. Air Quality, in the environmental checklist of this IS/MND, the proposed project would not emit hazardous emissions. Also, as discussed above, while the proposed project would use, store, and dispose limited quantities of hazardous materials during construction and operation, such as paints, solvents, cleaning agents, etc., such materials would be used, stored, and disposed in compliance with all federal, state, and local requirements. Therefore, impacts would be less than significant.

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

No Impact. The proposed project is not located on a site that has been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and thus would not create a significant hazard to the public or environment (California Environmental Protection Agency[CalEPA], 2021; California Department of Toxic Substances Control [DTSC], 2021; State Water Resources Control Board [SWRCB], 2021). No impact would occur.

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

No Impact. The nearest public airport to the project site is the John Wayne Airport in the City of Santa Ana, approximately 8 miles southeast to the project site. The Joint Forces Training Base in the City of Los Alamitos is located approximately 7.6 miles west of the project site. As such, the proposed project is not located within

an airport land use plan nor within two miles of a public airport or public use airport (Airport Land Use Commission for Orange County, 2008; Google Earth Pro, 2021) and thus, would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

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

Less Than Significant Impact. The proposed project would share access with adjacent Sheraton Hotel via the existing access on Harbor Boulevard. A restricted access to the project site along Twintree Avenue would be provided to emergency vehicles, maintenance, and trash/delivery trucks only. During construction, there may be minor disruptions in traffic patterns with a temporary lane closure on Harbor Boulevard during the utilities upgrade. As needed, a Traffic Control Plan would be prepared to demonstrate how the traffic around the project will be controlled to maintain public safety and emergency access. The design of the proposed project would not permanently close any streets or lanes; any improvements needed for the adequate access to the project site would be reviewed by the City to ensure that access and circulation are maintained during construction.

The City of Garden Grove adopted Emergency Operations Plan in 2004, which is a multi-hazard plan that addresses the City's planned response to extraordinary emergency situations, which are typically considered large-scale disasters (City of Garden Grove, 2021). In addition, in 2020, the City adopted a Local Hazard Mitigation Plan (LHMP) to guide hazard mitigation planning to better protect the people and property of the City from the effects of natural disasters and hazard events (City of Garden Grove, 2020). The LHMP documents the hazard mitigation planning process and identifies relevant hazards and vulnerabilities and strategies the City will use to decrease vulnerability and increase resiliency and sustainability in the community. As discussed previously in Section VII. Geology and Soils in the environmental checklist of this IS/MND, the proposed project would be designed in compliance with the California Building Code seismic requirements and would implement the geotechnical investigation's design recommendations which would ensure seismic-related ground failure, including liquefaction, would not occur. Furthermore, as discussed previously, as a condition of approval, per Section 8.1.2 of the geotechnical investigation, prior to obtaining building permits from the City, additional site exploration and laboratory testing will be required to confirm the existing conditions throughout the project site and provide final design recommendations, which would be incorporated into an updated geotechnical investigation and implemented as a condition of approval (Geocon, 2018). In addition, the proposed project would be designed to ensure adequate emergency access is provided. Given this, implementation of the proposed project would not impair implementation of, or physically interfere with, the City's adopted Emergency Operation Plan or LHMP. Therefore, impacts would be less than significant.

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

No Impact. The project site is located in urbanized area of the City and is not located adjacent to any wildlands or an area where residences are intermixed with wildlands. According to the California Department of Forestry and Fire Protection (CAL FIRE)'s Fire Hazard Severity Zone (FHSZ) Viewer Map, the project site is also not within or near a state responsibility area or a very high fire severity zone (CAL FIRE, 2021). Therefore, implementation

of the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. No impact would occur.

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

Discussion: The discussion below is based on the Preliminary Hydrology Report, Preliminary Water Quality Management Plan (pWQMP), and Water Supply Assessment (WSA), prepared by Psomas (2022a, 2022b, & 2022c) included as Appendix F1, Appendix F2, and Appendix G, respectively. The pWQMP is a site-specific post-construction water quality management program intended to comply with the requirements of the local NPDES Stormwater Program. It would address pollutants of concern of the proposed project through implementation of applicable BMPs. The WSA evaluates whether the City can supply the water demands from the development of the proposed project as well as the remainder of the demands within its water service area after the proposed project is completed and 20 years into the future.

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

Less than Significant Impact. Numerous federal and state regulations and programs are designed to protect and enhance water quality, such as the Clean Water Act, the Porter-Cologne Water Quality Control Act, the NPDES Program, the Municipal Stormwater Permitting Program, and the Water Quality Control Plan for the Santa Ana River Basin. The proposed project would be required to comply with these requirements, in addition to the water quality requirements of the City of Garden Grove Municipal Code, Garden Grove Sanitary District, and the Garden Grove Public Works Water Service Division.

Pursuant to the Clean Water Act, the discharge of pollutants to waters of the U.S. from any point source is unlawful, unless the discharge is in compliance with a NPDES permit. Municipal and industrial stormwater discharges are also regulated under the NPDES program. The California State Water Resources Board maintains the California NPDES program through the Regional Water Quality Control Boards.

Construction activities that disturb one acre of land or more must apply for coverage under the State Water Resources Control Board General Construction Activity Stormwater Permit. To obtain coverage, a SWPPP must be prepared describing BMPs for erosion and sediment controls (i.e., short repeat cycles of irrigation water timing, use of mulch in planter areas), runoff water quality monitoring, waste disposal requirements, post-construction control measures and non-stormwater management controls must be prepared. The proposed project, which consists of constructing a resort hotel on a 3.72-acre site, would be required to obtain coverage under the General Construction Activity Stormwater Permit and a SWPPP would be required. Construction activities for the proposed project would include activities such as clearing and grading that would expose surface soils and could result in sediment and runoff in downstream receiving waters along with other miscellaneous waste. The control of construction-related pollutants, however, would be achieved through the implementation of BMPs identified in the SWPPP as required by the General Construction Activity Stormwater Permit.

According to the Preliminary Hydrology Report (Psomas, 2022a) (Appendix F1) and the pWQMP (Psomas, 2022b) (Appendix F2), the project site consists of 28 percent of impervious area; it is predominantly flat and drainage surface flows to Thackery Drive, then west onto Twintree Avenue, and south onto Buaro Street where it flows into a curb opening catch basin and enters the public storm drain system. The drainage ultimately flows through city and county owned facilities to Anaheim Bay.

With implementation of the proposed project, the project site would consist of 68 percent of impervious area. The post development drainage would be similar to the pre-development drainage. There is one drainage management area and runoff flows in the southern direction in both the pre- and post-development. All flows beyond the full design capture volume would follow the pre-development drainage pattern to leave the project site.

Existing drainage from the adjacent Sheraton Hotel currently surface flows through a culvert onto Thackery Drive and ultimately leaves the project site flowing west onto Twintree Avenue. With the proposed project, this offsite drainage would be routed to the new drive aisle along the west property line and continue to flow west onto Twintree Avenue to match the existing condition. These flows would not be mixed with the runoff of the proposed project.

Although impervious surfaces would be increased with implementation of the proposed project, no alteration of a course or stream would occur. Furthermore, the Preliminary Hydrology Report (Psomas, 2022a) (Appendix F1) and the pWQMP (Psomas, 2022b) (Appendix F2) prepared for the proposed project would ensure compliance with the NPDES Stormwater Program and include BMPs that would ensure no substantial alteration of the existing drainage pattern at the project site would occur. The pWQMP includes the use of bioretention as the site design BMP. Post-development, bioretention BMPs with no underdrains would be used to treat runoff and site drainage from the proposed project given the soils on the project site have been determined to have adequate infiltration capacity. Specifically, runoff from the proposed hotel would be collected using roof downspouts that would either flow directly into the top of the bioretention BMPs or outlet at grade and surface flow to the bioretention BMPs, where it would be filtered, then infiltrated onsite. The landscaping would include drought tolerant shrubs and trees in the interior and perimeter landscaping. Retained flows would be treated and metered prior to direction to off-site storm drains and the public storm drain system. The proposed project would meet the requirements of the Statewide Trash Amendment through implementation of the bioretention BMPs. Per the trash amendment requirements, the proposed treatment must trap all particles that are 5 millimeter or greater and the proposed project's bioretention BMPs would accomplish this task. Additionally, all onsite trash enclosures would be covered to reduce the amount of trash that could end up at the bioretention BMPs.

Also, the pWQMP incorporates non-structural and structural source control BMPs, as defined in the Orange County Drainage Area Management Plan (DAMP). For example, the non-structural BMPs proposed for source control and reduction/elimination of pollutants include providing educational environmental awareness materials to all employees and contractors during the initial hiring and orientation process, and annually thereafter; providing restrictions to all employees, contractors, etc. on certain activities conducted on the project site, such as vehicle washing, maintenance or repair outside of designated areas, hosing down of paved areas, and keeping dumpster lids open; maintaining common area landscape with efficient landscape and irrigation practices; and implementing trash management and litter control procedures to reduce pollution of drainage water. The structural BMPs include providing storm drain system labeling and signage on grate and drain inlets to alert the public to the destination of pollutants discharged into storm water; and using efficient irrigation systems and landscape design to minimize the runoff of excess irrigation water into the storm drain system.

The incorporation of BMPs prescribed in the WQMP would minimize impervious areas in addition to reducing potential pollutants that enter the surface flows as a result of project implementation, to the maximum extent practicable, as required by the Regional Water Quality Control Board. Prior to the commencement of grading and construction activities, a final WQMP would be prepared. With implementation of the SWPPP, WQMP, and BMPs, the construction and operation of the proposed project would not violate any water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality, nor would it substantially alter the existing drainage pattern of the project site or area. Therefore, impacts would be less than significant.

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 City's sources of water supply consist of groundwater and imported surface water. In the recent past the City has received, on average, about 70 percent of its water supply from its groundwater wells that access the Orange County Groundwater Basin and 30 percent from imported water from the Metropolitan Water District of Southern California (Metropolitan). The City's groundwater and imported water supplies are anticipated to remain stable based on studies and reports from the Orange County Water District and Metropolitan (Psomas, 2022c).

Groundwater was not encountered in any of the borings drilled to a maximum depth of 25 feet in the project site and no onsite groundwater resources would be used for the construction and operation of the proposed project. According to the WSA (Psomas, 2022c) (Appendix G), the total normal year water demand for the proposed project is 93.5 acre-feet per year (AFY) and this demand was included in the projections utilized in the City's 2020 Urban Water Management Plan (UWMP). Given this, the City would meet water demand through FY 2045, including the water demand generated by the proposed project. Furthermore, reliability of future water supplies to the region would be ensured through continued implementation of the Orange County Water District (OCWD) Groundwater Management Plan, OCWD's Long Term Facilities Plan, local agency programs, and the combined efforts and programs among member and cooperative agencies of Metropolitan. Thus, the WSA concluded a sufficient and reliable water supply for the City, now and into the future, including a sufficient water supply for the proposed project, during normal, dry and multiple dry years.

As mentioned above, the project site currently consists of 28 percent of impervious area; and with the construction of the proposed project, the impervious area would increase to 68 percent. However, the post development drainage would be similar to the pre-development drainage. With the proposed project, the offsite drainage would be routed to the new drive aisle along the west property line and continue to flow west onto Twintree Avenue to match the existing condition. These flows would not be mixed with the runoff of the proposed project. In addition, the Preliminary Hydrology Report (Psomas, 2022a) (Appendix F1) and the pWQMP (Psomas, 2022b) (Appendix F2) would ensure compliance with the NPDES Stormwater Program and include BMPs that would ensure no substantial alteration of the existing drainage pattern at the project site would occur. Given this, implementation of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant.

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

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

Less than Significant Impact. Implementation of the proposed project has the potential to result in erosion and siltation impacts during construction activities. However, as stated previously, the proposed project would maintain a similar drainage pattern compared to existing conditions, and there are no streams or rivers on the project site. As discussed in Response X. a) above, the proposed project would implement the erosion and sediment control BMPs from the SWPPP which would minimize erosion.

Compliance with applicable regulations for stormwater runoff would ensure that impacts related to erosion and siltation would be less than significant.

(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?

Less than Significant Impact. Refer to Responses X. a) and X. c) (i), above. The proposed project would maintain a similar drainage pattern compared to existing conditions. According to the Preliminary Hydrology Report (Psomas, 2022a) (Appendix F1), the bioretention BMPs with no underdrain are required for the proposed project to reduce pollutants in stormwater discharges. The proposed drainage would be collected using roof downspouts, and flow directly into the bioretention BMPs. These bioretention BMPs would consist of a layer of mulch, sandy loam, and gravel. Once the stormwater passes through the planting material, the water would infiltrate into the site soils. As such, runoff from the project site would be minimized by proposed large planting areas and detaining the runoff during storm events in filtration planters (Psomas, 2022b) (Appendix F2). Therefore, the proposed project would not substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite. Therefore, impacts would be less than significant.

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

Less than Significant Impact. Refer to Responses X. a), X. c) (i), and X. c) (ii), above. The post development drainage would be similar to the pre-development drainage. There is one drainage management area and runoff flows in the southern direction in both the pre- and post-development. All flows beyond the full design capture volume would follow the pre-development drainage pattern to leave the project site. Existing drainage from the adjacent Sheraton Hotel currently surface flows through a culvert onto Thackery Drive and ultimately leaves the project site flowing west onto Twintree Avenue. With the proposed project, this offsite drainage would be routed to the new drive aisle along the west property line and continue to flow west onto Twintree Avenue to match the existing condition. These flows would not be mixed with the runoff of the proposed project. In addition, the proposed project's BMPs would ensure that pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the project site. Therefore, impacts would be less than significant.

(iv) Impede or redirect flood flows?

Less than Significant Impact. Refer to Responses X. a), X. c) (i), X. c) (ii), and X. c) (iii) above. As stated previously, all flows beyond the full design capture volume would follow the pre-development drainage pattern to leave the project site. Existing drainage from the adjacent Sheraton Hotel currently surface flows through a culvert onto Thackery Drive and ultimately leaves the project site flowing west onto Twintree Avenue. With the proposed project, this offsite drainage would be routed to the new drive aisle along the west property line and continue to flow west onto Twintree Avenue to match the existing condition. These flows would not be mixed with the runoff of the proposed project. The proposed project would not substantially increase the rate or amount of surface runoff in a manner that would impede or redirect flood flows. Therefore, impacts would be less than significant.

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

Less than Significant Impact. According to the City's LHMP (City of Garden Grove, 2020), tsunami and seiches hazards were excluded from the plan as the City is not on the coast or next to a large body of water. Thus, the proposed project is not located in a tsunami or seiche zone.

Regarding flood hazard, the proposed project is within Zone "X" according to the Flood Insurance Rate Map (06059C0141J) (FIRM) from the Federal Emergency Management Agency (FEMA) (FEMA, 2019). Zone "X" is comprised by areas with minimal flood hazard that are outside the Special Flood Hazard Area (SFHA) (SFHA is an area that will be inundated by the flood event having a 1 percent chance of being equaled or exceeded in any given year) (FEMA, 2020). Thus, the proposed project would be within a minimal flood hazard zone.

However, the entire City falls within the Prado Dam inundation area (City of Garden Grove, 2021) and the proposed project would be subject to flows due to failure or overflow at Prado Dam. However, the LHMP concluded that it is unlikely a dam failure will occur in the future that would impact the City as there have been no recorded events of dam failure in or around the City and Prado Dam has not been at risk of failure in the past. Therefore, impacts would be less than significant.

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

No Impact. As discussed above, with implementation of the SWPPP, WQMP, and BMPs, the construction and operation of the proposed project would comply with the NPDES Stormwater Program and Orange County DAMP. In addition, as discussed above, implementation of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Given this, implementation of the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?			X	

Discussion:

a) Physically divide an established community?

No Impact. The project site was previously disturbed and occupied by former residential and commercial uses which were demolished between 2004 and 2013. The north/northeastern parcels of the project site are paved and used for parking by the adjacent Sheraton Hotel, and the remaining parcels are comprised of dirt pads with limited vegetation that are mostly vacant except for the southeastern parcels that are used for temporary construction storage. The easterly portion of Thackery Drive from the centerline of the street has been demolished recently; the westerly paved street portion of Thackery Drive continues to remain. As such, the proposed project would not physically divide an established community.

The project site is located directly south of Sheraton Hotel, to the south (across Twintree Avenue) are commercial and residential uses, to the west are residential uses, and to the east (across Harbor Boulevard) of vacant lots which has been approved for a hotel use. The proposed PUD zoning designation and subsequent intended development of the site would be compatible with the surrounding area in intensity and density. The proposed project construction and operation would occur within the project site and would not include significant new infrastructure improvements, such as major roadways, that would disrupt the physical arrangement of any existing residential or commercial development in the area. During construction, there may be minor disruptions in traffic patterns with a lane closure on Harbor Boulevard during the utilities upgrade, but any such disruption would be for a short duration and would be subject to a Traffic Control Plan. Thus, the proposed project would not result in impacts related to physical division of an established community. No impact would occur.

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

Less than Significant Impact. The primary land use plans, policies, and regulations applicable to the proposed project include the City’s General Plan and Garden Grove Municipal Code.

The project site has a General Plan land use designation of IW and is zoned PUD-141-01 and R-1-7. The parcels at 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard; and 12246, 12252, 12262, 12282, 12292,

12312, and 12322 Thackery Drive are zoned PUD-141-01, while the parcels at 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive are zoned R-1-7.

The IW is a land use designation for the area along Harbor Corridor, north of Westminster Avenue to just north of Chapman Avenue, which includes the project site. The IW designation is intended to provide for a mix of uses, including resort, entertainment, retail, hotel, and some higher density residential that are appropriate for a major entertainment and tourism destination (City of Garden Grove, 2021a). The proposed project involves construction of a full-service high-rise resort hotel which would meet the intent of the IW designation. The IW designation allows a maximum floor area ratio (FAR) of up to 5.0 for hotel resorts and entertainment venues. FAR results from dividing the total gross floor area of all buildings on a lot by the total area of that lot. The proposed project would develop approximately 691,693 square feet of hotel uses on the 3.72-acre (162,043.20 square feet) site, which would result in a FAR of 4.27, and be within the allowable FAR. Thus, the proposed project would be consistent with the IW designation.

The IW designation of the proposed project is implemented by the PUD zoning. Section 9.18.160.010 (Planned Unit Developments) of the Garden Grove Municipal Code states that planned unit developments may be permitted in any Mixed Use zone subject to the provisions of Section 9.16.030.020 (Planned Unit Development) of the Garden Grove Municipal Code. A PUD is a precise plan, adopted by ordinance that provides the means for the regulation of buildings, structures, and uses of land to facilitate the implementation of the General Plan. It is a way to create site-specific zoning requirements. The adopted PUD becomes the zoning classification of the property. As previously mentioned, the project site is currently zoned PUD-141-01 and R-1-7. As part of the proposed project, the entire project site would be rezoned to create a subzone, PUD-141-01(A), which would be consistent with the existing General Plan land use designation of IW and would facilitate the development of the proposed project. With this modification, no conflict with the property's zoning would occur. Therefore, impacts would be less than significant.

Additionally, the proposed project is not located within an airport land use plan nor within two miles of a public airport or public use airport (Airport Land Use Commission for Orange County, 2008; Google Earth Pro, 2021); the proposed project is also not located within the vicinity of a private airstrip (Google Earth Pro, 2021). The nearest public airport, John Wayne Airport, is located approximately 8 miles southeast to the project site in the City Santa Ana. The Joint Forces Training Base is located approximately 7.6 miles west of the project site in the City of Los Alamitos. Thus, there would be no conflict with the airport land use plan.

There are no adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plans in the City (City of Garden Grove, 2021b). Thus, the proposed project would not result in conflict with such plan.

As discussed previously, the proposed project would require the removal of two ornamental trees located along a sidewalk on Twintree Avenue within the public right-of-way. Chapter 11.32, Trees, of the City's Municipal Code serves as the City's Tree Ordinance, which provides strict guidelines regarding the removal or tampering of trees located within any public right-of-way. The Project Applicant would be required to comply with the standards identified in this chapter, which includes obtaining approval from the City Manager prior to removal of trees in the public right-of-way. Given this, implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources.

Therefore, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect. Therefore, impacts would be less than significant.

Source

Airport Land Use Commission for Orange County. 2008. Airport Land Use Commission for Orange County – Airport Planning Areas (Figure 1). Available at: https://files.ocair.com/media/2021-02/airportlu_20200604.pdf?VersionId=cMd6uGpbgOWGd3jMOS6TPJF3y5nMyA7F (accessed June 2021).

City of Garden Grove. 2021a. *Garden Grove General Plan, Chapter 2, Land Use Element*. Public Review DRAFT – October 2021. Adopted November 9, 2021. Available at: <https://ggcity.org/sites/default/files/2021-10/LandUseElementoct2021.pdf> (accessed March 2022).

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Google Earth Pro. 2021.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

Discussion:

- 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?**

No Impact (a-b). According to the California Department of Conservation, the project site is located within an area designated as Mineral Resource Zone (MRZ)-3, which is an area where the significance of mineral deposits has not been evaluated (California Department of Conservation, 1995). Also, as discussed previously, the project site is zoned as Planned Unit Development (PUD-141-01) and Single-Family Residential Zone (R-1-7), neither of which allows for mining operations (City of Garden Grove, 2020 and 2021). In addition, there are no mining operations on the project site (California Department of Conservation, 2021) nor was project site previously used for mining operations (Nationwide Environmental Title Research, LLC [NETR], 2021). Therefore, implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, nor 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 would occur.

Sources

City of Garden Grove. 2021. Zoning-Land Use Map. Available at: <https://ggcity.org/maps/zoning-land-use/> (accessed June 2021).

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California Department of Conservation. 2021. Mines Online. Available at:
<https://maps.conservation.ca.gov/mol/index.html> (accessed June 2021).

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Nationwide Environmental Title Research, LLC (NETR). 2021. Historic Aerials (v. 0.5.40). Available at:
<https://historicaerials.com/viewer> (accessed June 2021).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X

Discussion: The discussion below is based on the *Garden Grove Hotel Site B-2 Noise Impact Study* prepared by RK ENGINEERING GROUP, INC. (RK) (2022b) included as Appendix H.

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 with Mitigation Incorporated. As discussed in the *Garden Grove Hotel Site B-2 Noise Impact Study* prepared by RK (2022b) (Appendix H), noise is defined as sound that is loud, unpleasant, unexpected, or unwanted. Noise levels are measured as decibels (dB) on a logarithmic scale and weighted to frequencies audible by humans (“A-weighted”), expressed as dBA. The community noise equivalent level (CNEL) is the cumulative noise exposure in a community during a 24-hour period. CNEL adds 5 dBA for noise levels during the evening (between 7 p.m. and 10 p.m.), and 10 dBA for noise levels during the nighttime (between 10 p.m. and 7 a.m.). Similar to CNEL, the day/night average sound level (L_{dn}) considers the evening period as part of the daytime period (i.e., 7 AM to 10 PM). The time equivalent sound level (L_{eq}) is a measure of sound energy that accounts for noise fluctuations from moment to moment by averaging the louder and quieter moments, and giving more weight to the louder moments; it represents the equivalent continuous sound pressure level over a given period of time (FHWA, n.d.). Noise levels decrease with distance at a rate of 6 dBA per doubling of distance, assuming over an acoustically hard surface with no intervening topography or structures between source and receptor.

The proposed project is located within the City of Garden Grove and would thus be required to comply with the applicable noise standards and thresholds established in the City of Garden Grove’s General Plan (Noise Element) and Municipal Code. In addition, RK utilized the Federal Transit Administration (FTA)’s *Transit Noise and Vibration Impact Assessment* (2006) criteria for assessing construction noise impacts, and the Federal

Highway Administration (FHWA)'s *Traffic Noise Analysis and Abatement Policy and Guidance* for assessing operational noise impacts. A summary of the applicable noise standards and thresholds used in the noise analysis for the proposed project is provided below, followed by a summary of the construction and operational noise impacts.

Construction Noise Standards and Thresholds

Construction of the proposed project would comply with the noise limitation provisions set forth in the City of Garden Grove's Noise Ordinance, Garden Grove Municipal Code Sections 8.47.040 to 8.47.060, except that permitted hours and days of construction and grading would be as follows:

- Monday through Saturday - not before 7:00 a.m. and not after 8:00 p.m. (of the same day).
- Sunday and Federal Holidays – may work the same hours but be subject to the restrictions as stipulated in Sections 8.47.040 to 8.47.060 of the Municipal Code.

As discussed in Section 3.2 of this IS/MND, construction of the proposed project would occur during the daytime between 7:00 a.m. to 8:00 p.m. and thus would be exempt from the City's construction noise standard noted above. However, potential noise impacts are disclosed for informational purposes. For purposes of this analysis, RK used the construction noise criteria from the FTA's *Transit Noise and Vibration Impact Assessment* (2006) which assesses construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period.

Operational Noise Standards and Thresholds

The City's Noise Element establishes planning criteria for determining a development's noise/land use compatibility based on CNEL. The applicable noise/land use compatibility guidelines to the proposed project are the following:

- City's Noise Element - Transient Lodging – Motel, Hotels Noise/Land Use Compatibility Guidelines: 50-65 CNEL (Normally Acceptable⁴) and 60-70 CNEL (Conditionally Acceptable⁵)

The proposed project will be required to demonstrate compliance with the interior noise standards in order to be considered compatible with the proposed land use. Interior noise levels due to exterior sources must not exceed a CNEL or a day-night level (L_{dn}) of 45 dBA, in any habitable room.

In addition, the following operational noise standards from Chapter 8.47, Noise Control, of the City's Municipal Code are applicable to the project site and surrounding noise sensitive uses:

⁴ "Normally Acceptable" means that the specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

⁵ "Conditionally Acceptable" means that 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.

- City's Municipal Code Exterior Noise Standards: 55 dBA from 7:00 a.m. to 10:00 p.m. for residential use (daytime noise standard); 50 dBA from 10:00 p.m. to 7:00 a.m. for residential use (nighttime noise standard); and 65 dBA for any time for hotel and motels use

The City's Municipal Code further states the following regarding operational noises:

"It shall be unlawful for any person at any location to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level:

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

Also, RK utilized the following from the FHWA's *Highway Traffic Noise Analysis and Abatement Policy and Guidance* related to operational ambient noise impacts:

- **FHWA's Highway Traffic Noise Analysis and Abatement Policy and Guidance – Ambient Noise Impact:** A change in noise level of 3 dBA is considered barely perceptible and a change in noise level of 5 dBA is considered readily perceptible to the human ear. Typically, it takes a doubling of traffic volume along a roadway to cause a significant increase in ambient noise levels of more than 3 dBA. Therefore, for purposes of this analysis, and consistent with common practice in the City of Garden Grove, an increase of 3 dBA or more above ambient conditions would be considered a substantial permanent increase in ambient noise.

Construction Noise Impacts

As noted above, even though construction activity is exempt from the noise standards in the City's Municipal Code, potential noise impacts are disclosed for informational purposes. Thus, RK analyzed potential construction noise impacts using the FTA's *Transit Noise and Vibration Impact Assessment* (2006) criteria, which specifies 80 dBA L_{eq} over an 8-hour period as the daytime threshold for residential uses. A daytime threshold was determined appropriate as the proposed project's construction would not occur during the noise-sensitive nighttime hours in compliance with the City's Municipal Code. RK analyzed potential noise impacts during all phases of construction, including: site preparation, grading, building construction, paving, and architectural coating.

Noise levels were calculated based on an average distance of equipment over an 8-hour period to the nearest adjacent property. As discussed in the *Garden Grove Hotel Site B-2 Noise Impact Study* (RK, 2022b), the construction of the proposed project would result in a worst case construction phase noise level of 81.6 dBA L_{eq} , which would exceed the FTA construction noise criteria of 80 dBA L_{eq} . Given this, construction of the proposed project would generate temporary noise levels in exceedance of ambient conditions at the

residential uses surrounding the project site, which would be considered a potentially significant impact. However, implementation of the Mitigation Measures N-1 through N-3 shown below, in conjunction with PDF-13 through PDF-26, would reduce the construction noise level to 75.9 dBA L_{eq} , which would be below the FTA construction noise criteria of 80 dBA L_{eq} . Therefore, impacts would be less than significant.

Construction Noise Reduction Mitigation Measures

- N-1 Prepare and submit a construction management plan to the City of Garden Grove prior to starting construction. The construction management plan shall ensure all contractors implement construction best management practices to reduce construction noise levels. Best management practices shall include, but not be limited to, the following:
- All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
 - Where feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.)
 - Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
 - Locate staging area, generator areas, and stationary construction equipment as far from the adjacent residential homes, as feasible.
 - Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
 - Provide notifications and signage in readily visible locations along the perimeter of construction sites that indicate the dates and duration of construction activities, as well as provide a telephone number where neighbors can inquire about the construction process and register complaints to a designated construction noise disturbance coordinator.
 - All construction activities shall take place during daytime hours, between 7:00 a.m. to 8:00 p.m., per the requirements of the City of Garden Grove conditions of approval.
 - No impact pile driving or blasting activities shall be permitted on the project site during construction.
- N-2 Construct the eight (8) foot high masonry block noise barrier wall along the western and northwestern property lines during the first phase of construction, prior to performing any excavation or grading activities.
- N-3 Install a temporary noise barrier wall along the northern and southern property lines of the project site to shield adjacent sensitive receptors from construction noise. The temporary barrier should be installed at the first phase of construction, prior to performing any excavation or grading activities

and shall remain till the construction is completed. The temporary noise barrier shall be a minimum of six (6) feet high and present a solid face area such as by installing sound absorptive material or blankets which can be installed in multiple layers for improved noise insulation.

Operational Noise Impacts

The daytime noise analysis considered all proposed project noise sources operating simultaneously during daytime (7:00 a.m. to 10:00 p.m.) hours at the nearest adjacent property lines, whereas the nighttime noise analysis considered all proposed project noise sources operating simultaneously during nighttime hours (10:00 p.m. to 7:00 a.m.) at the nearest adjacent property lines. Both the daytime and nighttime analyses took into account implementation of PDF-13 through PDF-26, which include, among other things, the prohibition of pool deck operations and loading/delivery activity during nighttime hours, installation of a dense vegetation barrier along the interior pool deck wall to provide some sound absorption and visual screening to further reduce noise levels impacting the adjacent residential homes, and the installation of a 8-foot high masonry block noise barrier wall along the western and northwestern property line.

Daytime noise levels generated by the operation of the proposed project would range from 42.6 to 48.7 dBA L_{eq} at surrounding residential land uses and 40.1 dBA L_{eq} at the adjacent hotel land use; nighttime noise levels generated by the operation of the proposed project would range from 41.8 to 47.6 dBA L_{eq} at surrounding residential land uses and 39.4 dBA L_{eq} at the adjacent hotel land use. Given this, the operation of the proposed project would not exceed the City's daytime noise standards (i.e., 55 dBA L_{eq} for surrounding residential land uses and 65 dBA L_{eq} for adjacent hotel land use) or the City's nighttime noise standards (i.e., 50 dBA L_{eq} for surrounding residential land uses and 65 dBA L_{eq} for adjacent hotel land use) at the adjacent property lines. Furthermore, the change in existing ambient daytime and nighttime noise levels resulting from operation of the proposed project would not result in an increase of 3 dBA or more above ambient levels, thus not resulting in a significant permanent increase in ambient noise levels.

In addition, typically, it takes a doubling of traffic volumes along a roadway to cause a significant increase in ambient noise levels of more than 3 dBA. The proposed project is projected to generate approximately 5,122 average daily trips (ADT). The current ADT along Harbor Boulevard is approximately 27,585. Hence, the proposed project would not double the amount of traffic volume along Harbor Boulevard. Also, the proposed project would restrict access to the project site along Twintree Avenue to emergency vehicles, maintenance, and trash/delivery trucks. Daily truck deliveries are expected to be less than 20 trucks per day whereas existing ADT along Twintree Avenue, west of Harbor Boulevard, is approximately 2,000 vehicles per day. The proposed project would not cause a doubling of traffic along Twintree Avenue. Thus, operation of the proposed project's would not cause a significant increase (i.e., an increase of 3 dBA or more) in roadway noise at Harbor Boulevard and Twintree Avenue.

Lastly, based on the City's noise/land use compatibility per the City's Noise Element, the project site is expected to experience future noise levels ranging from 60 dBA to 70 dBA CNEL, which would fall within normally acceptable to conditionally accepted noise and land use zone. Additionally, the proposed project would be designed to ensure compliance with the City's interior noise standards (i.e., not exceed CNEL or L_{dn} of 45 dBA in any habitable room), which would further demonstrate noise/land use compatibility with the proposed hotel land use.

In summary, the operation of the proposed project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the City's General Plan and Municipal Code. Therefore, impacts would be less than significant.

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

Less than Significant Impact. As discussed in the *Garden Grove Hotel Site B-2 Noise Impact Study* (RK, 2022b) (Appendix H), groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero, where they can be transient or continuous in nature. The effects of groundborne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Groundborne noise is an effect of groundborne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Operation of the proposed hotel would not result in any groundborne vibration as activity associated with hotel operation would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration. However, construction activities would result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, with low rumbling sounds; detectable at moderate levels; and damaging to nearby structures at the highest levels. Groundborne vibrations from typical construction activities do not often reach levels that can damage structures in proximity to construction, but their effects may manifest and be noticeable in buildings that are within 25 feet of construction activities. One major concern with regard to construction vibration is potential building damage, which is assessed in terms of peak particle velocity (ppv), typically in units of inches per second (in/sec). In addition to structural damage, the vibration of room surfaces affects people as human annoyance. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events.

To determine the vibratory impacts during project construction, RK used thresholds from the California Department of Transportation (Caltrans)'s *Transportation and Construction Vibration Guidance Manual* (2020) related to potential vibration annoyance and potential vibration damage to structures, which are shown in Tables 5 and 6 below. Specifically, Table 5 provides thresholds for maximum vibration limits for when vibration becomes potentially annoying, whereas Table 6 provides thresholds for potential structural vibration damage resulting from vibratory impacts.

Table 5: Vibration Annoyance Potential Criteria

Human Response	Transient Sources PPV (in/sec)	Continuous/Frequent Intermittent Sources PPV (in/sec)
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.01
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Source: RK, 2022b.

Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. A "severe" human response would be considered a potentially significant impact.

Table 6: Vibration Damage Potential Threshold Criteria

Structure and Condition	Transient Sources PPV (in/sec)	Continuous/Frequent Intermittent Sources PPV (in/sec)
Extremely fragile historic buildings ruin ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures ¹	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: RK, 2022b.

Notes: All structures surrounding the project site are "new residential structures." No historical or fragile buildings are known to be located within the vicinity of the site. Thus, the "new residential structure" threshold is applicable to the proposed project. A potentially significant impact would occur if transient sources are greater than or equal to 2.00 ppv or if continuous/frequent intermittent sources are greater than or equal to 0.50 ppv.

Also, for the vibration impact analysis, RK used typical construction vibration levels from the Federal Transit Administration (FTA)'s *Transit Noise and Vibration Impact Assessment* (2006) and then extrapolated to the façade of the nearest adjacent structures within 25 feet. The nearest sensitive receptors to the project site were the residential structures located adjacent to the western property line. The use of substantial vibration inducing equipment or activities, such as pile drivers or blasting, is prohibited.

The main source of vibration impacts during construction of the proposed project would be the operation of equipment such as bulldozer activity during site preparation, loading trucks during grading and excavation, vibratory rollers during paving, and caisson drilling. Table 7 below shows the proposed project's construction-related vibration analysis at the nearest structures to the project construction area. Construction impacts are assessed from the closest area on the project site to the nearest adjacent structure. All structures surrounding the project site are "new residential structures"; no historical or fragile buildings are known to be located within the vicinity of the project site. As shown in Table 7, project-related construction activity would not cause any potential damage to the nearest structures.

Table 7: Construction Vibration Impact Analysis

Construction Activity	Distance to Nearest Structure (ft)	Duration	Calculated Project Vibration Level – PPV (in/sec)	Damage Potential Level	Vibration Annoyance Threshold (Severe) – PPV (in/sec)	Vibration Structural Damage Threshold – PPV (in/sec)	Significant Impact?
Large Bulldozer	25	Continuous /Frequent	0.089	Extremely Fragile Buildings, Ruins Ancient Monuments	0.40	0.50	No
Vibratory Roller	25	Continuous /Frequent	0.210	Fragile Buildings	0.40	0.50	No
Loaded Trucks	25	Continuous /Frequent	0.076	No Impacts	0.40	0.50	No
Caisson Drilling	25	Continuous /Frequent	0.089	Extremely Fragile Buildings, Ruins Ancient Monuments	0.40	0.50	No

Source: RK, 2022b.

Project construction would thus result in calculated vibration levels that are under the vibration structural damage and vibration human annoyance thresholds and therefore would not result in any potential damage to the nearest structures nor result in severe human annoyance. Further, construction vibration impacts will be temporary and intermittent. Operation of the proposed project, a resort hotel, would not generate vibration impacts. Given this, implementation of the proposed project would not result in the generation of excessive groundborne vibration or groundborne noise levels. Therefore, impacts would be less than significant.

- 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 public airport, John Wayne Airport, is located approximately 8 miles southeast to the project site in the City of Santa Ana. The Joint Forces Training Base is located approximately 7.6 miles west of the project site in the City of Los Alamitos. As such, the proposed project is not located within an airport land use plan nor within two miles of a public airport or public use airport (Airport Land Use Commission for Orange County, 2008; Google Earth Pro, 2021); the proposed project is also not located within the vicinity of a private airstrip (Google Earth Pro, 2021). Given this, implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

Sources

Airport Land Use Commission for Orange County. 2008. Airport Land Use Commission for Orange County – Airport Planning Areas (Figure 1). Available at: https://files.ocair.com/media/2021-02/airportlu_20200604.pdf?VersionId=cMd6uGpbgOWGd3jMOS6TPJF3y5nMyA7F (accessed June 2021).

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Google Earth Pro. 2021.

RK ENGINEERING GROUP, INC. (RK) 2022b. *Garden Grove Hotel Site B-2 Noise Impact Study*. April. PDF.

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

Discussion:

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)?

Less Than Significant Impact. The proposed project involves construction of a full-service high-rise resort hotel, which is a transient use that would not directly introduce new residents. As stated in Section 3.2 of this IS/MND, construction of the proposed project would provide up to 210 temporary jobs over approximately 30-month period. It is anticipated that construction workers would come from local labor pools and would not relocate to the City from other communities. It is also anticipated that the jobs generated from the project operation would be filled by the local labor pool. It is unlikely that the employees would relocate from other regions for the proposed project. Given this, implementation of the proposed project would not directly or indirectly induce substantial unplanned population growth in the area. Therefore, impacts would be less than significant.

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

No Impact. The project site was previously disturbed and occupied by former residential and commercial uses which were demolished between 2004 and 2013. The north/northeastern parcels of the project site are paved and used for parking by the adjacent Sheraton Hotel, and the remaining parcels are comprised of dirt pads that are mostly vacant except of the southeastern parcels that are used for temporary construction storage. The easterly portion of Thackery Drive from the centerline of the street has been demolished recently; the westerly paved street portion of Thackery Drive continues to remain. As such, the project site does not contain any housing and no people would be displaced as a result of the proposed project. Therefore, implementation of the proposed project would not displace housing nor displace substantial numbers of people, necessitating the construction of replacement housing. No impact would occur.

Source

N/A

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

Discussion:

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

Fire protection?

Police protection?

Less Than Significant Impact. The Orange County Fire Authority (OCFA) has been responsible for fire protection services in the City of Garden Grove since 2019. There are seven fire stations in the City, which are part of OCFA Division 1 and make up OCFA’s Battalion 11 (OCFA, 2022a). The following fire stations would serve the project site:

OCFA Fire Station	Distance from Project	Apparatus	Daily Staffing
ORC86 12232 West Street, Garden Grove, CA 92840	0.5 miles	Paramedic Engine – E86	Fire Captain, Fire Engineers, 2 x Firefighters
ORC83 12132 Trask Avenue, Garden Grove, CA 92843	1.2 miles	Paramedic Engine – E83	Fire Captain, Fire Engineers, 2 x Firefighters
ORC78 501 North Newhope Street, Santa Ana, CA 92703	2.5 miles	Paramedic Engine – E78	Fire Captain, Fire Engineers, 2 x Firefighters

Source: OCFA, 2022b

There are currently no plans for additional facilities or manpower needed for the project site. The OCFA’s stated standard of service for urban areas is 7 minutes and 20 seconds total response time, 80 percent of the time. The estimated travel time from the first fire station to the project site is 5 minutes, which meets or exceeds OCFA standards (OCFA, 2022b).

The Garden Grove Police Department, located at 11301 Acacia Parkway in Garden Grove, provides police protection services. The Garden Grove Police Department is divided into an East and a West Division with 43 sworn officers assigned to each Division (86 total sworn officers). The average response time from February 6 through March 15, 2021, was 5 minutes and 57 seconds in the West Division and 4 minutes and 43 seconds in the East Division for a City-wide average of 5 minutes and 20 seconds (City of Garden Grove, 2021). The project site is located within the East Division.

The proposed project is a transient use that would not directly introduce any new residents that could impact fire or police protection services. Furthermore, the proposed project would not include the construction of new or physically altered fire or police facilities. In addition, as discussed in the Population and Housing Section of this IS/MND, the proposed project would generate jobs that would likely be filled by the local labor pool and would not indirectly generate new residents. Lastly, the proposed project would be in compliance with all standard conditions with regard to development, including water supply, built in fire protection systems, road grades and width, access, building materials, applicable local fire codes, ordinances, California Fire Code regulations, and California Building Code requirements. Additionally, an internal (onsite) fire water system would be constructed to provide adequate firefighting capability along with potable and irrigation water service laterals meters, and backflow devices (PSOMAS, 2022). Therefore, impacts would be less than significant.

Schools?

No Impact. As discussed, above, the proposed project is a transient use that would not increase the number of children within the Garden Grove Unified School District. Also, the proposed project would not include or require the construction of new or physically altered school facilities. In addition, as discussed in the Population and Housing Section of this IS/MND, the proposed project would generate jobs that would likely be filled by the local labor pool and would not indirectly generate new residents or school-aged children. Nonetheless, the proposed project would be subject to the applied mitigation school fees currently applied

to new development in the City by the Garden Grove Unified School District (City of Garden Grove, 2021). The Project Applicant would provide the Community and Economic Development Department a proof of payment of appropriate school fees, adopted by the Garden Grove Unified School District, prior to the issuance of building permits in accordance with Section 65995(b) of the California Government Code. No impact would occur.

Parks?

No Impact. The proposed project includes themed pool experience providing recreation for guests staying at the hotel. The proposed project is a transient use and would not generate new residents that would increase demand for existing parks. Please refer to Response XVI. Recreation of this IS/MND. The proposed project would not require creation of additional parkland or increase the burden on existing parks and/or other recreational facilities. No impact would occur.

Other public facilities?

No Impact. Because the proposed project is a transient use, it is not reasonably foreseeable that it would increase demands on other public facilities (such as libraries). No impact would occur.

Source

City of Garden Grove. 2021. Section 4.12 Public Services, City of Garden Grove Focused General Plan Update and Zoning Amendments Draft EIR. August 18, 2021. Adopted November 9, 2021. Available at: <https://ggcity.org/sites/default/files/2021-08/FGPUZA%20DEIR.pdf> (accessed March 2022).

Orange County Fire Authority (OCFA). 2022a. E-mail correspondence with Tamera Rivers, Management Analyst. April 7, 2022.

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Psomas. 2022. *Site B-2 Hotel Water Supply Assessment*. March. PDF.

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

Discussion:

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

No Impact. The proposed project is a transient use that would not directly introduce any new residents. While the proposed project would generate jobs during construction and operation, these jobs would likely be filled by the local labor pool and would not indirectly generate new residents. In addition, the proposed project includes themed pool experience and other recreational activities for guests staying at the hotel. Based on the proposed commercial/resort use of the proposed project, no increase in use of the existing parks within the immediate area is anticipated that would substantially cause the deterioration of an existing park. No impact would occur.

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

No Impact. The proposed project involves construction of a full-service high-rise resort hotel with 500 guest suites with balconies; themed pool experience with lazy river; storage and loading areas; event space with a 600-person maximum occupancy theater; a grand ballroom; two meeting rooms; a variety of food and beverage opportunities throughout the hotel; themes amenities; an arcade; and a spa and fitness center for the proposed hotel guests. Construction and operation of these hotel amenities are analyzed in this IS/MND. The proposed project does not call for new housing that would require the creation of open space or require the payment of park-in-lieu fees to assist in mitigating the impacts to the existing park system within the City. No impact would occur.

Source

N/A

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

Discussion: The discussion below is based on the *Site B-2 Hotel Traffic Impact Study* (RK, 2022c) and *Garden Grove Hotel Site B-2 ULI Shared Parking Study* (RK, 2022d) prepared by RK ENGINEERING GROUP, INC. (RK) included as Appendix I and Appendix J, respectively.

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

Less than Significant Impact. The proposed project would not significantly change or modify any of the existing public transit, bicycle, or pedestrian facilities or make any modification that could conflict with adopted policies, plans or programs (i.e., Master Plan of Streets and Highways, Existing Transit Routes, Master Plan of Bikeway Facilities), or modify the safety of such facilities. Additionally, the proposed project would encourage and support multi-modal transit by implementing trip reduction measures (refer to Mitigation Measure GHG-7) that would reduce the number of auto-based trips generated by the proposed project and encourage the use of transit, bicycling, and walking. Thus, implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. Based on the City’s Traffic Impact Analysis (TIA) Guidelines, there are three types of screening that may be applied to effectively screen out land use projects from a project-level Vehicle Miles Traveled (VMT) assessment. The screening criteria are: Transit Priority Area (TPA) Screening, Low VMT Area Screening, and Project Type Screening.

Per the City’s TIA Guidelines, land use projects located within a TPA may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary, if the project meets the following four conditions:

1. Has a Floor Area Ratio of 0.75 or greater;
2. Does **not** include more parking for use by residents, customers, or employees of the project than required by the City;
3. Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments); and
4. Does **not** replace affordable residential units with a smaller number of moderate- or high-income residential units.

A TPA is defined as a half-mile area around and existing major transit stop or an existing stop along a high-quality transit corridor (Public Resources Code Section 21099(a)(7)). A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Public Resources Code Section 21064.3).

The proposed project is located within a half-mile of the Harbor Boulevard/Chapman Avenue intersection, which is a major transit stop. The following Orange County Transportation Authority (OCTA) bus routes serve the Harbor Boulevard/Chapman Avenue intersection with a morning and afternoon peak commute period frequency of service interval of 15 minutes or less: OCTA Route 54 – Garden Grove to Orange (via Chapman Avenue) and OCTA Route 543 – Fullerton to Santa Ana (via Harbor Boulevard).

Additionally, the proposed project meets the four conditions listed above.

1. As stated in Section XI. Land Use and Planning, the proposed project has a FAR of 4.27 which is greater than the threshold of 0.75;
2. The proposed project would provide a total of 528 parking spaces, which is the same amount of parking spaces required by the City (528 parking spaces) as discussed in the *Site B-2 ULI Shared Parking Study* (RK, 2022d) (Appendix J);
3. The proposed project is consistent with the applicable Sustainable Community Strategy, as determined by the City; and
4. Since the project site is currently vacant and the proposed land use is not residential, the proposed project does not replace affordable residential units with a smaller number of moderate- or high-income residential units.

The proposed project satisfies the TPA screening criteria. Therefore, impacts related to VMT would be less than significant.

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 with Mitigation Incorporated. The proposed project would share access with the adjacent Sheraton Hotel via the existing access on Harbor Boulevard. To ensure that the proposed project has a less than significant impact on potential safety and hazard issues, the following recommendations are provided, which are considered standard site plan review requirements:

- Ensure adequate radius is provided for appropriate vehicles (i.e., fire trucks, buses, limousines, trash trucks, etc.) to navigate the project access and roundabout;
- Provide adequate drive aisle and lane widths;
- Parking spaces should not be located near or within the roundabout. If absolutely necessary, the spaces near the roundabout should be valet-operated and used for long-term parking. In any case, adequate clearance and space should be provided for vehicles navigating the roundabout.
- The entrance roundabout should be designed appropriately and per engineering standards for roundabouts, including geometric elements such as Center Island, travel lanes, deflections, and inscribed circles. Appropriate design needs to be considered and implemented for all appropriate modes of transportation including pedestrians and bicycles.
- Provide appropriate and adequate wayfinding and signage for drivers to easily navigate the entrance and exit.
- During times of high activity for the proposed project and/or the adjacent Sheraton Hotel, provide adequate valet staff and means to ensure traffic does not spill back onto the roundabout or Harbor Boulevard and impede the flow of vehicles.
- Prior to final circulation design, provide a detailed plan including drive aisle dimensions and roundabout details for review by a registered traffic engineer.

Additionally, a queuing analysis was performed to determine if adequate capacity is currently available to accommodate the left-turn vehicular queues at the study intersections and found some of the left-turn movements at the following intersections would require additional left-turn capacity (Appendix I):

- Harbor Boulevard and Orangewood Avenue
- West Street and Chapman Avenue
- Harbor Boulevard and Lampson Avenue
- Haster Street and Lampson Avenue
- Harbor Boulevard and Trask Avenue

The queuing analysis found that, with implementation of Mitigation Measures TR-1 through TR-5, the study intersections listed above would not have substantial increase hazards due to a geometric design feature.

Left-Turn Queue Mitigation Measure

- TR-1 Coordinate with the City of Anaheim to determine if the project is required to make a fair-share contribution to extend the left-turn capacity up to 266 feet at the intersection of Harbor Boulevard and Orangewood Avenue.
- TR-2 Pay full cost to extend the left-turn capacity up to 169 feet at the intersection of West Street and Chapman Avenue.
- TR-3 Pay full cost to extend the left-turn capacity up to 105 feet at the intersection of Harbor Boulevard and Lampson Avenue.

TR-4 Pay full cost to extend the left-turn capacity up to 133 feet at the intersection of Haster Street and Lampson Avenue.

TR-5 Pay full cost to extend the left-turn capacity up to 381 feet at the intersection of Harbor Boulevard and Trask Avenue.

Lastly, the proposed project would not result in development of any new land uses that would be incompatible with existing and planned land uses in the surrounding areas.

Thus, with Mitigation Measures TR-1 through TR-5, implementation of the proposed project would not substantially increase hazards due to a geometric design or incompatible uses. Therefore, impacts would be less than significant with mitigation incorporated.

d) Result in inadequate emergency access?

Less Than Significant Impact. The proposed project would share access with the adjacent Sheraton Hotel via the existing access (signalized) on Harbor Boulevard. Another access to the project site would be provided via one full access driveway (unsignalized) on Twintree Avenue. However, the proposed project is restricting access to the project site along Twintree Avenue to emergency vehicles, maintenance, and trash/delivery trucks only. All employee and guest access to the project site, including tourist buses and shuttles, will be via Harbor Boulevard. Thus, the project access on Twintree Avenue would not experience any vehicle trips associated with employees or outside guests/visitors to the proposed hotel. Additionally, as stated above, the existing access on Harbor Boulevard would follow the standard site plan review requirements to ensure that the proposed project would not have a significant impact on safety and hazard issues. As such, the proposed project would not result in inadequate emergency access. Therefore, impacts would be less than significant.

Source

RK ENGINEERING GROUP, INC. (RK) 2022c. *Site B-2 Hotel Traffic Impact Study*. April. PDF.

---. 2022d. *Garden Grove Hotel Site B-2 ULI Shared Parking Study*. April. PDF.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:</p> <p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or</p> <p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		X		
		X		

Discussion:

- a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or**
- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less than Significant with Mitigation Incorporated (a-b). According to the *Site B-2 Hotel Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum* prepared by AECOM (2022) (Appendix D), the sensitivity of the project site for tribal cultural resources appears low. The Native American Heritage Commission (NAHC) conducted a Sacred Lands File (SLF) search, which was negative indicating no resources in the NAHC SLF database were present at the project site. In addition, a Native American contact program was also conducted to solicit input from regional Native American individuals and organizations in compliance with Assembly Bill 52. No resources were identified as a result of outreach to Native American representatives and no tribes requested consultation under AB 52. No potential tribal cultural resources were identified during the archival research, and any prehistoric archaeological remains are likely to have been destroyed in the middle twentieth century when residential and commercial uses were constructed at the project site. However, if any Native American cultural material is encountered within the project site, Mitigation Measure

TCR-1 is provided to reduce potential impacts. With implementation of Mitigation Measure TCR-1, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource pursuant to Public Resources Code §21074. Therefore, impacts would be less than significant with mitigation incorporated.

Tribal Cultural Resources Mitigation Measure

TCR-1 If any tribal cultural resources are encountered within the project site, interested Native American parties established in the contact program, in compliance with Assembly Bill 52 (AB 52), will be notified. The City of Garden Grove will coordinate with interested Native American parties, as established during AB 52 consultation, to determine whether the resources constitute tribal cultural resources and solicit any comments the Native American parties may have regarding appropriate treatment and disposition of the resources. All attempts will be made to preserve tribal cultural resources in place or leave resources in an undisturbed state in compliance with all applicable laws. Work in the vicinity of the discovery (15-meter radius) will halt until the appropriate assessment and treatment of the resource is determined in consultation with Native American parties (work can continue elsewhere on the project site).

Source

AECOM. 2022. *Site B-2 Hotel Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum*. March 2022. PDF.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion:

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

Less than Significant Impact. The project site is located in a highly urbanized area where existing water, wastewater treatment, storm drainage, electric power, natural gas, and telecommunication facilities are in place. Specifically, there are existing water, sewer, natural gas, and electric/telecommunication lines that are located on the east side of the project site along Harbor Boulevard. Also, as discussed previously in Section X, Hydrology and Water Quality, of this IS/MND, existing drainage surface flows on the project site flows to Thackery Drive, then west onto Twintree Avenue, and south onto Buaro Street where it flows into a curb opening catch basin and enters the public storm drain system. The proposed project would be served by the existing water, wastewater treatment, storm drainage, electric power, natural gas, and telecommunication facilities and would not require the relocation of such facilities or construction of new or expansion of such facilities (OCSD, 2022).

Also, as discussed previously in Section X, Hydrology and Water Quality, of this IS/MND, the post development drainage would be similar to the pre-development drainage and would be designed in compliance with the North Orange County WQMP requirements, including installation of bioretention BMPs with no underdrain, where the proposed drainage would be collected using roof downspouts, and flow directly into the bioretention BMPs on the south side of the project site; all flows beyond the full design capture volume would then follow the pre-development drainage pattern to leave the project site and thus could be accommodated by the existing storm water drainage system.

Lastly, as discussed previously in Section VIII, Greenhouse Gas Emissions, of this IS/MND, per PDF-11, the proposed project would be designed in compliance with the California Building Energy Efficiency Standards and Garden Grove Municipal Code Section 18.04.0101, including the provisions for bicycle parking, electric vehicle charging stations, energy efficiency, material conservation, and water/waste reduction. To further ensure the operation of the proposed project would not result in inefficient or wasteful energy consumption or conflict with the City's energy goals CON-4 and CON-5, the proposed project would implement Mitigation Measures GHG-2 through GHG-6, which would promote the use of renewable energy sources and increase energy efficiency, such as installing on-site renewable energy sources capable of generating up to 25 percent of the proposed project's total electricity demand, implementing water conservation strategies, and prohibiting the use of onsite natural gas fire places or fire pits, thereby reducing the proposed project's demand on the existing electrical, natural gas, and water/waste infrastructure system. Please see (b) below regarding the project's water demand and related water facilities. Therefore, impacts would be less than significant.

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. A WSA was prepared for the proposed project pursuant to Senate Bill 610 (Appendix G), which evaluated whether the City could supply the water demands from development of the proposed project in conjunction with the remainder of the water demands within its water service area after the proposed project is completed, both now and 20 years into the future (Psomas, 2022). According to the WSA, the City's sources of water supply consist of groundwater (from Orange County Groundwater Basin [Basin] managed by the OCWD) and imported surface water (from the Metropolitan Water District of Southern California [Metropolitan] supplied by the City's Metropolitan member agency, the Municipal Water District of Orange County [MWDOC]). In addition, the City's Water Services Division maintains eight emergency interconnections with adjacent water retailers that can be temporarily utilized on an as needed basis. As reported in the City's 2020 UWMP, the City's water demand in Fiscal Year (FY) 2019/20 was 21,979 AFY (including water losses). The City's water use for FY 2045 is projected to be approximately 22,792 AFY. Analysis of water supply projections for the City demonstrated that projected supplies would meet demand through FY 2045. These projections considered water development programs and projects as well as water conservation, as described in the City's 2020 UWMP, MWDOC's 2020 UWMP, and Metropolitan's 2020 UWMP. The City's groundwater and imported water supplies are anticipated to remain stable based on studies and reports from OCWD and Metropolitan, respectively.

According to the WSA, the total water demand for the proposed project would be 93.5 AFY without water losses or non-revenue water, and is projected to require a total supply of 99.4 AFY (which takes into account potential water losses at 5.95 percent of total production, consistent with the City's most recently adopted UWMP). Non-revenue water occurs due to meter inaccuracies, fire suppression, fire flow testing, hydrant and pipe flushing, pipeline breaks, etc. The proposed project's water demand was included in the projections utilized in the City's 2020 UWMP (as it included future planned development of hotels within the International West Resort Area along Harbor Boulevard [Focus Area A] consistent with the City's 2030 General Plan, which the project site is located within). Given this, as stated above, the City would meet water demand through FY 2045, including the water demand generated by the proposed project. Furthermore, reliability of future water supplies to the region would be ensured through continued implementation of the OCWD Groundwater Management Plan, OCWD's Long Term Facilities Plan, local agency programs, and the combined efforts and programs among member and cooperative agencies of Metropolitan. Thus, the WSA concluded a sufficient and reliable water supply for the City, now and into the future, including a sufficient water supply for the proposed project, during normal, dry and multiple dry years. Therefore, impacts would be less than significant.

- 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. All of the wastewater generated within the service area is collected by the City, discharged to OCSD interceptor sewers, then treated by OCSD and OCWD's joint Groundwater Replenishment System (GWRS) project (Psomas, 2022). Per correspondence received from OCSD dated May 3, 2022, there is adequate wastewater treatment capacity to serve the proposed project's projected demand in addition to OCSD's existing commitments. Therefore, impacts would be less than significant.

- d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**
- e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Less than Significant Impact (d-e). Solid waste collection and disposal service in the City is provided via the Garden Grove Sanitary District's (GGSD) private contract with Republic Services (City of Garden Grove, 2021a). As part of their contract, Republic Services implements the City's recycling program (Recycle Garden Grove), which combines automated trash collection with a broad recycling and yard waste collection operation to reduce the volume of waste dumped in local landfills and to conserve natural resources. The waste stream generated by the City is processed and sorted at the CVT Regional Material Facility and Transfer Station in the City of Anaheim, which is permitted to handle 6,000 tons/day of solid waste (City of Garden Grove, 2021b; California Department of Resources Recycling and Recovery [CalRecycle], 2021b). The non-recyclable waste is primarily disposed of at one of the three active Orange County Landfills - Frank R. Bowerman (FRB) Landfill, located at 11002 Bee Canyon Access Road in the City of Irvine, which is permitted to accept a maximum of 11,500 tons of waste per day with an operational end date of 2053; Olinda Alpha Landfill, located at 1942 N. Valencia Avenue in the City of Brea, which is permitted to accept a maximum of 8,000 tons of waste per day with an operational end date of 2036; and, Prima Deshecha Landfill, located at 32250 Avenida La Pata in the

City of San Juan Capistrano, which is permitted to accept a maximum of 4,000 tons of waste per day with an operational end date of 2102 (Orange County Waste & Recycling, 2021; CalRecycle, 2021c, 2021d, and 2021e).

The proposed project would generate approximately 1.4 tons of waste per day (RK, 2022).⁶ Republic Services would provide solid waste collection and disposal services to the proposed project, which would include participation in the City's recycling program. The solid waste generated by the proposed project could be accommodated by the CVT Regional Material Facility and Transfer Station as well as any of these three Orange County Landfills. Furthermore, the proposed project would comply with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste, including the CALGreen waste diversion requirements (International Code Council, 2019) and mandatory recycling requirements per the GGSD Code of Regulations (GGSD, 2010). Given this, the proposed project would not 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. Therefore, impacts would be less than significant.

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Garden Grove Sanitary District (GGSD). 2010. Garden Grove Sanitary District Code of Regulations. Available at: <https://ggcity.org/pdf/pw/ggsdcodeofregulations2010.pdf> (accessed August 2021).

⁶ RK's *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study* (2022) indicates that operation of the proposed project would generate a total of approximately 525.24 tons/year of waste. This total was divided by 365 to calculate the tons/day rate.

International Code Council. 2019. 2019 California Green Building Standards Code (CALGreen). Available at: <https://codes.iccsafe.org/content/CAGBSC2019/cover> (accessed August 2021).

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RK ENGINEERING GROUP, INC. (RK). 2022. *Garden Grove Hotel Site B-2 Air Quality and Greenhouse Gas Impact Study*. April. PDF.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
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?				X

Discussion:

- 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?

No Impact (a-d). The project site is not at risk of wildfire as there are no high fire severity zones or wildland-urban interface areas within the City (City of Garden Grove, 2021). As discussed previously, the project site is located in an urbanized area of the City and according to the California Department of Forestry and Fire Protection’s (CAL FIRE) Fire Hazard Severity Zone Map, the project site and surrounding areas are classified as Local Responsibility Areas (CAL FIRE, 2021). Refer to Response XVII. Transportation d) for discussion on emergency access and Response X. Hydrology and Water Quality for discussion on project site drainage. Therefore, no impact would occur.

Source

CAL FIRE. 2021. FHSZ Viewer Map. Available at: <https://egis.fire.ca.gov/fhsz/> (accessed May 2021).

City of Garden Grove. 2021. *Garden Grove General Plan, Chapter 11, Safety Element*. Public Review DRAFT – August 2021. Adopted November 9, 2021. Available at: https://ggcity.org/sites/default/files/2021-09/Chapter11GG_SafetyElement_PublicReview_08-2021.pdf (accessed March 2022).

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

Discussion:

- 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 with Mitigation Incorporated. As stated previously, the California black rail is the only sensitive species (State Threatened) with the potential to be found on the project site. However, the project site is located in a highly urbanized area and was previously disturbed and occupied by former residential and commercial uses. As such, the project site does not provide suitable habitat for the California black rail. Additionally, the California black rail was last sighted in December 1986 in the City of Orange. On this basis, it is unlikely that there would be an occurrence of this species at the project site. During construction, the proposed project would require removal of the non-native grass and the two (2) ornamental trees. While no sensitive plants or wildlife would be impacted by vegetation removal activities, there is a potential for impacts

to occur to raptors and other nesting birds protected under the MBTA that could nest within these trees. Implementation of Mitigation Measure BIO-1 would reduce the potential impacts to raptors and other nesting birds to less than significant.

As stated previously, no historical resources were identified on the project site. However, there is a potential for unknown or undiscovered archaeological resources to be encountered during construction activities. Therefore, Mitigation Measure CR-1 would be implemented. If human remains are discovered during construction activities, Mitigation Measure CR-2 would be implemented. To address the low to moderate potential for encountering paleontological remains during construction activities, Mitigation Measure G-1 is proposed. Lastly, if tribal cultural resources are encountered during construction activities, Mitigation Measure TCR-1 would be implemented. Therefore, with implementation of Mitigation Measures, CR-1 and CR-2, G-1, and TCR-1, the impacts to archaeological resources, human remains, paleontological resources, and tribal cultural resources would be less than significant.

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

Less than Significant with Mitigation Incorporated. As described in the analysis within this IS/MND, the proposed project would not result in cumulatively considerable significant impact since all potentially significant impacts would be less than significant based on compliance with regulatory requirements, implementations of BMPs, and mitigation measures identified in this IS/MND. Impacts during construction would be short-term, temporary, and localized to the project site. All project construction and operational impacts would be mitigated to a less than significant level.

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

Less than Significant with Mitigation Incorporated. As described in the analysis within this IS/MND, implementation of the proposed project would not result in any impacts that are significant and unavoidable or cumulatively considerable. The implementation of the mitigation measures, BMPs, and regulatory requirements identified in this IS/MND would reduce all potentially significant impacts to a less than significant level. Therefore, the proposed project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

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RESOLUTION NO. 6044-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THAT THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE SITE B2 HOTEL PROJECT AND APPROVE PLANNED UNIT DEVELOPMENT NO. PUD-141-01(A).

WHEREAS, the City of Garden Grove has received an application requesting to redevelop a 3.72-acre site known as Site B2, located at the northwest corner of Harbor Boulevard and Twintree Avenue, east of Tamerlane Drive, at 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard, 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive, (Assessor Parcel Numbers: 231-471-06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24) with Nickelodeon-themed Hotel Resort project; and

WHEREAS, the land use actions requested to implement the Project include: (1) an amendment to Planned Unit Development (PUD) No. PUD-141-01 to create a new sub-area, PUD-141-01(A), to establish development standards to facilitate the development of a full-service, high-rise hotel resort with hotel program entertainment, pool deck, ballroom/meeting space, and food and beverage (restaurant) opportunities; and (2) Site Plan No. SP-107-2022 to authorize the construction of the proposed hotel resort; and

WHEREAS, additional entitlements will be needed to fully implement the hotel project described above, including: a street vacation to vacant Thackery Drive and the public alley to integrate into the Project site, a tentative tract map to consolidate the project site, and conditional use permit(s) to allow the sale of alcoholic beverages in the hotel, restaurants, and the ballroom and meeting space; and

WHEREAS, the above-described hotel project, Planned Unit Development No. PUD-141-01(A), Site Plan No. SP-107-2022 and the additional future entitlements necessary to implement the hotel project are collectively referred to herein as the "Project"; and,

WHEREAS, pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 *et seq.* ("CEQA") and CEQA's implementing guidelines, California Code of Regulations, Title 14, Section 15000 *et seq.*, an Initial Study was prepared and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration as the proposed Project with the proposed mitigation measures cannot, or will not, have a significant effect on the environment; and

WHEREAS, a Mitigation Monitoring and Reporting Program has been prepared listing the mitigation measures to be monitored during Project implementation; and

WHEREAS, the Mitigated Negative Declaration was prepared and circulated in accordance with CEQA and CEQA's implementing guidelines; and

WHEREAS, the Planning Commission of the City of Garden Grove held a duly noticed public hearing on July 7, 2022, and considered all oral and written testimony presented regarding the Project; and,

WHEREAS, the Planning Commission of the City of Garden Grove held a duly noticed public hearing on July 7, 2022, and considered the initial study and the Mitigated Negative Declaration.

NOW, THEREFORE, BE IT RESOLVED, FOUND, AND DETERMINED as follows:

1. The Planning Commission has considered the proposed Mitigated Negative Declaration.
2. The Planning Commission recommends that the City Council finds that the Mitigated Negative Declaration reflects the City's independent judgment and analysis.
3. The Planning Commission recommends that the City Council finds on the basis of the whole record before it, including the Initial Study, that there is no substantial evidence that the project will have a significant effect on the environment.
4. The Planning Commission hereby recommends the City Council adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on July 7, 2022, does hereby recommend that the City Council approve Planned Unit Development No. PUD-141-01(A).

BE IT FURTHER RESOLVED in the matter of Planned Unit Development No. PUD-141-01(A), the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The case was initiated by the Kam Sang Company.
2. The applicant is requesting approval to amend Planned Unit Development No. PUD-141-01(A) to create a new sub-area Planned Unit Development zoning, PUD-141-01(A), on an approximately 3.72-acre site to establish development standards and performance standards governing the development of a full-service, high-rise hotel resort with hotel program entertainment, pool deck, ballroom/meeting space, and food and beverage (restaurant) opportunities. The proposed project will consist of a 500-room hotel resort with a themed pool experience with a lazy river and a pool slide; event space with a 600-seat theater; 17,715 square feet of ballroom/meeting space;

22,296 square feet of hotel restaurant; 5,480 square feet of retail; themed amenities totaling 13,238 square feet; a 7,000 square-foot arcade; a spa and fitness center at 8,532 square feet; a five-level parking structure with 528 parking spaces; and related site improvements.

3. The Project site has a General Plan Land Use designation of International West Mixed Use, and is zoned Planned Unit Development No. PUD-141-01 and R-1 (Single-Family Residential). The Project site is 3.72-acres, comprised of nineteen (19) parcels, including Thackery Drive, and a public alley, that are currently vacant and unimproved. Thackery Drive, and the public alley, will be vacated by the City Council under Street Vacation No. SV-002-2022 and integrated into the Project site. The applicant is requesting to develop the site with a 500-room hotel resort with event space, restaurants, retail, and hotel amenities through land use approvals for Planned Unit Development No. PUD-141-01(A) and Site Plan No. SP-107-2022 (collectively, the "Project").
4. The Community and Economic Development Department has prepared an Initial Study and Mitigated Negative Declaration for the Project that (a) concludes that the proposed project with the incorporation of mitigation measures cannot, or will not, have a significant impact on the environment, and (b) was prepared and circulated in accordance with applicable law, including CEQA and CEQA's implementing guidelines.
5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on July 7, 2022, and all interested persons were given an opportunity to be heard.
8. Concurrently with the adoption of this Resolution, the Planning Commission adopted Resolution No. 6045-2022 approving Site Plan No. SP-107-2022 for the construction of the proposed hotel resort, and Resolution No. 6046-22 finding and reporting to City Council that Street Vacation No. SV-002-2022 for the vacation of Thackery Drive and a public alley is consistent with the City's General Plan. The facts and findings set forth in Planning Commission Resolution No. 6045-22 and 6046-22 are hereby incorporated into this Resolution by reference.
8. The Planning Commission gave due and careful consideration to the matter during its meeting of July 7, 2022, and considered all oral and written testimony presented regarding the Project.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission are as follows:

FACTS:

The Project site consists of 3.72-acres located on the northwest corner of Harbor Boulevard and Twintree Avenue, east of Tamerlane Drive. The Project site is referred to as the Site B2 Project and is proposed to be developed with a Nickelodeon-themed Hotel Resort. The Project is located in the City's Grove District Anaheim Resort Area, which is the City's entertainment and tourism area. The resort area is currently developed with hotels, restaurants, and retail uses.

The Project site abuts a Planned Unit Development No. PUD-141-01 zoned property to the north developed with the Sheraton Hotel; Multiple-Family Residential (R-3) zoned properties to the northwest developed with two-story residential apartments; Single-Family Residential (R-1) zoned properties to the west developed with one-story, single-family homes. To the south, across Twintree Avenue, are R-1 zone properties developed with single-family homes, and PUD-121-98 zoned properties developed with single-family homes and a commercial building. Across Harbor Boulevard to the east are vacant parcels entitled for the Site C hotel resort project, which are zoned PUD-128-12.

The project site is comprised of nineteen vacant (19) parcels, along with Thackery Drive and a public alley, which are proposed to be vacated by the City Council under Street Vacation No. SV-002-2022 and integrated into the development. The General Plan Land Use designation of the Site was changed to International West Mixed Use in 2008 pursuant to City Council Resolution No. 8851-08. Thirteen of the existing parcels within the Project site are currently zoned PUD-141-01, which was adopted in 2002 to facilitate the development of two hotels. Six of the existing vacant parcels are still technically designated as zoned R-1; however, this zoning is inconsistent with the International West Mixed Use Land Use Designation, and single-family residential uses could not legally be established on these parcels.

The project site is referred to as the Site B2 Project. The subject properties were acquired by the former Garden Grove Redevelopment Agency and the City of Garden Grove to facilitate the development of a hotel resort. The developer entered into an Exclusive Negotiation Agreement (ENA) with the City of Garden Grove, and the parties are currently negotiating a disposition and development agreement ("DDA") to facilitate development of the project site with the Nickelodeon Hotel Resort.

The proposed Planned Unit Development amendment will create a sub-area, PUD-141-01(A), to establish development standards for the development of a full-service, high-rise hotel resort with hotel program entertainment, a pool deck, ballroom/meeting space, and food and beverage (restaurant) opportunities on 3.72-acres. The proposed Project will consist of a 500-room hotel resort with a themed pool experience with a lazy river and a pool slide; event space with a 600-seat theater; 17,715 square feet of ballroom/meeting space; 22,296 square feet of hotel restaurant; 5,480 square feet of retail; themed amenities totaling 13,238 square feet; a 7,000 square-foot arcade; a spa and fitness center at 8,532

square feet; a five-level parking structure with 528 parking spaces; and related site improvements.

The proposed PUD sub-area will establish development standards for the entire development site that will facilitate the construction of the proposed hotel development. The proposed PUD sub-area will establish development standards regulating the number of hotel rooms, building height, building setbacks, landscaping, permitted uses, required parking, site circulation and access, signage, utilities, storage and refuse collection, environmental mitigation measures and related performance standards.

FINDINGS AND REASONS:

Planned Unit Development:

1. Establishment of the proposed Planned Unit Development is consistent with the City's General Plan.

The City's Land Use Element encourages Planned Unit Developments (PUD). A Planned Unit Development is a precise plan, adopted by ordinance that provides the means for the regulation of buildings, structures, and uses of land to facilitate the implementation of the General Plan by creating site-specific zoning regulations and development standards. The regulations of the PUD are intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code.

The Project site has a General Plan Land Use Designation of International West Mixed Use, which is intended to promote the development of resorts, entertainment, retail, restaurants, and hotels along Harbor Boulevard. The proposed Planned Unit Development will facilitate the development of a 500-room hotel resort with a themed pool deck with a lazy river and a pool slide, a 600-seat theater (Nick Studio), themed entertainment venues (Studio Hall and Nick Arcade), restaurants (food and beverage), event space (ballroom and meeting space), hotel amenities, and a five-level parking structure with 528 parking spaces. The PUD sub-area will establish development standards for the entire Project site that will facilitate the development of the proposed hotel resort that will regulate the number of hotel rooms, building height, building setbacks, landscaping, permitted uses, required parking, site circulation and access, signage, utilities, storage and refuse collection, and environmental mitigation measures.

In addition, the proposed PUD sub-area (Project) is consistent with the goals and policies of the General Plan Land Use Element, the Community Design Element, and the Economic Development Element, including:

- (a) *Policy LU-1.4 to encourage a wide variety of retail and commercial uses, such as restaurant and cultural arts/entertainment, in*

appropriate locations AND Policy LU-6.2 to encourage a mix of retail and commercial services along major corridors and in centers to meet the community needs.

The proposed Project is located in the City's resort tourism district, the Grove District Anaheim Resort Area, which encourages restaurants, retail, entertainment and hotel uses along Harbor Boulevard. The proposed Project will introduce a new hotel resort, Nickelodeon Hotel Resort. The proposed hotel resort will feature 500 hotel rooms with themed hotel amenities, including a themed pool deck with a lazy river and a pool slide; a 600-seat theater (Nick studio), and themed entertainment venues (Studio Hall and Nick Arcade). The hotel resort will also include restaurants (food and beverage) and event space (ballroom and meeting space). The proposed Project will expand and enhance the hospitality services currently available in the City's resort area by introducing a new hotel resort with unique hotel amenities that will attract local and regional visitors.

- (b) *Policy LU-1.5 to encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed-use areas.*

The proposed Project is located in the City's resort area, which is developed with hotels, restaurants, and retail uses that are conveniently located within walking distance of one another. The proposed Project will enhance the City's resort area and will continue to encourage pedestrian activity and a pedestrian-friendly street environment. The Project will provide landscaping and a decorative public sidewalk pattern that is specific to the resort area. The landscape pattern will liven the streetscape to encourage pedestrian activity within the resort area. The landscape pattern along Harbor Boulevard, including the public right-of-way, will include a double row of palm trees and canopy trees with up-lighting, shrubs, and ground cover that will create an inviting environment for pedestrians.

- (c) *Goal LU-4 that seeks to develop uses that are compatible with one another AND Policy LU 4.5 that requires that commercial developments adjoining residential uses be adequately screened and buffered from residential areas.*

The proposed Project is located in the City's resort area, and is developed with hotels, restaurants, and other commercial uses. The project directly abuts the Sheraton Hotel to the north, and directly abuts residential uses to the northwest and west. The proposed Project will be compatible with the existing hotel developments in the resort district. The hotel will offer hotel themed amenities that are unique to the Nickelodeon hotel brand, including a themed pool with a lazy river and a pool slide, a 600-seat theater (Nick Studio), and

entertainment venues, including Studio Hall and a Kid's Lounge. The proposed Project will incorporate specific mitigation measures and project design features to minimize impacts to the adjacent residential uses from noise generated from the hotel, including from the parking structure and the pool deck. Implementation of the mitigation measures and project design features will ensure that the adjacent residential uses are adequately screened and buffered from the proposed hotel use.

- (d) *Goal LU-9 Creation of tourism and entertainment-related destination area that will benefit all residents, businesses, and visitors AND Policy LU-9.6 Locate tourist or entertainment related uses with adequate access to freeways or major arterials to encourage both local and regional patronage.*

The proposed Project is located in the City's resort tourism district, the Grove District Anaheim Resort Area, which is a tourist destination that encourages restaurants, retail, entertainment, and hotel uses. The proposed Project will introduce a themed hotel resort that will cater to residents, businesses, and visitors alike. The proposed Project will introduce unique hotel resort amenities that will appeal to residents and the general public. The proposed Project will introduce new employment opportunities to the local community. The proposed Project is located on Harbor Boulevard, which is a major arterial that connects to the State Route (SR) 22 and the I-5 Freeways, and that also connects to other major City arterial streets that intersect with Harbor Boulevard, such as Chapman Avenue, Garden Grove Boulevard, Trask Avenue, and Westminster Avenue. The proposed hotel resort is conveniently accessed by major arterial streets and freeways, which serve to provide convenient access to the project site to local and regional visitors.

- (e) *Policy CD-7.1 Encourage future development and redevelopment projects to reinforce district scale, identity, and urban form.*

The existing hotels located in the Grove District Anaheim Resort vary in design, massing, and building height with each hotel brand incorporating its own unique architectural design. Similarly, the proposed hotel will feature a contemporary architecture design that compliments and reflects the Nickelodeon brand. The intent of the project is to create a themed resort environment through enhanced architectural elements that integrate with the intent and vision of the resort district.

- (f) *Policy ED-1.1 Continue to encourage the development and expansion of hotel facilities in key corridors of the City (i.e., Harbor Boulevard)*

The proposed Project will further facilitate the development and expansion of the Grove District Anaheim Resort through the construction of a new, 500 room, themed hotel resort. The proposed Project will develop nineteen (19) existing parcels that are currently vacant and unimproved, including a public street and alley that will be vacated, with a hotel resort that will offer themed amenities, event space, restaurants, and entertainment. The proposed Project will enhance the City's resort area and expand the hospitality services available in the area.

2. The location, design, and the proposed uses are compatible with the character of the existing development in the vicinity and will be well integrated into its setting.

The Project is located in the City's Grove District Anaheim Resort, which is designated as a resort destination that encourages hotels, restaurants, and entertainment uses. The resort area is improved with existing hotels, restaurants, and retail uses. The proposed Project will be compatible with the existing hotel developments in the area, and will expand and enhance the hospitality services currently available in the resort district. The Project directly abuts the Sheraton Hotel to the north, and residential uses to the northwest and west. The hotel will offer hotel-themed amenities that are unique to the Nickelodeon hotel brand, including a themed pool with a lazy river and a pool slide, a 600-seat theater (Nick Studio), and entertainment venues, including Studio Hall and a Kid's Lounge. The project will include an architectural style that is unique to the Nickelodeon hotel brand. The Project will provide landscaping and a decorative sidewalk pattern that is specific to the resort area that is intended to create a lively streetscape and an attractive environment.

The proposed Project will incorporate specific mitigation measures and project design features to minimize impacts to the adjacent residential uses from noise generated from the hotel, including from the parking structure and the pool deck. Implementation of the mitigation measures and project design features will ensure that the adjacent residential uses are adequately screened and buffered from the proposed hotel use.

3. The plan will produce a stable and desirable environment and will not cause undue traffic congestion on surrounding streets.

The proposed Planned Unit Development sub-area zoning will accommodate the project's intensity by creating a stable and desirable environment by developing the Project site to the fullest intent. The Project site is 3.72-acres and can accommodate the proposed hotel resort. The proposed Project will revitalize existing vacant and unimproved properties located in the City's Grove District Anaheim Resort with a vibrant and attractive hotel resort development. The Project will feature a contemporary architectural design and hotel amenities that are unique to the Nickelodeon brand. The Project

will provide landscaping along Harbor Boulevard and Twintree Avenue that is compatible with the resort area landscape pattern, which will create a lively streetscape and an attractive environment.

A Traffic Impact Study was prepared for the proposed Project that reviews the traffic and circulation. The appropriate mitigation measures were included to minimize undue traffic congestion on surrounding streets.

A Shared Parking Study was also prepared for the proposed Project to determine the peak parking demand to estimate the required parking. The Shared Parking Study determined that the peak parking demand for the hotel resort was estimated at 471 parking spaces during the weekday at 8:00 p.m., and 480 parking spaces during the weekend at 9:00 p.m. The proposed hotel resort will provide a total of 528 parking spaces, which is sufficient to accommodate the proposed peak parking demand of 480 parking spaces. In addition, the proposed hotel resort will implement a valet parking program to increase the on-site parking capacity during peak periods.

With the required mitigation measures, undue traffic congestion will be minimized to the surrounding streets, especially to the adjacent residential streets.

4. Provision is made for both public and private open spaces.

Provisions have been included into the development standards of the PUD for protection and long term maintenance of public and private open space. The Project will provide landscaping along Harbor Boulevard and Twintree Avenue that is compatible with the resort area landscape pattern that will create a lively streetscape and an attractive environment for hotel guests and visitors. The landscape treatment along Harbor Boulevard will include a double row of palm trees and canopy trees with up-lighting, shrubs, and ground cover, along with a decorative public sidewalk pattern. The Project will also include hotel open space amenities, including a pool deck with a lazy river and a pool slide.

5. Provision is made for the protection and maintenance of private areas reserved for common use.

Through the Performance Standards, development standards, and the conditions of approval of applicable land use permits, all necessary agreements for the protection and maintenance of private areas reserved for common use will be in place prior to the start of construction and will be required to be adhered to for the life of the project.

6. The quality of the project, achieved through the proposed Planned Unit Development zoning, is greater than could be achieved through traditional zoning.

The current zoning of the Project site is outdated, is partially inconsistent with the General Plan, and would not accommodate the proposed Project. The City has not adopted new generally applicable zoning and development standards to implement the International West Mixed Use General Plan Land Use Designation, and the General Plan contemplates and provides for the establishment of such standards through the Planned Unit Development process. In order to facilitate the development of the Project as proposed, and to continue to further the goals of the City's General Plan to expand and enhance the City's resort area, establishment of a sub-area PUD, PUD-141-01(A), on the Project site is necessary. The new PUD sub-area will encompass 3.72-acres, and will facilitate the development of a 500-room hotel resort with themed hotel amenities, including a themed pool deck with a lazy river and a pool slide; a 600-seat theater (Nick studio), themed entertainment venues (Studio Hall and Nick Arcade), restaurants (food and beverage) and event space (ballroom and meeting space). The proposed Project is best facilitated through the proposed PUD sub-area. The PUD sub-area will establish development standards specific to the Project site that will regulate the total number of hotel rooms, building height, building setbacks, landscaping, permitted uses, required parking, site access and circulation, and signage. Therefore, the proposed PUD will allow for a project with a superior design than what can be achieved under the existing zoning for the property.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Planned Unit Development possesses characteristics would indicate justification of the request in accordance with Municipal Code Section 9.16.03.020 (Planned Unit Development) and 9.32.030 (Zone Change).
2. The following Provision and Standards of Development shall apply to PUD-141-01(A):

Planned Unit Development Provisions and Development and Performance Standards

A. Purpose and Intent

The purpose and intent of this Planned Unit Development sub-area is to facilitate the development of a hotel resort that consists of 500 hotel rooms within one (1) full-service, high-rise hotel resort with entertainment, a themed pool deck with a lazy river and a pool slide; event space with a 600-seat theater; 17,715 square feet of ballroom/meeting space; 22,296 square feet of hotel restaurants; 5,480 square feet of retail; themed amenities totaling 13,238 square feet; a 7,000 square-foot

arcade; a spa and fitness center at 8,532 square feet; and a parking structure. This Planned Unit Development sub-area expands the scope of potential development intensity on the covered property and is not intended to modify or reduce the permitted intensity of residential uses otherwise permitted on any portion of the property, if any, or to extinguish the existing rights, if any, granted pursuant to that certain Development Agreement entered into between the City of Garden Grove and Palm Court Lodging, LLC, dated February 26, 2002, recorded in the Official Records of the County of Orange on March 21, 2002, at Document No. 20020231935.

B. Maximum Square Footages

The aggregate square footages of the banquet/meeting space, the hotel restaurants, retail, and the hotel amenities permitted within the Planned Unit Development sub-area shall not exceed the following maximums:

- Ballroom/Meeting Space 17,715 Square Feet
- Restaurant 22,296 Square Feet
- Retail 5,480 Square Feet
- Hotel Amenities
 - Theater (Nick Studio) 600-seats
 - Entertainment Venue 6,448 Square Feet
 (Studio Hall)
 - Arcade (Nick Arcade) 7,000 Square Feet
 - Spa/Fitness 8,532 square feet

C. Permitted Uses

The following uses shall be permitted or conditionally permitted within the Planned Unit Development sub-area:

- Hotels, hotels with ballroom and meeting space, restaurants, and ancillary hotel uses such as gift shops, coffee and beverage dispensary, swimming pool, spa, and fitness room.
- Hotels with entertainment shall be limited as an accessory use to the ballroom and meeting space, and shall be subject to a Conditional Use Permit.

- Alcohol sales on-site and off-site are subject to all provision of Title 9 of the Municipal Code, including, but not limited to, Conditional Use Permit (CUP) approval.
- Restaurants with or without alcoholic beverage sales. Restaurants with alcoholic beverage sales are subject to a Conditional Use Permit.
- Restaurants with entertainment shall be subject to a Conditional Use Permit.
- Outside vending such as hot dog carts, merchandise carts, and similar free standing/mobile vending carts subject to Conditional Use Permit approval.
- Parking lots and parking structures to serve the project.
- Any proposed use that is not listed shall be subject to an Interpretation of Use pursuant to Section 9.32.030 of the Municipal Code that shall be reviewed by the Zoning Administrator.
- Those residential uses, if any, that were permitted under the General Plan Land Use designation(s) or zoning ordinances of the City as in effect on January 1, 2018, shall remain permitted uses, subject to the applicable development standards and review and approval in accordance with the Garden Grove Municipal Code and State law.

D. Setbacks

The minimum building setbacks shall be as follows:

1. Front Setback: Minimum building setback from the Harbor Boulevard property line (ultimate right-of-way) shall be 9 feet.
2. Side Street Setback: Minimum building setback along Twintree Avenue shall be 10 feet from the property line.
3. Interior Side and Rear Setbacks: No minimum setback shall be required to adjacent commercial uses. A minimum 10-foot setback is required adjacent to any property line with an adjoining residential use.

Building elements such as structural components, architectural features, or roof projections shall not encroach into the required perimeter setback areas.

E. Maximum Building Height

Building heights shall be determined through a Shade and Shadow Study, and approved through a Site Plan review.

F. Landscaping

General: The site shall consist of a combination of trees, shrubs and bushes, and ground cover with the allowance for other landscape treatments such as large rocks, water elements, and unique walkway paving, and street furniture. Any area not covered by roadways, parking, walkways, and buildings, shall have landscape treatment.

Harbor Boulevard Landscape Treatment: Landscaping along Harbor Boulevard, including within the public-of-way, shall include two rows of Date Palm Trees (minimum brown trunk height of 25 feet), canopy trees (minimum 24-inch box), shrubs, and ground covers. Landscape materials shall match the landscape materials used within Garden District Anaheim Resort Area. The landscape area shall include up-lighting on the trees. All aspects and elements of the Harbor Boulevard Landscape Treatment shall be included on the required Project landscape/irrigation plans and shall be reviewed and approved by the Community and Economic Development Department and the Public Works Department prior to the beginning of site construction. The Community and Economic Development Director may approve minor modifications to the foregoing standards as to height, size, and placement of the palm trees along Harbor Boulevard.

Landscape Plan: A detailed landscape plan shall be prepared and approved prior to site construction. The plan shall be detailed to show all plant material, water elements, pathways, and other landscape treatments. The landscape plan shall be the basis of how the site is to be developed and maintained for the life of the project. Should changes need to occur, revisions, renovations, or changes to the landscaping shall be reviewed and approved by the Community and Economic Development Department to ensure the aesthetics are maintained concerning this element of the overall project.

The landscape plan shall incorporate and provide for maintenance for the life of the project those means and methods required to address water run-off, also identified as Low Impact Development provisions, in accordance with Chapter 6.40 of the Garden Grove Municipal Code, and the regulations and technical documents incorporated and required thereunder, including, but not limited to, any applicable Water Quality Management Plan (WQMP), the Orange County Drainage Area Management Plan (DAMP), and any other water conservation measures applicable to this type of development.

Landscaping shall be provided within the project boundaries, as well as along Harbor Boulevard and Twintree Avenue. The landscape treatment along Harbor Boulevard is required to include a double row of palm trees with canopy trees, shrubs, and ground cover that is consistent with the Grove District Anaheim Resort landscape plan for Harbor Boulevard. The landscape treatment along Twintree Avenue is required to incorporate canopy trees, shrubs, and ground cover that is similar to the landscape treatment on Harbor Boulevard.

The required width of the public sidewalk and parkway improvements on Harbor Boulevard and Twintree Avenue shall be determined by the Public Works Department, Engineering Division, to ensure a consistent pattern is achieved consistent with the right-of-way improvements for the resort district.

The property owner shall be responsible for all installation and long-term maintenance of all landscaping on the property during and after the construction period. Said responsibility shall extend to any landscaping, sidewalk, curb and pavement of the site, and shall extend to the public right-of-way adjacent to the site, subject to the parameters and limitations set forth in the Performance Standards attached hereto as Exhibit "B". All planting areas shall be kept free of weeds, debris, and graffiti.

G. Boundary:

The site's boundary for maintenance, landscaping, and improvements is that area around the project site that is to the property line along adjacent properties, and where the project is adjacent to public right-of-way, the boundary shall extend to the curb of each street respectively, subject to the parameters and limitations set forth in the Performance Standards attached hereto as Exhibit "B".

H. Maintenance:

The overall site, inclusive of the landscaped areas and other amenities and features (e.g., water elements, irrigation systems, sculptures, street furniture, trash receptacles, common area signage, and lighting) shall be kept in proper working condition, maintained for the life of the project, and have the planted areas to be in a weed free, healthy and growing condition, with overall debris removed on regular basis.

I. Circulation and Access

The site shall provide one (1) access point on Harbor Boulevard and one (1) access point on Twintree Avenue, and subsequent improvements as identified in the mitigation measures of the Mitigated Negative Declaration adopted in conjunction with approval of Planned Unit Development No. PUD-141-01(A). The final location of the emergency access shall be determined prior to submittal of plans for building and grading permits and shall be subject to approval by the Community and Economic Development Director.

The Harbor Boulevard entrance shall serve as the main entrance to the project site for all guests, visitors, and hotel employees. Tourist buses and shuttle buses shall also use the Harbor Boulevard entrance for access. The Twintree Avenue entrance shall serve as a secondary vehicular entrance only and shall be restricted for use by emergency vehicles, maintenance vehicles, and trash and delivery trucks only.

The main access point on Harbor Boulevard shall include a signalized intersection that is aligned with the main access point of the hotel development located across

from the project site, and that will permit two-way traffic, allowing left and right-turn movements in and out of the site. The access point on Twintree Avenue shall only permit right-turn in and left-turn out of the project site.

The proposed Project shall provide an internal vehicular circulation system designed to comply with the City's minimum drive-aisle standards that accommodates two-way traffic, and that provides appropriate access for trash trucks and emergency vehicles.

Internal circulation shall meet all applicable City standards and shall allow ease of access through all drive-aisles, roundabouts, the parking structure, and that allow for drop-off and pick-up areas in front of the hotel. Vehicle ease of access shall account for fire trucks, sanitation trucks, delivery trucks, tour buses, etc., which shall be accommodated through turning radius and necessary height clearances as well as designated parking areas inclusive of staging areas for events, equipment loading and unloading.

The paving and concrete treatment of all driveways along Harbor Boulevard and Twintree Avenue shall be subject to review and approval of the Community and Economic Development Director, who, in his or her discretion, may require decorative paving and/or enhanced concrete treatment.

J. Required Parking:

Except as provided below, the hotel project shall provide a minimum of 480 parking spaces. This parking requirement is based on the total number of hotel rooms and aggregate square footages of the hotel resort uses analyzed in the Shared Parking Study attached as Appendix J to the Initial Study and Mitigated Negative Declaration adopted in conjunction with approval of Planned Unit Development No. PUD-141-01(A), which includes:

- A maximum of 500 hotel rooms
- A maximum of 17,715 square feet of ballroom/meeting space
- A maximum of 22,296 square feet of hotel restaurant space
- A maximum of 5,480 square feet of retail
- A 600-seat theater (Nick Studio)
- A maximum 6,448 square feet family entertainment (Studio Hall)
- A maximum of 8,532 square feet of spa space

In the event of changes in the aforementioned square footages that may affect the total required parking, such as, but not limited to, square footage increase beyond those analyzed in the Shared Parking Study, or if a reduction to the total required

parking spaces is proposed based on a reduction to the number of hotel rooms or use square footages, then a updated shared parking study shall be prepared to determine the required minimum number of parking spaces. The updated shared parking study and associated change in the number of required parking spaces may be reviewed and approved by the Community and Economic Development Director.

The owners and/or tenants of the hotel project shall implement the required mitigation measures identified in the mitigation monitoring and reporting program adopted in conjunction with approval of Planned Unit Development No. PUD-141-01(A) to minimize impacts to the parking.

In the event a significant addition or expansion of uses or the development of a different project than what was analyzed in the Initial Study and Mitigated Negative Declaration adopted in conjunction with approval of Planned Unit Development No. PUD-141-01(A) is proposed, a new site-specific parking analysis shall be prepared for City review and approval.

K. Parking Structure Design

The parking structure shall be designed to be architecturally compatible with on-site buildings, utilizing similar design features, details, and materials. All sides of a parking structure that are in view from adjacent properties and public right -of-way shall be architecturally enhanced. The parking structure shall be well illuminated, including having the interior of the parking garage painted a light color, and designed to meet City parking standards for drive-aisle width, stall sizes, and height clearances. Within the structure, an emergency communication system shall be installed and maintained that allows emergency services such as police, fire, and paramedics the ability to use communication devices throughout the enclosed areas. The design of the parking structure shall also incorporate the mitigation measures and project design features identified in the Initial Study and Mitigated Negative Declaration adopted in conjunction with approval of Planned Unit Development No. PUD-141-01(A).

L. Perimeter Walls

All new block walls shall be of decorative slumpstone or split face block, with decorative cap, and shall maintain a maximum height of eight-feet as measured from the property's finished grade.

A new eight-foot high block wall shall be constructed on the western and northwestern property lines, adjacent to the residential properties. The developer shall work with adjacent property owners in designing and constructing the perimeter block walls to avoid having double walls, and to minimize any impact that it might cause to the existing landscaping on the neighbor's side as much as possible. The perimeter block wall shall be constructed and situated entirely within the subject property. In the event that the developer cannot obtain approval from the adjacent property owners, the new wall may be constructed with a decorative cap to be placed between the new and existing walls.

Any new block walls constructed along the Twintree Avenue property line shall maintain a 5-foot setback from the property line.

At no time shall a block wall be placed within 9 feet from the Harbor Boulevard property line.

Any block wall located adjacent to a driveway shall ensure that the appropriate line-of-sight is maintained as determined by the Public Work Department, Engineering Division.

The Community and Economic Development Director may authorize minor modifications to the required wall heights and setbacks set forth above to accommodate permitted differences between submitted development plans and the project plans. Notwithstanding the foregoing, the block wall on the westerly and northwesterly property lines shall comply with all standards required by the mitigation measures and project design features identified in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program adopted in conjunction with approval of Planned Unit Development No. PUD-141-01(A).

M. Signs and Graphic Standards

All signage, including sign type and allowable sign area, shall be in accordance with Chapter 9.20 of Title 9 of the Municipal Code as allowed by the C-1 zone.

The total allowable sign area shall be calculated per Chapter 9.20.060.B of Title 9 of the Municipal Code. Signs may be mounted flush with the wall surface or perpendicular to the wall (blade sign).

Freestanding signs shall comply with the Overlay Design Standards for the International West Resort Area per Section 9.20.045 of the Municipal Code.

A sign program that governs all site signage, inclusive of wall signage, common area signage, freestanding signs, and directional signs, is required. The sign program shall be approved by the Community and Economic Development Director, or his or her designee, prior to occupancy of the site and shall remain in effect for duration of the project. All changes to the approved sign program shall be approved by the Community and Economic Development Director, or his or her designee.

All common area signs, directional signs, and kiosk type signs shall be uniform in lettering, material, and coloring.

N. Utilities

All utility lines shall be underground or placed in locations as to be concealed from view. This includes gas and electrical lines and conduit, Cable TV, and telephone

lines and conduit, and any other utility or service lines, including water pipes for domestic use and fire sprinkler systems.

O. Storage and Refuse Collection

All staging and storage areas for the hotel and hotel uses shall be provided within the hotel's loading area. No outside storage area shall be provided, nor shall there be any outside storage of goods or merchandise at any time. Designated staging areas (loading/unloading) for general deliveries of goods sold on the site may be created, but these staging areas shall not block or hinder vehicle or pedestrian traffic or restrict emergency vehicles or emergency access.

Refuse storage and collection areas shall be provided and subject to both Garden Grove Sanitation District (GGSD) and GGSD contracted solid waste handler/hauler approval, and be subject to applicable building and fire codes.

P. Environmental Mitigation Measures

The overall development and subsequent occupancy and operation of the site shall be subject to those environmental mitigation measures identified in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Site B2 Hotel Project, adopted in conjunction with Planned Unit Development No. PUD-101-01(A), and which are summarized in Exhibit "A" attached hereto.

Q. Covenants, Conditions, and Restrictions (CC&R's)

If the project site is subdivided to create separate units of ownership within this Planned Unit Development sub-area, Covenants, Conditions, and Restrictions or a similar legal document ("Declaration") approved by the City Attorney and the City Manager, or his or her designee, which governs the maintenance, use, operation, and development of the entire site, shall be recorded prior to or concurrently with recordation of the subdivision map. Minimum required provisions of such Declaration shall be included in the Conditions of Approval of the subdivision map, if applicable, and shall include or address the following in a form acceptable to the City:

- The development provisions and development standards for Planned Unit Development No. PUD-141-01(A) and/or any subsequent amendments to such provisions or standards;
- All PUD Performance Standards and conditions of approval to approved land use permits for the project;
- All applicable CEQA mitigation measures applicable to the project;
- All applicable provisions required to be contained in a "declaration" or similar document required to be recorded pursuant to the disposition and development agreement governing the property;

- Covenants and provisions requiring and providing for maintenance of all buildings, amenities, sidewalks, drive aisles, lighting, landscaping, and other improvements on the site and applicable portions of the public right-of-way according to established standards;
- Reciprocal easements for ingress, egress, parking, utilities, and drainage benefitting the various land uses and property interests on the site;
- Easements permitting and addressing any contemplated encroachments or permitted construction across lot/parcel lines;
- Provisions for the deterrence and/or abatement of graffiti vandalism consistent with best management practices approved by the City;
- Provisions ensuring tenants and property owners a means of contacting persons responsible for site maintenance, repairs, trash pick-up, and other related matters for developments of this type;
- Provisions expressly assigning and allocating responsibility and funding and performance of the continued operation and maintenance of the site, improvements on the site, and all required water quality best management practices;
- Provisions acceptable to the City regarding property owners' and/or the property owners' association's responsibilities for compliance with all applicable water quality laws and regulations.
- A provision or provisions giving the City the right, but not the obligation, to enforce provisions of the Declaration, Planned Unit Development provisions, and related land use permit approvals by any legal or equitable means; authorizing the City to levy special assessments against the properties in connection with its actions to enforce such provisions; and providing that the City shall be entitled to recover its attorneys fees incurred in connection with its actions to enforce such provisions.
- A provision permitting entry by police and fire personnel upon common areas and/or portions of the site held open to the public for the purpose of enforcing state and local laws; and
- A provision or provisions prohibiting termination or substantial amendment of the Declaration without prior written approval of the City.

R. Absence of Provisions and Standards

Any matters pertaining to the development or occupancy or operation of the subject site that is not listed or expressly provided for herein shall be subject to the provisions and development standards of the City's Municipal Code, inclusive. This

would include, but not be limited to, undergrounding all existing and new utilities serving the site, complying with all Building, Fire, and Development Codes, and paying all related fees, bonds, and other associated costs.

S. Development Plans and Permits

Except as otherwise expressly provided herein, all development within the sub-area shall be subject to approval of a subdivision map, site plan, and/or other land use permits, as applicable, in accordance with Chapter 9.32 of the Garden Grove Municipal Code. Any required reservation of land, dedication or right-of-way, payment of development impact fees, easement(s), and/or site improvement work in the public right-of-way shall be properly addressed in the permit approval process and made a condition of approval of such permit(s), as applicable.

T. Associated Performance Standards

In order to fulfill the purpose and intent of Planned Unit Development No. PUD-141-01(A), the Performance Standards attached hereto as Exhibit "B" shall apply as conditions to the approval of any future hotel resort development, including any ancillary buildings, uses, and/or subdivision of property covered by this Planned Unit Development. The performance standards shall be applicable to the future development of the site, including the initial construction drawings, plan check review, during construction, after completion of the project, and for the life of the development. To the extent not inconsistent with the purpose, intent, and specific standards and requirements of this Planned Unit Development No. PUD-141-01(A), the Community and Economic Development Director may authorize minor modifications to the Performance Standards. This Section shall not be interpreted to in any way to limit the authority of the City to impose additional conditions of approval pursuant to subsequent project-specific City approvals.

Exhibit "A"

**SITE B-2 HOTEL PROJECT
MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM**

This Mitigation Monitoring and Reporting Program (MMRP) identifies Mitigation Measures required to be implemented for the Site B-2 Hotel Project (proposed project). These Mitigation Measures were identified in the **Site B-2 Hotel Final Initial Study/Mitigated Negative Declaration**. For each Mitigation Measure, the MMRP identifies the potentially significant impact per environmental category, the related mitigation measure, the implementation entity, the monitoring and verification entity, and timing requirements.

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
AESTHETICS						
Light and Glare						
Introduce new source of substantial light or glare	AES-1 Prior to final site plan approval, a site specific light and glare study shall be prepared and approved by the Community and Economic Development Director, or his or her designee, to ensure that the proposed project will be in compliance with the City's Zoning Code related to lighting designs. The light and glare study shall include technologically advanced hotel/resort lighting measures in its detailed design plans. These measures may include, without limitation, installation of exterior screening such as shielding attached to the luminaire, building, or site structures; using anti-reflective glass or glass	Project Applicant	Community and Economic Development/ Public Works Department	Prior to final site plan approval		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>treated with an anti-reflective coating; and shielding lights with visors to reduce light trespass, glare impact and visual distraction. Additionally, the light and glare study shall incorporate measures necessary for the proposed project's compatibility with the goals and policies (i.e., Policy SAF-2.1 and SAF-IMP-2A) in the General Plan for providing adequate lighting to maintain a safe public environment. These measures may include, without limitation, placement of pedestrian-level lighting throughout the project site; and provision of signage and markings within the project site for pedestrian safety.</p>					
BIOLOGICAL RESOURCES						
MBTA Nesting Birds						
Raptors and other nesting birds protected under the federal Migratory Bird Treaty Act encountered during tree removal activity	BIO-1 With the potential for nesting birds protected under the Migratory Bird Act Treaty (MBTA) and California Fish and Game Code (CFG) to occur in ornamental trees within the project site and surrounding area, tree removal during construction shall occur outside of the nesting bird	Project Applicant	Economic Development Department /Public Works Department	Prior to grading and building construction		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>season (generally, February 15 through September 1). If avoiding the nesting season is not practicable, the following additional measures shall be employed:</p> <p>a. A pre-construction nesting bird survey shall be conducted by a qualified biologist within 3 days prior to the start of construction activities to determine whether active nests are present within or directly adjacent to the construction zone. All active nests found shall be recorded.</p> <p>b. If active nests are detected during the survey, the qualified biologist shall establish an appropriate buffer and monitor the active nests within the buffers at a minimum of once per week to determine whether the birds are being disturbed. If signs of disturbance or stress are observed, the qualified biologist shall immediately implement adaptive measures to reduce disturbance. These measures shall be determined by the</p>					

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	qualified biologist and could include, without limitation, increasing buffer distance, temporarily halting construction activities until fledging is confirmed, or placing visual screens or sound dampening structures between the nest and construction activity.					
CULTURAL RESOURCES						
Archaeological Resources						
Archaeological resources encountered during ground-disturbing activities	CR-1 In the event archeological resources are found during construction, all attempts will be made to preserve in place or leave resources in an undisturbed state in compliance with all applicable laws. In the event that archeological resources are identified and cannot be preserved in place, a qualified archaeologist will be contacted to evaluate and determine appropriate treatment for the resource in accordance with Public Resources Code (PRC) Section 21083.2(i). Work in the vicinity of the discovery (15-meter radius) will halt until the appropriate assessment and treatment of the resource is	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	determined by the archaeologist (work can continue elsewhere on the project site).					
Human Remains Discovery						
Unknown and unanticipated human remains encountered during ground-disturbing activities	<p>CR-2</p> <p>If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Orange County Coroner shall be contacted. If the remains are deemed Native American in origin, the Coroner will contact the NAHC and identify a Most Likely Descendant pursuant to PRC Section 5097.98 and California Code of Regulations Section 15064.5. Work will only commence after consultation and treatment have been concluded. Work may continue on other parts of the project site while consultation and treatment are conducted.</p>	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction		
ENERGY						
Inefficient or wasteful energy consumption or conflict with the City's energy goals	Refer to Mitigation Measures GHG-2 through GHG-6					

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
GEOLOGY AND SOILS						
Paleontological Resources						
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	G-1 In the event paleontological resources are found during construction, all attempts will be made to preserve in place or leave resources in an undisturbed state in compliance with applicable laws. In the event that fossil specimens are encountered on the site and cannot be preserved in place, a qualified paleontologist will be contacted and work in the vicinity of the discovery (15-meter radius) will halt until the appropriate assessment and treatment of the resource is determined by the paleontologist (work can continue elsewhere on the project site). If recommended by the project paleontologist, monitoring may be implemented, collection of specimens or appropriate sediment samples may be conducted, and remains may be curated at a repository, in accordance with Society of Vertebrate Paleontology guidelines.	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
GREENHOUSE GAS EMISSIONS						
Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment or conflict with Assembly Bill 32 or California Air Resources Board's 2017 Scoping Plan Update	GHG-1 The number of large diesel trucks coming to the site (i.e., for deliveries, trash collection or other services) shall be limited to 20 trucks per day or less. This restriction is specifically applicable to trucks classified as medium-heavy duty and heavy-heavy duty with gross vehicle weight (GVW) greater than 19,500 pounds.	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction / On going		
	GHG-2 Onsite renewable energy sources (i.e., solar panels) shall be installed capable of generating up to 25% of the project's total electricity demand.	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction / On going		
	GHG-3 Prior to receiving a Certificate of Occupancy, the proposed project shall demonstrate to the satisfaction of the Garden Grove Building and Safety Division that water conservation strategies have been implemented, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and pool water recycling systems.	Project Applicant	Community and Economic Development Department /Public Works Department	Prior to receiving a Certificate of Occupancy		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	GHG-4 Waste management, recycling and composting programs shall be implemented to divert up to 50% of waste away from a landfill.	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction / On going		
	GHG-5 Electric landscaping equipment, such as leaf blowers and pressure washers shall be used.	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction / On going		
	GHG-6 No onsite natural gas fireplaces or fire pits shall be installed.	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction / On going		
	GHG-7 Trip reduction measures and project design features shall be implemented to reduce the number of auto-based trips generated by the project and to encourage the use of transit, bicycling, and walking through the following measures. 1. Improve the walkability and design of the project by providing	Project Applicant	Community and Economic Development Department /Public Works Department	During grading and building construction / On going		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>pedestrian and bicycling connections within the project site and to adjacent off-site facilities (i.e., sidewalks, crosswalks, wayfinding signage, etc.).</p> <p>2. Provide traffic calming measures (i.e., marked crosswalks, raised crosswalks, raised intersections, count-down signal timers, curb extensions, speed tables, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, etc.)</p> <p>3. Provide secure onsite bicycle racks and provide bicycle rentals for hotel guests.</p> <p>4. Provide transit/shuttle service for guests to local area attractions. The shuttle service shall operate on a regular daily basis and be offered to all guests staying at the hotel.</p> <p>5. Hotel management/concierge</p>					

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>should provide information that promotes walking, bicycling and public transit options to nearby attractions. This should include information on local bus routes and schedules and wayfinding to the existing transit stops along Harbor Boulevard.</p>					
NOISE						
Construction Noise Reduction						
<p>Generate temporary noise levels in exceedance of ambient conditions at the residential uses surrounding the project site</p>	<p>N-1 Prepare and submit a construction management plan to the City of Garden Grove prior to starting construction. The construction management plan shall ensure all contractors implement construction best management practices to reduce construction noise levels. Best management practices shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices (e.g., engine shields). Where feasible, electric hook-ups shall be provided to avoid the use of 	Project Applicant	Community and Economic Development / Public Works Department	Prior to grading and building construction		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.)</p> <ul style="list-style-type: none"> • Use electric air compressors and similar power tools rather than diesel equipment, where feasible. • Locate staging area, generator areas, and stationary construction equipment as far from the adjacent residential homes, as feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. • Provide notifications and signage in readily visible locations along the perimeter of construction sites that indicate the dates and duration of construction activities, as well as provide a telephone number where neighbors can inquire about the 					

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>construction process and register complaints to a designated construction noise disturbance coordinator.</p> <ul style="list-style-type: none"> All construction activities shall take place during daytime hours, between 7:00 a.m. to 8:00 p.m., per the requirements of the City of Garden Grove conditions of approval. No impact pile driving or blasting activities shall be permitted on the project site during construction. 					
	<p>N-2 Construct the eight (8) foot high masonry block noise barrier wall along the western and northwestern property lines during the first phase of construction, prior to performing any excavation or grading activities.</p>	Project Applicant	Community and Economic Development / Public Works Department	During the first phase of construction, prior to performing any excavation or grading activities		
	<p>N-3 Install a temporary noise barrier wall along the northern and southern property lines of the project site to shield adjacent sensitive receptors from construction noise. The temporary barrier should be</p>	Project Applicant	Community and Economic Development / Public Works Department	During the first phase of construction, prior to performing any excavation or		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	installed at the first phase of construction, prior to performing any excavation or grading activities and shall remain till the construction is completed. The temporary noise barrier shall be a minimum of six (6) feet high and present a solid face area such as by installing sound absorptive material or blankets which can be installed in multiple layers for improved noise insulation.			grading activities		
TRANSPORTATION						
Left-Turn Queue						
Substantially increase hazards due to a geometric design or incompatible uses	TR-1	Coordinate with the City of Anaheim to determine if the project is required to make a fair-share contribution to extend the left-turn capacity up to 266 feet at the intersection of Harbor Boulevard and Orangewood Avenue.	Project Applicant	Public Works Department	Prior to final building permits	
	TR-2	Pay full cost to extend the left-turn capacity up to 169 feet at the intersection of West Street and Chapman Avenue.	Project Applicant	Public Works Department	Prior to final building permits	
	TR-3	Pay full cost to extend the left-turn capacity up to 105 feet at the intersection of Harbor Boulevard and Lampson Avenue.	Project Applicant	Public Works Department	Prior to final building permits	

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	TR-4 Pay full cost to extend the left-turn capacity up to 133 feet at the intersection of Haster Street and Lampson Avenue.	Project Applicant	Public Works Department	Prior to final building permits		
	TR-5 Pay full cost to extend the left-turn capacity up to 381 feet at the intersection of Harbor Boulevard and Trask Avenue.	Project Applicant	Public Works Department	Prior to final building permits		
TRIBAL CULTURAL RESOURCES						
Substantial adverse change in the significance of a tribal cultural resource pursuant to Public Resources Code § 21074	TCR-1 If any tribal cultural resources are encountered within the project site, interested Native American parties established in the contact program, in compliance with Assembly Bill 52 (AB 52), will be notified. The City of Garden Grove will coordinate with interested Native American parties, as established during AB 52 consultation, to determine whether the resources constitute tribal cultural resources and solicit any comments the Native American parties may have regarding appropriate treatment and disposition of the resources. All attempts will be made to preserve tribal cultural resources in place or leave resources in an undisturbed	Project Applicant	Community and Economic Development / Public Works Department	During grading and building construction		

IDENTIFIED IMPACT	MITIGATION MEASURES/PDFs	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	<p>state in compliance with all applicable laws. Work in the vicinity of the discovery (15-meter radius) will halt until the appropriate assessment and treatment of the resource is determined in consultation with Native American parties (work can continue elsewhere on the project site).</p>					

EXHIBIT "B"

PERFORMANCE STANDARDS

Planned Unit Development No. PUD-141-01(A)

The following performance standards shall apply as conditions of approval to any future hotel resort development and/or subdivision of property covered by this Planned Unit Development:

1. The term "applicant," as referenced herein, shall refer to both the developer, tenant/business operators and the property owners, including subsequent purchasers and/or tenants of the project. The applicant and subsequent owner/operators of such business shall adhere to the performance standards for the life of the project, regardless of property ownership. Any changes of the performance standards require approval by the hearing body.
2. All performance standards shall be implemented at the applicant's expense, except where specified in the individual performance standards.
3. All mitigation measures that are part of the Mitigated Negative Declaration that was adopted in conjunction with approval of Planned Unit Development No. PUD-141-01(A) shall be implemented.
4. The project is subject to the Mitigation Monitoring and Reporting Program adopted by the City Council as part of the Mitigated Negative Declaration adopted by the City in conjunction with Planned Unit Development No. PUD-141-01(A). In order to assist the City to verify that all required project mitigation measures and project design features are complied with in a timely manner, a project-specific mitigation-monitoring program for monitoring all applicable project-related mitigation measures shall be prepared by the developer/applicant and approved by the Planning Services Division prior to issuance of building permits. Said mitigation monitoring program shall be implemented during project construction through completion. The developer shall provide the City with a quarterly report demonstrating adherence to all mitigation measures. Said person shall provide a report to the City when requested.
5. The project shall comply with the following project design features (PDF) identified in the Mitigated Negative Declaration:

Construction PDFs

- PDF-1 Prior to starting construction, the project applicant shall submit a Construction Management Plan to the City of Garden Grove that specifies how all construction design features will be implemented.

- PDF-2 The project applicant must follow the standard South Coast Air Quality Management District (SCAQMD) rules (Rule 403) and requirements applicable to fugitive dust control, which include, but are not limited to the following:
1. All active construction areas shall be watered two (2) times daily.
 2. Speed on unpaved roads shall be reduced to less than 15 miles per hour (mph).
 3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
 4. Any onsite stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
 5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
 6. Access points shall be washed or swept daily.
 7. Construction sites shall be sandbagged for erosion control.
 8. Apply nontoxic chemical soil stabilizers according the manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
 9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
 10. Pave or provide construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
 11. Replace the ground cover of disturbed areas as quickly possible.

- PDF-3 All diesel construction equipment should have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest California Air Resources Board (CARB) best available control technology.
- PDF-4 Construction equipment should be maintained in proper tune.
- PDF-5 All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
- PDF-6 Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible.
- PDF-7 The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
- PDF-8 Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- PDF-9 Establish staging areas for the construction equipment that as far from adjacent residential homes, as feasible.
- PDF-10 Use haul trucks with on-road engines instead of off-road engines for onsite hauling.

Operational PDFs

- PDF-11 The project should comply with the mandatory requirements of the latest California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (California Green Building Standards Code [CALGreen]), including the provisions for bicycle parking, electric vehicle charging stations, energy efficiency, material conservation, and water/waste reduction.
- PDF-12 Install signage at loading docks requiring trucks to limit engine idling times to 5 minutes or less.
- PDF-13 The project applicant must install an eight (8) foot high masonry block noise barrier wall along the western and northwestern property line. The property line wall will be constructed using masonry block and the barrier's weight must be at least 3.5

pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) must be filled with grout or caulking to avoid flanking.

PDF-14 All central plant heating, ventilation, and air conditioning (HVAC) equipment, mechanical pumps and pool equipment must be fully enclosed inside the building structure.

PDF-15 The hotel themed pool attraction and outdoor pool deck operation will be open only during daytime hours (7:00 a.m. – 10:00 p.m.).

PDF-16 A minimum eight (8) foot high noise barrier shielding wall should be installed and maintained along all sides of the perimeter of the outdoor patio and pool deck area on level six (6) to shield noise associated with pool activities. The barrier's weight should be at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. Noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block
- Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot; and/or
- Transparent glass (5/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

PDF-17 The project should provide one row of vegetation along the north, west, and south sides of the interior pool deck wall on level six (6) by planting evergreen trees/shrubs. A dense vegetation barrier can help provide some sound absorption and visual screening to further help reduce noise levels impacting the adjacent residential homes surrounding the project site. Vegetation should be at least as high as the wall (8 feet).

PDF-18 Outdoor speakers on the pool deck must be predominantly located and concealed within the landscape. All outdoor speakers must be located not greater than eight (8) feet high

above the pool deck and directed inwards towards the pool or lazy river area.

- PDF-19 The project access on Twintree Avenue must be restricted to emergency access, maintenance vehicles, trash, and delivery trucks only. All employee and guest access to the project site, including tourist buses and shuttles, must be via Harbor Boulevard.
- PDF-20 Delivery, loading/unloading activity, and trash pick-up hours shall be limited to daytime hours (7:00 a.m. – 10:00 p.m.) only, per the requirements of Garden Grove Municipal Code Section 8.47.060(I). Signage should be posted in the designated loading areas reflecting these hour restrictions.
- PDF-21 Engine idling time for all delivery vehicles and trucks must be limited to 5 minutes or less. Signage should be posted in the designated loading areas reflecting the idling restrictions.
- PDF-22 A 4-foot high noise shielding wall must be installed on the perimeter of each floor of the parking structure facing the residential neighborhood to the west, north and south.
- PDF-23 The drive aisle surfaces within the parking structure must have a textured finish or treatment that helps minimize tire squeal.
- PDF-24 The exterior façade of the parking structure must include louvered or perforated wall paneling to help conceal parking structure activities and reduce noise levels. Paneling should cover the entire upper portions of the parking structure openings of each floor facing the west, north and south.
- PDF-25 The project must comply with the California Title 24 Sound Transmissions requirements for exterior walls, roofs, and common separating assemblies (e.g., floor/ceiling assemblies and demising walls).
- a. Walls, partitions, and floor-ceiling assemblies separating sleeping units from each other or from public or service areas shall have a sound transmission class (STC) of not less than 50, or not less than 45 if field tested.
 - b. Floor-ceiling assemblies between sleeping units shall have an impact insulation class (IIC) rating of not less than 50, or not less than 45 if field tested.

- c. Interior noise levels due to exterior sources shall not exceed a community noise equivalent level (CNEL) or a day-night level (LDN) of 45 A-weighted decibel (dBA), in any habitable room.

PDF-26 For proper acoustical performance, the project must utilize standard building practices to ensure all exterior windows, doors, and sliding glass doors have a positive seal and leaks/cracks are kept to a minimum.

6. In order to verify compliance with the applicable project mitigation measures, project design features, development standards, and performance standards, the developer shall submit a full set of construction plans to the Community and Economic Development Department for review prior to plan check submittal. The plans shall include a dimensioned and detailed site plan, a floor plan, elevations, a landscaping plan, and a lighting plan, each of which complies with all the appropriate requirements.

Public Works Engineering Division

The following provisions of the Public Works Engineering Division shall be complied with:

7. The applicant shall receive approval of a subdivision map (Tentative Tract Map) in order to reconfigure the project site prior to submitting any type of construction plans to the City of Garden Grove.
8. The project main entrance shall be aligned with the future hotel development project (Site C) across Harbor Boulevard per approved traffic study. The applicant shall coordinate with the Engineering Division to obtain approved street improvement plans and signal/stripping plans. Unless otherwise agreed in writing by the City and approved by the City Council, as recommended in the Site "B2" Hotel Traffic Impact Study prepared for the Project by RK Engineering Group, Inc., dated April 27, 2022 ("Traffic Study"), the applicant shall make a fair-share contribution to the costs to install a traffic signal at the project main entrance. Provided the Site C project at the northeast corner of Harbor Boulevard and Twintree Lane is developed and the traffic signal installed prior to construction of the subject project, the applicant's fair share contribution shall be fifty percent (50%) of the total cost to design, purchase, and install the traffic signal, as reasonably determined by the City Engineer. As stated in the Traffic Study, in the event the Site C project does not get developed and the traffic signal has not been installed prior to application of building permits for the subject project, then, unless otherwise agreed in writing by the City and approved by the City Council, the applicant

shall be fully responsible to pay for the entire costs of signal installation, not just a fair share. The applicant's contribution towards the cost of this traffic signal shall be paid to the City prior to the issuance of building permits.

9. As recommended in the Traffic Study, unless otherwise agreed in writing by the City and approved by the City Council, the applicant shall make a fair-share contribution to the costs to install and modify the traffic signal at the intersection of Harbor Boulevard and Twintree Lane. Provided the Site C project at the northeast corner of Harbor Boulevard and Twintree Lane is developed and the traffic signal installed prior to construction of the subject project, the applicant's fair share contribution shall be fifty percent (50%) of the total cost to design, purchase, and install the traffic signal, as reasonably determined by the City Engineer. As stated in the Traffic Study, in the event the Site C project does not get developed and the modified traffic signal has not been installed prior to application of building permits for the subject project, then, unless otherwise agreed in writing by the City and approved by the City Council, the applicant shall be fully responsible to pay for the entire costs of modified signal installation, not just a fair share. The applicant's contribution towards the cost of this traffic signal shall be paid to the City prior to the issuance of building permits.
10. The applicant shall meet and confer and negotiate in good faith with the City to reach an agreement or agreements that address design and installation, limitations, maintenance obligations, and the respective responsibilities of the applicant and the City regarding Project-related improvements that are constructed in or encroach into the public right-of way, including, but not limited to, signal modification or full signal installation at the main entrance on Harbor Boulevard, if necessary, signal modification at the intersection of Harbor Boulevard and Twintree Avenue, if necessary, decorative pavers, landscaping, median improvements, irrigation and other improvements. Public street improvements shall be protected from water infiltration and migration by impervious barriers where pervious BMP's are installed. (TGD – INF-3) Such agreements shall be consistent with the provisions of Planned Unit Development No. PUD-141-01(A), applicable Project conditions of approval, and other agreements entered into by the City regarding the Project.
11. The applicant shall be responsible for maintaining the new landscape and irrigation improvements in the public right-of-way adjacent to the Project boundaries for a period of five (5) years following the issuance of a certificate of occupancy for the Project. All plant materials and irrigation systems installed by the applicant shall be maintained for a period of five consecutive years. All plants that show signs of failure to grow at any time during the life of the 5-Year Landscape Maintenance Period, or those plants so injured or damaged as to render them unsuitable for the purpose intended, as

determined by the City Engineer, shall be immediately replaced in kind at the expense of the developer or contractor. The applicant shall prepare and execute an enforceable agreement memorializing the foregoing obligations, in a form approved by the City Manager, prior to the issuance of any building permit for the Project.

12. The applicant shall coordinate with the Engineering Division to confirm the ultimate width and location of the right-of-way from the street centerline to the parkway limit and corner cut-off at intersections as required by the City General Plan. If needed, the applicant shall dedicate right-of-way and corner cut-off from the existing right-of-way line fronting the project to the ultimate right-of-way for future ultimate street improvements. Applicant shall record said easement in a format conforming to City policy guidelines under the approval authority of the City Engineer and City Attorney. The applicant shall submit to the Engineering Division an updated title report along with copies of the recorded instruments listed in the title report, as well as reference maps and exhibits used to prepare the legal description. Dedication exhibits shall include closure calculations along with a detailed plat for review and approval of the street dedication exhibits by the City Engineer.
13. All vehicular access drives to the site shall be provided in locations approved by the City Traffic Engineer. (Policies and Procedures - TE-17)
14. Any new drive approaches to the site shall be constructed in accordance with Garden Grove Standard B-120 as they conform to land use and roadway designation.
15. Median Design and Opening Spacing shall be in accordance with City's Traffic Policy & Procedures TE-11.
16. Raised Median Design shall be in accordance with City's Traffic Policy & Procedures TE-64 and City's Standard B-128 and B-132.
17. Turning Template shall be in accordance with City's Traffic Policy & Procedures TE-14.
18. Driveway Opening Policy shall be in accordance with City's Traffic Policy & Procedures TE-8.
19. Sight Distance Standards shall be in accordance with City's Traffic Policy & Procedures TE-13.
20. Median Nose Flare Designs shall be in accordance with City's Traffic Policy & Procedures TE-36.

21. Private Property Tow Away Sign Design shall be in accordance with City's Traffic Policy & Procedures TE-19.
22. No Parking Fire Lane Sign Design shall be in accordance with City's Traffic Policy & Procedures TE-20.
23. Parking lot layout shall be in accordance with City Standard B-311 & B-312.
24. The applicant shall comply with the following improvements and recommendations of the approved Traffic Study:
 - a. The applicant shall coordinate with the City of Anaheim to determine if the project is required to make a fair-share contribution to extend the left-turn capacity up to 266 feet of Harbor Boulevard/Orangewood Avenue.
 - b. Unless otherwise agreed in writing by the City and approved by the City Council, the applicant is responsible for full cost to extend the southbound left-turn capacity up to 169 feet at the intersection of West Street/Chapman Avenue.
 - c. Unless otherwise agreed in writing by the City and approved by the City Council, the applicant shall be responsible to pay full cost to extend the eastbound left-turn capacity up to 105 feet at the intersection of Harbor Boulevard/Lampson Avenue.
 - d. Unless otherwise agreed in writing by the City and approved by the City Council, the applicant shall be responsible to pay full cost to extend the northbound left-turn capacity up to 133 feet at the intersection of Haster Street/Lampson Avenue.
 - e. Unless otherwise agreed in writing by the City and approved by the City Council, the applicant shall be responsible to pay full cost to extend the southbound left-turn capacity up to 381 feet at the intersection of Harbor Boulevard/Trask Avenue.
 - f. The applicant shall improve the walkability and design of the project by providing pedestrian and bicycling connections within the project site and to adjacent off-site facilities (i.e., sidewalk, crosswalk, wayfinding signage, etc.).
 - g. The applicant shall provide traffic calming measures (i.e., marked crosswalk, raised crosswalk, raised intersections, count-down signal timers, curb extensions, speed tables, median islands, tight corner

radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, etc.).

- h. The applicant shall provide secure on-site bicycle racks and provide bicycle rentals for hotel guests.
- i. The applicant shall provide transit/shuttle service for guests to local area attractions. The shuttle service shall operate on a regular basis and be offered to all guests staying at the hotel.
- j. Hotel management/concierge shall provide information that promotes walking, bicycling and public transit options to nearby attractions. This should include information on local bus routes and schedules, and wayfinding, to the existing transit stops along Harbor Boulevard.
- k. The applicant shall ensure adequate radius is provided for appropriate vehicles (fire trucks, buses, limousines, trash trucks, etc.) to navigate the project access and roundabout.
- l. The project shall provide adequate drive aisle and lane widths.
- m. Parking spaces should not be located near or within the roundabout. If absolutely necessary, the spaces near the roundabout should be valet-operated and used for long-term parking. In any case, adequate clearance and space should be provided for vehicles navigating the roundabout.
- n. The entrance roundabout should be designed appropriately and per engineering standards for roundabouts, including geometric elements such as Center Island, travel lanes, deflections and inscribed circles. Appropriate design needs to be considered and implemented for all appropriate modes of transportation including pedestrian and bicycles.
- o. The applicant shall provide appropriate and adequate wayfinding and signage for drivers to easily navigate the entrance and exit.
- p. During times of high activity for the project and/or the adjacent Sheraton Hotel, the applicant shall provide adequate valet staff and means to ensure traffic does not spill back onto the roundabout or Harbor Boulevard and impede the flow of vehicles.
- q. Prior to final circulation design, the applicant shall provide detail plans, including drive aisle dimensions and roundabout details, for review by a registered traffic engineer.

Building and Safety Division Services Division

The following provisions of the Community and Economic Development Building and Safety Division shall be met:

25. The project shall comply with the latest requirements of the California Building Code (CBC), the California Green Building Code, the California Energy Standards, Fire Code, and all California Model Codes.

Orange County Fire Authority (OCFA)

The following provisions of the Orange County Fire Authority be met:

26. The applicant shall comply with all applicable Orange County Fire Authority (OCFA) requirements, including, but not limited to, the High-Rise Building provisions of the California Fire Code, California Building Code, and OCFA Guidelines and Fire Master Plan.
27. Prior to submitting plans to the City of Garden Grove for plan check review, the applicant shall coordinate with OCFA for review of preliminary plans to ensure that the plans are designed to address all applicable code requirements.
28. An Architect of Record shall be hired for this project. The Architect of Record shall develop detailed preliminary plans that comply with all applicable codes.
29. The preliminary plans shall include a site plan that demonstrates compliance with OCFA Guideline for Fire Master Plans. The fire lane may not go under any portion of the structure and the locations necessary for laddering to the roof deck shall be located 20 to 40 feet from the building. The fire access roadway may not be on the adjacent property unless the owner of that property grants the City of Garden Grove an emergency access easement for the purpose of emergency access to the hotel property.
30. A Fire Protection Engineer (FPE) of Record shall be hired for this project. The FPE shall review the preliminary plans, which will be drawn by the Architect of Record, and shall determine if there are any design problems that may prevent fire life-safety systems from being designed and installed in a code compliant way. The FPE shall also determine the type of smoke-control system that will be most appropriate for this project and confirm that a smoke control system design will be feasible, given the challenges, which are unique to this project.
31. The applicant shall provide a Water Availability Form signed by a representative of the local purveyor to demonstrate if the existing water

supply meets or exceeds the fire-flow requirement. When the information described above is complete, OCFA will be able to provide traditional project conditions, to replace these preliminary conditions, including a comprehensive list of the plan types that will be required to be submitted to OCFA for this project, and when each plan type must be submitted. A grading permit should not be issued prior to OCFA's approval of a Fire Master Plan.

Planning Services Division

The following provisions of the Community and Economic Development Planning Services Division shall be met:

32. The operation of the hotel shall comply with the performance standards of Planned Unit Development No. PUD-141-01(A), the project design features, and mitigation measures adopted for PUD-141-01(A). This includes complying with all provisions of Alcoholic Beverage Control Act. In addition, this provision also governs the entertainment venues, the ballroom and meeting space, restaurants, and the indoor/outdoor areas. In regard to specific activities within the hotel's entertainment venues, the ballroom/meeting space, and hotel amenity, and pool deck areas, regardless of the type of event conducted, no event or activity shall at any time be or become a nuisance, disturbance or, or cause complaints for hotel guests or occupants of the surrounding area/properties, or in any way endanger the public health, safety, or welfare.
33. The applicant shall apply for and receive approval of Conditional Use Permits for the sale of alcoholic beverages within the hotel, hotel restaurants, and ballroom/meeting space.
34. The applicant shall prepare a reciprocal access easement agreement, covenant agreement, or similar deed restriction (an "REA") for review and approval by the Community and Economic Development Director and City Attorney, which provides for reciprocal access between the project site and the adjacent hotel property to the north (12221 Harbor Boulevard). The applicant shall record the REA and provide City with a copy of the recorded REA prior to the issuance of building permits.
35. If any required parking spaces that serve the adjacent hotel development, the Sheraton Hotel at 12221 Harbor Boulevard, are removed to accommodate the proposed project, the applicant shall ensure that the parking spaces are relocated and placed on the adjacent hotel project site to continue to serve the existing hotel. The Community and Economic Development Department shall review and approval the location of all new parking spaces.

Planned Unit Development No. PUD-141-01(A)
Performance Standards

36. The vehicular access on Twintree Avenue shall be restricted for emergency access, maintenance vehicle access, and trash and delivery trucks access only. All employees and guests shall access the project site, including tourist buses and shuttles, from the Harbor Boulevard access.
37. The driveways on Harbor Boulevard and Twintree Avenue shall be designed with enhanced concrete treatment. All details of the decorative entry shall be submitted on the required landscape plans for review and approval of the Community and Economic Development Department.
38. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the City's Planning Services Division. Lighting adjacent to residential properties shall be restricted to low decorative type wall-mounted lights, or a ground lighting system. Lighting shall be provided throughout all drive aisles and entrances to the development per City standards for street lighting. Lighting in the common areas shall be directed, positioned, or shielded in such manner so as not to unreasonably illuminate the window area of nearby residences. The applicant shall also submit a site specific light and glare study for review and approval by Community and Economic Development Department prior to issuance of building permit.
39. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, the use of electricity from power poles rather than diesel or gasoline powered generators, the use of methanol, natural gas, propane, or butane vehicles instead of gasoline or diesel powered equipment, where feasible, the use of solar or low-emission water heaters, and the use of low-sodium parking lot lights, to ensure compliance with Title 24.
40. During construction, if paleontological or archaeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with applicable law. In the event that fossil specimens or cultural resources are encountered on the site during construction and cannot be preserved in place, the applicant shall contact and retain, at applicant's expense, a qualified paleontologist or archaeologist, as applicable, acceptable to the City to evaluate and determine appropriate treatment for the specimen or resource, and work in the vicinity of the discovery shall halt until appropriate assessment and treatment of the specimen or resource is determined by the paleontologist or archeologist (work can continue elsewhere on the project site). Any mitigation, monitoring, collection, and specimen/resource treatment measures recommended by the paleontologist/archaeologist shall be implemented by the applicant at its own cost.

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Performance Standards

41. The applicant shall comply with the Migratory Bird Treaty Act (MBTA), and Sections 3503, 3503.5 and 3515 of the California Fish and Game Code, which require the protection of active nests of all bird species, prior to the removal of any on-site landscaping, including the removal of existing trees.
42. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning the Project, including, but not limited to, Planned Unit Development No. PUD-141-01(A), the associated Mitigation Monitoring and Reporting Program for the Project, and/or any land use permit approved by the City to facilitate development of the Project. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including, but not limited, to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

RESOLUTION NO. 6045-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE CONTINGENTLY APPROVING SITE PLAN NO. SP-107-2022 TO REDEVELOP THE SITE B2 PROJECT SITE WITH THE NICKELODEON HOTEL RESORT ON PROPERTIES LOCATED AT THE NORTHWEST CORNER OF HARBOR BOULEVARD AND TWINTREE AVENUE, EAST OF TAMERLANE DRIVE, AT 12241, 11261, 12271, 12291, 12311 AND 12323 HARBOR BOULEVARD, 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, AND 12321 THACKERY DRIVE, ASSESSOR'S PARCEL NOS. 231-471-06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17,18, 19, 20, 21, 22, 23, AND 24.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on July 7, 2022, does hereby approve Site Plan No. SP-107-2022 for land located at the northwest corner of Harbor Boulevard and Twintree Avenue, east of Tamerlane Drive, at 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard, 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive, Assessor's Parcel Nos. 231-471-06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17,18, 19, 20, 21, 22, 23, and 24 (collectively, the "Project"), subject to and contingent upon the effectiveness of a resolution approving Street Vacation No. SV-002-2022 and an ordinance approving Planned Unit Development No. PUD-141-01(A) by the Garden Grove City Council.

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-107-2022, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Kam Sang Company (the "Applicant").
2. The applicant is requesting Site Plan approval to authorize the construction of a full-service, high-rise hotel resort with hotel program entertainment, pool deck, ballroom/meeting space, and food and beverage (restaurant) opportunities on a 3.72-acre site. The proposed project will consist of a 500-room hotel resort with a themed pool experience with a lazy river and a pool slide; event space with a 600-seat theater; 17,715 square feet of ballroom/meeting space at; 22,296 square feet of hotel restaurant; 5,480 square feet of retail; themed amenities totaling 13,238 square feet; a 7,000 square foot arcade; a spa and fitness center at 8,532 square feet; a five-level parking structure with 528 parking spaces; and related site improvements.
3. Pursuant to the California Environmental Quality Act CEQA), Public Resources Code Section 21000 et. seq., and the CEQA guidelines, 14 California Code of Regulations, Tit. 14, Sec. 15000 et. seq., an Initial Study was prepared and it has been determined that the proposed project qualifies for a Mitigated Negative Declaration because the proposed project with incorporation of the proposed mitigation measures cannot, or will not, have a significant effect on

the environment. The Mitigated Negative Declaration was prepared and circulated in accordance with CEQA and CEQA's implementing guidelines. Pursuant to Resolution No. 6044-22, adopted July 7, 2022, the Planning Commission recommends that the City Council adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project.

4. The Project site has a General Plan Land Use designation of International West Mixed Use. A PUD amendment is being processed in conjunction with Site Plan No. SP-107-2022 to create a sub-area PUD, PUD-141-01(A), to establish development standards to facilitate the development of the proposed hotel. The Project site is 3.72-acres and is comprised of nineteen (19) parcels, as well as Thackery Drive and a public alley. The project site is currently vacant and unimproved. Thackery Drive and the public alley are proposed to be vacated by the City Council under Street Vacation No. SV-002-2022 and integrated into the Project site.
5. Existing land use, zoning, and General Plan designations of property in the vicinity of the subject property have been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on July 7, 2022, and all interested persons were given an opportunity to be heard.
8. Concurrently with adoption of this Resolution, on July 7, 2022, the Planning Commission adopted Resolution No. 6044-22 recommending that Garden Grove City Council adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approve Planned Unit Development No. PUD-141-01(A) to facilitate the development of the proposed hotel resort, and Resolution No. 6046-22 finding and reporting to City Council that Street Vacation No. SV-002-2022 for the vacation of Thackery Drive, and a public alley, is consistent with the City's General Plan. The facts and findings set forth in Planning Commission Resolution Nos. 6044-22 and 6046-22 are hereby incorporated into this Resolution by reference.
9. The Planning Commission gave due and careful consideration to the matter during its meeting of July 7, 2022, and considered all oral and written testimony presented regarding the project, the Initial Study, and the Mitigated Negative Declaration.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.32.030, are as follows:

FACTS:

The Project site consists of 3.72-acres of land located on the northwest corner of Harbor Boulevard and Twintree Avenue, east of Tamerlane Drive. The project is located in the Grove District Anaheim Resort Area, which is the City's resort tourism area that is developed with hotels, restaurants, and commercial uses.

The project site abuts a Planned Unit Development No. PUD-141-01 zoned property to the north developed with the Sheraton Hotel; Multiple-Family Residential (R-3) zoned properties to the northwest developed with two-story residential apartments; Single-Family Residential (R-1) zoned properties to the west developed with one-story, single-family homes. To the south, across Twintree Avenue, are R-1 zoned properties developed with single-family homes, and PUD-121-98 zone properties developed with single-family homes and a commercial building. Across Harbor Boulevard to the east are vacant parcels entitled for the Site C hotel resort project, which are zoned PUD-128-12.

The project site is comprised of nineteen (19) parcels, including Thackery Drive and a public alley, which are proposed to be vacated by the City Council under Street Vacation No. SV-002-2022 and integrated into the development. The General Plan Land Use designation of the Site was changed to International West Mixed Use in 2008 pursuant to City Council Resolution No. 8851-08. Thirteen of the existing parcels within the Project site are currently zoned PUD-141-01, which was adopted in 2002 to facilitate the development of two hotels. Six (6) of the existing vacant parcels are still technically designated as zoned R-1; however, this zoning is inconsistent with the International West Mixed Use Land Use Designation, and single-family residential uses could not legally be established on these parcels.

The project site is referred to as the Site B2 Project. The subject properties were acquired by the former Garden Grove Redevelopment Agency and the City of Garden Grove to facilitate the development of a hotel resort. The developer entered into an Exclusive Negotiation Agreement (ENA) with the City of Garden Grove, and the parties are currently negotiating a disposition and development agreement ("DDA") to facilitate development of the project site with the Nickelodeon Hotel Resort.

The applicant proposes to develop the project site with a Nickelodeon hotel resort. The proposed project will consist of a 500-room hotel resort with a themed pool experience with a lazy river and a pool slide; event space with a 600-seat theater; 17,715 square feet of ballroom/meeting space; 22,296 square feet of hotel restaurant; 5,480 square feet of retail; themed amenities totaling 13,238 square feet; a 7,000 square-foot arcade; a spa and fitness center at 8,532 square feet; a five-level parking structure with 528 parking spaces; and related site improvements.

Planned Unit Development No. PUD-141-01(A), which is being processed in conjunction with this request, will establish a sub-area PUD over the entire project site, PUD-141-01(A), and will establish development standards to facilitate the development of the proposed hotel resort.

FINDINGS AND REASONS:

Site Plan:

1. The Site Plan complies with the spirit and intent of the provisions, conditions and requirements of Title 9 and is consistent with the General Plan.

The Project is located in the City's Grove District Anaheim Resort Area, which is the City's entertainment and tourism resort area. The Project site has a General Plan Land Use Designation of the International West Mixed Use, and PUD-141-01(A) to establish development standards to facilitate development of the Project is being processed in conjunction with this Site Plan request.

The International West Mixed Use land use designation is intended to promote resort, entertainment, retail, restaurants, and hotels along Harbor Boulevard. PUD-141-01(A) will establish development standards for the entire Project site that will facilitate the development of the proposed hotel. The proposed PUD will establish development standards that will regulate the number of hotel rooms, building height, building setbacks, landscaping, permitted uses, required parking, site circulation and access, signage, utilities, storage and refuse collection, and environmental mitigation measures. The proposed Project has been designed to comply with the development standards of PUD-141-01(A).

In addition, the proposed Project is consistent with the goals and policies of the General Plan Land Use Element, the Community Design Element, and the Economic Development Element, including:

- (a) *Policy LU-1.4 to encourage a wide variety of retail and commercial uses, such as restaurant and cultural arts/entertainment, in appropriate locations AND Policy LU-6.2 to encourage a mix of retail and commercial services along major corridors and in centers to meet the community needs.*

The proposed Project is located in the City's resort tourism district, the Grove District Anaheim Resort Area, which encourages restaurants, retail, entertainment and hotel uses along Harbor Boulevard. The proposed Project will introduce a new hotel resort, Nickelodeon Hotel Resort. The proposed hotel resort will feature 500 hotel rooms with themed hotel amenities, including a themed pool deck with a lazy river

and a pool slide; a 600-seat theater (Nick studio), and themed entertainment venues (Studio Hall and Nick Arcade). The hotel resort will also include restaurants (food and beverage) and event space (ballroom and meeting space). The proposed Project will expand and enhance the hospitality services currently available in the City's resort area by introducing a new hotel resort with unique hotel amenities that will attract local and regional visitors.

- (b) *Policy LU-1.5 to encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed-use areas.*

The proposed Project is located in the City's resort area, which is developed with hotels, restaurants, and retail uses that are conveniently located within walking distance of one another. The proposed Project will enhance the City's resort area and will continue to encourage pedestrian activity and a pedestrian-friendly street environment. The Project will provide landscaping and a decorative public sidewalk pattern that is specific to the resort area. The landscape pattern will liven the streetscape to encourage pedestrian activity within the resort area. The landscape pattern along Harbor Boulevard, including the public right-of-way, will include a double row of palm trees and canopy trees with up-lighting, shrubs, and ground cover that will create an inviting environment for pedestrians.

- (c) *Goal LU-4 that seeks to develop uses that are compatible with one another AND Policy LU 4.5 that requires that commercial developments adjoining residential uses be adequately screened and buffered from residential areas.*

The proposed Project is located in the City's resort area, and is developed with hotels, restaurants, and other commercial uses. The project directly abuts the Sheraton Hotel to the north, and directly abuts residential uses to the northwest and west. The proposed Project will be compatible with the existing hotel developments in the resort district. The hotel will offer hotel themed amenities that are unique to the Nickelodeon hotel brand, including a themed pool with a lazy river and a pool slide, a 600-seat theater (Nick Studio), and entertainment venues, including Studio Hall and a Kid's Lounge. The proposed Project will incorporate specific mitigation measures and project design features to minimize impacts to the adjacent residential uses from noise generated from the hotel, including from the parking structure and the pool deck. Implementation of the mitigation measures and project design features will ensure that the adjacent

residential uses are adequately screened and buffered from the proposed hotel use.

- (d) *Goal LU-9 Creation of tourism and entertainment-related destination area that will benefit all residents, businesses, and visitors AND Policy LU-9.6 Locate tourist or entertainment related uses with adequate access to freeways or major arterials to encourage both local and regional patronage.*

The proposed Project is located in the City's resort tourism district, the Grove District Anaheim Resort Area, which is a tourist destination that encourages restaurants, retail, entertainment, and hotel uses. The proposed Project will introduce a themed hotel resort that will cater to residents, businesses, and visitors alike. The proposed Project will introduce unique hotel resort amenities that will appeal to residents and the general public. The proposed Project will introduce new employment opportunities to the local community. The proposed Project is located on Harbor Boulevard, which is a major arterial that connects to the State Route (SR) 22 and the I-5 Freeways, and that also connects to other major City arterial streets that intersect with Harbor Boulevard, such as Chapman Avenue, Garden Grove Boulevard, Trask Avenue, and Westminster Avenue. The proposed hotel resort is conveniently accessed by major arterial streets and freeways, which serve to provide convenient access to the project site to local and regional visitors.

- (e) *Policy CD-7.1 Encourage future development and redevelopment projects to reinforce district scale, identity, and urban form.*

The existing hotels located in the Grove District Anaheim Resort vary in design, massing, and building height with each hotel brand incorporating its own unique architectural design. Similarly, the proposed hotel will feature a contemporary architecture design that compliments and reflects the Nickelodeon brand. The intent of the project is to create a themed resort environment through enhanced architectural elements that integrate with the intent and vision of the resort district.

- (f) *Policy ED-1.1 Continue to encourage the development and expansion of hotel facilities in key corridors of the City (i.e., Harbor Boulevard)*

The proposed Project will further facilitate the development and expansion of the Grove District Anaheim Resort through the construction of a new, 500-room, themed hotel resort. The proposed Project will develop nineteen (19) existing parcels that are currently

vacant and unimproved, including a public street and alley that will be vacated, with a hotel resort that will offer themed amenities, event space, restaurants, and entertainment. The proposed Project will enhance the City's resort area and expand the hospitality services available in the area.

2. The Project will not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access.

The Project will be accessed from an existing vehicular entrance located on Harbor Boulevard that currently serves the Sheraton Hotel. This vehicular entrance will be modified to accommodate the necessary lanes for vehicle ingress and egress. The Harbor Boulevard entrance is designed to align with the proposed main entrance of the future Site C hotel resort, and will be signalized. The proposed Project will continue to be served by an existing right-turn lane (southbound on Harbor Boulevard) and a left-turn lane (northbound Harbor Boulevard) that currently serves the Sheraton Hotel property. The Harbor Boulevard entrance will serve as the main entrance to the project site for all guests, visitors, and hotel employees. Tourist buses and shuttle buses will also use the Harbor Boulevard entrance for access. The Project will provide a secondary vehicular entrance on Twintree Avenue that will be restricted for use by emergency vehicles, maintenance vehicles, and for trash and delivery trucks only. Vehicles entering and exiting the site from Twintree Avenue will be limited to left turn-out and right turn-in to minimize traffic impacts to the adjacent residential neighborhood.

The proposed Project will provide an internal vehicular circulation system designed to comply with the City's minimum drive-aisle standards, that accommodates two-way traffic, and that provides appropriate access for trash trucks and emergency vehicles. The Project includes two (2) roundabouts that will be designed to provide adequate clearance for all vehicles. The proposed Project will provide on-site sidewalks that originate from the public right-of-way that allow for pedestrian access to the Project site.

The parking for the Project will be provided within a five-level parking structure (four levels above-grade and one level below-grade) with a total of 528 parking spaces. A Shared Parking Study was prepared to estimate the parking demand for the Project to ensure that sufficient on-site parking is provided at all times to accommodate the hotel's uses. A Shared Parking Study is an appropriate analysis to determine the required parking for the Project since the project is a hotel resort with compatible and complimentary land uses that lend themselves to shared parking since patrons will utilize more than one use in the same trip.

The Shared Parking Study determined that the peak parking demand for the Project is estimated at 471 parking spaces during the weekday at 8:00 p.m., and 480 parking spaces during the weekend at 9:00 p.m. Therefore, the Project is required to provide a total of 480 parking spaces. The proposed Project will provide a total of 528 parking spaces, which is sufficient to accommodate the proposed peak parking demand of 480 parking spaces.

In addition, a Traffic Study was prepared for the Project that reviewed the Project's traffic and circulation, and the appropriate mitigation measures and circulation recommendations have been incorporated to minimize impact to off-site and on-site facilities.

The City's Traffic Engineering Section has reviewed the proposed Project, and the appropriate conditions of approval have been incorporated to minimize any adverse impacts to surrounding streets.

3. The Project will not adversely affect essential public facilities such as streets and alleys, utilities, and drainage channels.

The streets in the area will be adequate to accommodate the development once the developer provides the necessary improvements for the project. Utilities and drainage channels in the area are existing and are adequate to accommodate the development. The proposed development will provide landscaping and proper grading of the site, thereby, improving drainage in the area.

The City's Public Works Department has reviewed the proposed project, and all appropriate conditions of approval and mitigation measures have been incorporated to minimize any adverse impacts to surrounding streets.

4. The Project will not adversely impact the Public Works Department's ability to perform its required function.

The proposed Project will not adversely impact the Public Works Department ability to perform its required function. The City's Public Works Department has reviewed the project, and has incorporated all the appropriate conditions of approval and mitigation measures to minimize any adverse impacts.

5. The Project is compatible with the physical, functional, and visual quality of the neighboring uses and desirable neighborhood characteristics.

The Project is located in the City's Grove District Anaheim Resort, which is designated as a resort destination that encourages hotels, restaurants, and entertainment uses. The resort area is improved with existing hotels,

restaurants, and retail uses. The proposed Project will be compatible with the existing hotel developments in the area, and will expand and enhance the hospitality services currently available in the resort district. The building elevations will be designed to reflect the Nickelodeon hotel brand, and will include architectural elements that are unique to the hotel brand. The Project will provide landscaping and a decorative sidewalk pattern that is specific to the resort area intended to create a lively streetscape and an attractive environment. The landscape treatment along Harbor Boulevard will include a double row of palm trees and canopy trees with up-lighting, shrubs, and ground cover. The proposed Project, including the building architecture and landscaping, will be compatible and compliment other hotel developments in the resort area. Therefore, the Project will have a reasonable degree of physical, functional, and visual compatibility with the characteristics of the resort area.

6. Through the planning and design of buildings and building placement, the provision of open space landscaping and other site amenities will attain an attractive environment for the occupants of the property.

The proposed Project will revitalize existing vacant and unimproved properties located in the City's Grove District Anaheim Resort with a vibrant and attractive hotel resort development. The hotel will feature a contemporary architectural design that will incorporate elements that are unique to the Nickelodeon brand, including enhanced articulation, detailing, and varied building massing. The placement and design of the hotel building allows for appropriate outdoor hotel amenities and landscaping to be accommodated. The hotel will include a pool deck with a lazy river and a pool slide that will enhance the experience of hotel guests. The Project will provide landscaping along Harbor Boulevard and Twintree Avenue that is compatible with the resort area landscape pattern that will create a lively streetscape and an attractive environment for visitors and guests. The landscape treatment along Harbor Boulevard will include a double row of palm trees and canopy trees with up-lighting, shrubs, and ground cover, along with a decorative public sidewalk pattern.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report and in Resolution Nos. 6044-22 and 6046-22.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan possesses characteristics that would justify the request in accordance with Municipal Code Sections No. 9.32.030.D.3 (Site Plan).
2. In order to fulfill the purpose and intent of the Planned Unit Development No. PUD-141-01(A) and the Municipal Code and thereby promote the health, safety, and general welfare, the attached Conditions of Approval (Exhibit "A") that shall apply to Site Plan No. SP-107-2022.
3. Approval of this Site Plan shall be contingent upon the adoption and effectiveness of a resolution approving Street Vacation No. SV-002-2022 and an ordinance approving Planned Unit Development PUD-141-01(A) by the Garden Grove City Council.

EXHIBIT "A"

Site Plan No. SP-107-2022

12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard
12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291,
12311, and 12321 Thackery Drive.

CONDITIONS OF APPROVAL

GENERAL CONDITIONS

1. Each owner of the property shall execute, and the applicant shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval" as prepared by the City Attorney's Office, on the property. Proof of such recordation is required prior to issuance of building permits.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to each of the following: the project applicant, Kam Sang Company, the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership. Except as otherwise expressly provided herein, any changes to the Conditions of Approval require approval by the applicable hearing body
3. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.
4. Approval of this Site Plan shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code and Planned Unit Development No. PUD-141-01(A) shall apply.
5. Except as expressly specified herein, Site Plan No. SP-107-2022 shall be subject to all Performance Standards applicable to Planned Unit Development No. PUD-141-01(A) ("PUD Performance Standards"), which are hereby incorporated into these Conditions of Approval by this reference. These Conditions of Approval are intended to supplement the PUD Performance Standards. In the event any actual or perceived conflict between any PUD Performance Standard and more specific provisions of these Conditions of Approval, the more specific provisions of these Conditions of Approval shall apply. The City's Community and Economic Development Director is

authorized to make interpretations of these Conditions of Approval and to resolve any such actual or perceived conflicts.

6. Minor modifications to the Site Plan and/or these Conditions of Approval, which do not materially change the scope or intensity of the project and which will not result in new significant impacts that have not previously been addressed, may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body. Any significant changes to setbacks, building heights, or building locations shall require preparation and City approval of a new shade and shadow study.
7. The applicant shall, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning the Project, including, without limitation, Site Plan No. SP-107-2022 and the associated Mitigation Monitoring and Reporting Program for the Project. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall pay any adverse financial award, which may issue against the City, including but not limited to any award of attorney fees to a party challenging such Project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.
8. The applicant shall design the Project to comply with all mitigation measures and project design features specified in the Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program. In order to verify compliance with all applicable project mitigation measures and design features, these Conditions of Approval, and the PUD Performance Standards, the applicant shall submit plans to the city prior to plan check submittal as described in PUD Performance Standard No. 6.

Public Works Engineering Division

Project Design

9. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit per the requirements of the Orange County Health Department and the mitigation requirements of governing regulatory requirements. The report shall make recommendations for foundations and pavement structural section design of interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and the implementation of water quality for stormwater run-off, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels.
10. Prior to the issuance of any grading or building permits, the applicant shall submit to the City for review and approval a final design Water Quality Management Plan that:
 - a. Addresses required mitigation Site Design Best Management Practices (BMPs) based upon the latest Santa Ana Regional Water Quality Control Board (SARWQCB) Drainage Area Management Plan (DAMP) as identified in the geotechnical report recommendations and findings, including, but not limited to, infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas as required by the latest adopted County of Orange Technical Guidance Document (TGD).
 - b. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
 - c. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.
 - d. Incorporates structural and Treatment Control BMPs as defined in the DAMP.
 - e. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.

- f. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - g. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
 - h. Provides a hydrological analysis with scaled map as well as hydrologic and hydraulic calculations to size storm drains per the Orange County RDMD standards.
11. Parkway culverts shall be designed per City of Garden Grove Standard Plan B-209. Storm drain lateral pipe connections to City-maintained storm drains within City right-of-way shall be RCP with a minimum diameter of 18-inches.
12. Grading and Street improvement plans prepared by a registered Civil Engineer are required. As required under Section 107 of the California Building Code (CBC), the grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30'-0" outside the boundary, and designed to preclude cross-lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan showing all existing utility facilities, easements and proposed utility facilities. All on-site improvements shall be tied by horizontal dimensional control to the property boundary as established by survey. A minimum uninterrupted 20-foot wide throat access to the site is required from the street for commercial projects and shall meet the requirements of the California Fire Code throughout the site. Vehicle maneuvering, as demonstrated by Auto Turn along private streets and access ways, shall be demonstrated on the grading plan. Street improvement plans shall conform to all format and design requirements of the City Standard Drawings & Specifications.
13. The applicant shall coordinate with Planning Services Division and the Orange County Fire Authority to identify proper emergency vehicle access to the site and shall provide the Engineering Division a copy of the approval letters upon first submittal of the grading and street improvement plans.
14. Prior to the issuance of the street improvement encroachment permit and grading permit, provide subdivision completion bonds for all work constructed under the street improvements and grading permit for review and approval by the City Engineer, City Attorney, and City Finance Department (Risk Management). Alternate forms of security may be considered, solely at the discretion of the City Engineer and with the concurrence of the City Attorney and City Finance Department (Risk Management)

15. Prior to issuance of a grading permit, the applicant shall design overhead street lighting within the frontage of the development in conformance with City specifications and the approval of the City's Lighting Administrator. Location of lighting poles shall be shown on all the improvement plans and grading plan.
16. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition and section 1110A of the California Building Code.
17. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502 and State mandated commercial organic recycling laws, including AB 1826 and its implementing regulations, and any other applicable State recycling laws related to refuse, recyclables, and/or organics, i.e., AB 939, AB 341, SB 1383:
 - a. Paved with an impervious surface, designed not to allow run-on mixing of drainage from adjoining areas, designed to divert drainage from adjoining roofs and pavements to be directed around the area for trash roll-out, and screened or walled to prevent off-site transport of trash by water or wind.
 - b. Provide solid roof or awning to prevent direct precipitation into the enclosure.
 - c. Connection of trash area drains to the municipal storm drain system is prohibited. Drainage from the enclosure may be directed to a conforming grease or contaminant interceptor.
 - d. Potential conflicts with fire code access requirements and garbage pickup routing for access activities shall be considered in implementation of design and source control. See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD-32 for additional information
 - e. The trash enclosure and containers shall be located to allow pick-up and maneuvering, including turnarounds, in the area of enclosures, and concrete aprons for roll-out areas.
 - f. Pursuant to state mandated commercial organic recycling law-AB 1826, the applicant is required to coordinate storage and removal of the organics waste with local recycling/trash company.
 - g. Pursuant to applicable state mandated laws, the applicant is required to contact and coordinate with the operations manager of the local

- recycling/trash company (Republic Services, 800-700-8610) to ensure the trash enclosure includes the appropriate size and number of containers for the disposal of items such as, but may not limited to, municipal solid waste (MSW), recyclables, and organic green waste.
- h. Based on the amount of waste disposed, per week, the applicant shall coordinate with the local recycling/trash company to ensure the adequate frequency of trash pick-up is serviced to the site for municipal solid waste (MSW), recyclables, and organic green waste, including any other type of waste.
 - i. The applicant shall ensure large bulk items, intended for coordinated and scheduled pick-up by the local recycling/trash company, are not placed in areas that encroach into drive aisles, parking spaces, pedestrian pathways, or areas in the front of the property including areas public right-of-way (e.g., street, sidewalk), during and after construction. Any large bulk items shall be out of public vantage points.
 - j. The requirements for the trash enclosure and design criteria are bound and coordinated with the Water Quality Management Plan (WQMP), when required, as depicted on the project grading plan, which shall be incorporated into the WQMP by narrative description, exhibits and an Operation and Maintenance Plan (O&M).
 - k. Trash enclosure areas shall be of appropriate size and number in order to accommodate three (3) separate recycling containers according to the recycling regulations of AB 939, AB 341, AB 1826, and SB 1383.
18. Any new or required block walls and/or retaining walls shall be shown on the grading plans, both in plan-view and cross sections. Cross sections shall show vertical and horizontal relations of improvements (existing and proposed) on both sides of property lines. Required wall heights shall be measured vertically from the highest adjacent finished grade. Block walls shall be designed in accordance to City of Garden Grove Standard B-504, B-505, B-506 & B-508 or designed by a professional registered engineer. In addition, the following shall apply:
- a. The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division prior to installation.
 - b. Openings for drainage through walls shall be shown in section details and approved by the City Engineer. Cross-lot drainage is not allowed.

19. The applicant shall remove any existing substandard driveway approaches, curbs, sidewalks, ADA ramps, pavement sections, tree well and landscaping, and construct Harbor Boulevard frontage improvements as identified below. Unless otherwise agreed in writing by the City and approved by the City Council, consistent with the provisions, performance standards, and limitations of Planned Unit Development No. PUD-141-01(A), all landscape, irrigation, sidewalk, signal modifications and lighting improvements installed within the public rights-of-way shall be maintained by the applicant and shall require the approval of the City Engineer, Street Division, and Planning Services Division.
 - a. A separate street improvement plan shall be prepared and submitted to the Engineering Division for the proposed improvements within the public right-of-way Harbor Boulevard/Twintree Avenue, which shall include any proposed landscaping and irrigation plans. All work shall be per City standards and specifications.
 - b. Existing substandard driveways (2 total) on Harbor Boulevard shall be removed and replaced with new curb, gutter, landscape, and sidewalk per City standards and specifications.
 - c. Construct curb and gutter when replacing any existing driveway approaches along the property frontage on Harbor Boulevard in accordance with City Standard Plan B-113 (Type C-8 Modified).
 - d. The applicant shall coordinate with Public Works Engineering Division to obtain direction on removal and replacement of any existing median or construction of new median improvements per City of Garden Grove Standard B-112 (Type A-8). The applicant shall design and construct median improvements consisting of a landscape/irrigation system fronting the project and completed to match existing median landscaping/irrigation to the other existing medians on Harbor Boulevard. The landscaping template will be provided to the applicant by Engineering Division.
 - e. Prior to occupancy, the applicant shall design and construct or modify existing raised island improvements at the main entrance on Harbor Boulevard to improve on site traffic circulation to be approved by the City Traffic Engineer.
 - f. Any further deviation from the approved traffic circles at the main entrance and in front of hotel lobby shall be approved by the City Traffic Engineer.

- g. The new modified driveway approach to the site on Harbor Boulevard shall be constructed in accordance with Garden Grove Standard B-120.
 - h. The applicant shall remove the existing sidewalk panels fronting the project on Harbor Boulevard and replace it decorative Alicante patterned sidewalk per City Standard Plan B-137 consistent with the existing sidewalk in the Harbor resort area, in a manner meeting the approval of the City Engineer. Said sidewalk shall be separated from the street curb by a five-foot landscaped area designed in a manner consistent with the existing landscaping within the resort area meeting the approval of the Planning Services Division Manager.
 - i. The applicant shall remove and replace the street pavement from the edge of the westerly gutter fronting the property on Harbor Boulevard to the edge of the existing median per City Standard B-101.
 - j. The new landscaping in the Harbor Boulevard public right-of-way shall be consistent with the existing landscape pattern of the resort to the north of the project site, and as approved by Planning Services Division.
 - k. The applicant shall locate all existing public utilities across the property frontage and within the property boundary of the project prior to commencement of grading operation and mobilization.
 - l. The applicant shall coordinate with the Planning Services Division and Public Works Street Division before placing any type of tree within public right-of-way and proposed landscape area.
 - m. Street signs shall be installed as required and approved by the City Traffic Engineer.
20. The applicant shall remove any existing substandard driveway approaches, curbs, sidewalks, ADA ramps, pavement sections, tree well and landscaping, and construct Twintree Avenue frontage improvements as identified below. All landscape, irrigation, sidewalk, signal modifications or full signal installation, if necessary, and lighting improvements installed within the public rights-of-way, shall be maintained by the applicant and shall require the approval of the City Engineer, Street Division, and Planning Services Division.
- a. A separate street improvement plan shall be prepared and submitted to the Engineering Division for the proposed improvements within the public right-of-way on Twintree Avenue, which shall include any

proposed landscaping and irrigation plans. All work shall be per City standards and specifications.

- b. Existing substandard driveways (3 total) on Twintree Avenue shall be removed and replaced with new curb, gutter, landscape, and sidewalk per City standards and specifications.
- c. The single new driveway approach to the site on Twintree Avenue shall be constructed in accordance with Garden Grove Standard B-121. Standard B-121 call for a minimum width of 30-feet for commercial projects, with any deviation from the standard to be approved by the City Traffic Engineer and detailed on the plan showing all modifications.
- d. The new driveway approach on Twintree Avenue shall be limited to left turn-out and right turn-in only access. The drive approach shall be designated in a manner to allow emergency vehicle access.
- e. The applicant shall remove all existing damaged sidewalk panels fronting the project on Twintree Avenue and replace it with new sidewalk panels in accordance with City of Garden Grove Standard B-106. The owner/contractor shall verify the removal and replacement sections of the sidewalk concrete panels with public works inspector prior to start of construction. Said sidewalk shall be separated from the street curb by a six-foot landscaped area designated in a manner meeting the approval of the Planning Services Division.
- f. The applicant shall construct curb and gutter when replacing any existing driveway approach along the property frontage on Twintree Avenue in accordance with City Standard Plan B-114 (Type D-6).
- g. One new wheelchair ramp and landing shall be constructed per latest Caltrans Standard Plan A88A at the northwest corner of Harbor Boulevard and Twintree Avenue.
- h. The applicant shall locate all existing public utilities across the property frontage and within the property boundary of the project prior to commencement of grading operation and mobilization.
- i. The applicant shall coordinate with the Planning Services Division and Public Works Street Division before placing any type of tree within public right-of-way and proposed landscape area.
- j. Street signs shall be installed as required and approved by the City Traffic Engineer.

21. The width of all private streets with rolled curb & gutter shall be measured from the flowline to flowline of the gutter per City of Garden Grove Standard B-116. Catch basin and parkway drain standards shall be modified to match the design geometrics of rolled curb as required and approved by the City Engineer.
22. A minimum three-foot-by-three-foot-wide maneuvering area shall be provided at the end of a dead-end parking aisle serving more than five (5) consecutive stalls and shall consist of nine-foot-by-nineteen-foot-wide turnaround space.

Permit Issuance

23. The applicant shall be subject to Traffic Mitigation Fees, In-Lieu Park Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
24. A separate street permit is required for work performed within the public right-of-way.
25. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
26. The applicant shall identify a temporary parking site(s) for construction crew and construction trailers office staff prior to issuance of a grading permit. No construction parking is allowed on local streets. Construction vehicles should be parked off traveled roadways in a designated parking area. Parking areas, whether on-site or off-site, shall be included and covered by the erosion control and the Storm Water Pollution Prevention plan (SWPPP).
27. Prior to issuance of a grading permit, the applicant shall submit and obtain approval of a worksite traffic control plan for all the proposed improvements within public right-of-way, and shall be subject to the review and approval of the City Traffic Engineer.
28. In accordance to City of Garden Grove Municipal Code (Chapter 9.48.030), the applicant is required to underground all existing and proposed on-site and off-site utility facilities fronting the project which the developer is developing or redeveloping. All existing improvements and utilities shall be shown as part of the grading submittal package in the topography section.

29. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one acre or more of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for City review on request. The assigned WDID number must appear on the cover sheet of the project grading plan.

Project Construction/Operation

30. The applicant shall coordinate with City's Public Works Department (Engineering, Water Services and Streets Division) and set-up appointments for pre-construction inspections for all the on-site and off-site improvements prior to commencement of grading operation and mobilization.
31. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.
32. The applicant and its contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. Applicant and its contractor shall also re-set the tie monuments where curb or curb ramps are removed and replaced or new ramps are installed. The Applicant and its contractor shall be liable for, at his expense, any resurvey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls. Temporary Benchmarks shall not be used for Vertical control. Benchmarks shall be to the National Geodetic Vertical Datum (NGVD).
33. Heavy construction truck traffic and hauling trips, and any required lane closures shall occur outside peak travel periods. Peak travel periods are considered to be from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

34. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate that the applicant is prepared to implement and maintain all non-structural BMPs described in the Project WQMP.
 - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available on-site.
 - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.
 - e. Identify responsible contractor and individuals for maintaining the new landscape and irrigation improvements for a period of five (5) years following the acceptance of the improvements by the City.

Building and Safety Division Services Division

35. All plans shall conform to the latest California (CA) Building Standards Code (CBC) at time of permit application.
36. The building shall be equipped with an automatic fire sprinkler system per CBC Chapter 9 and CA Fire Code.
37. A soil report complying with CBC Chapter 18 shall be required and shall be submitted for review at time of building permit application.
38. A Geo-technical peer review of the soil report shall be required, and shall be complete prior to building permit application.
39. Building commissioning shall be required per CA Energy Standards.
40. Exterior path-of-travels and interior accessible routes shall comply with CBC Chapter 11B.
41. All rooms/spaces/elements shall be on an accessible routed per CBC Chapter 11B.
42. Fire rated construction shall comply with CBC Chapter 7.
43. The project shall comply with the CA Green Code.

Public Works Water Services Division

44. New water service installations 2-inch and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire services and larger water services 3-inch and larger, shall be installed by developer/owner's contractor per City Standards.
45. Water meters shall be located within the City right-of-way or within dedicated waterline easement. Fire services and large water services 3-inch and larger, shall be installed by contractor with Class A or C-34 license, per City water standards and be inspected by approved Public Works inspection.
46. Domestic water and fire water shall tie into the existing 12-inch water main on Harbor Blvd.
47. If a looped water system is proposed, each point of connection to the City water main shall have a backflow prevention device per City standards.
48. Existing 6-inch water main and water services located in Thackery Drive shall be removed and 6" x 6" tee connection in the intersection of Thackery Drive and Twintree Avenue shall be abandoned per City Standards and Specifications.
49. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross-connection inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
50. It shall be the responsibility of owner/developer to abandon any existing private water well(s) per Orange County Health Department requirements. Abandonment(s) shall be inspected by Orange County Health Department inspector after permits have been obtained.
51. A composite utility site plan shall be part of the water plan approval.
52. Water system on-site, not protected by backflow prevention device, shall be constructed per City Standards by developer and dedicated to the City. Bonding will be required.

53. There shall be a minimum 15-foot clearance of building footings from water main. Clearances less than 15 feet shall be reviewed and approved by Water Engineering.
54. There shall be no structures or utilities built, on or crossing, water or sewer main easements.
55. New utilities shall have a minimum 5-foot horizontal and a minimum 1-foot vertical clearance from water main and appurtenances.
56. There shall be a minimum clearance from sewer main and water main of 10 feet from outside-of-pipe to outside-of-pipe.
57. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
58. Any fire service and private fire hydrant lateral shall have above-ground backflow device with a double-check valve assembly. Device shall be tested immediately after installation and once a year thereafter by a certified backflow device tester and the results to be submitted to Public Works, Water Services Division. Device shall be on private property and is the responsibility of the property owner. The above-ground assembly shall be screened from public view as required by the Planning Division.
59. No permanent structures, trees or deep-rooted plants shall be placed over sewer main or water main.
60. Location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority.
61. Commercial food use of any type shall require the installation of an approved grease interceptor prior to obtaining a business license. Plumbing plan for grease interceptor shall be routed to environmental services for review.
62. A properly-sized grease interceptor shall be installed on the sewer lateral and maintained by the property owner. There shall be a separate sanitary waste line that will connect to the sewer lateral downstream of the grease interceptor. All other waste lines shall be drained through the grease interceptor. Grease interceptor shall be located outside of the building and accessible for routine maintenance. Owner shall maintain comprehensive grease interceptor maintenance records and shall make them available to the City of Garden Grove upon demand.

63. Food grinders (garbage disposal devices) are prohibited per Ordinance 6 of the Garden Grove Sanitary District Code of Regulations. Existing units are to be removed.
64. Owner shall install new sewer lateral with clean-out at right-of-way line. Lateral shall tie in to the 18-inch sewer main on Harbor Boulevard. Lateral in public right-of-way shall be 6-inch minimum diameter, extra strength VCP with wedgelock joints, and shall have a minimum 2% slope or minimum 2 ft/s (feet/second) velocity.
65. Existing 8-inch sewer mains and laterals on Thackery Drive and public alley shall be removed, and the connections to manholes on Twintree Avenue shall be plugged per City Standards and Specifications.
66. All perpendicular crossings of the sewer shall maintain a vertical separation of minimum 12-inch below the water main, outer-diameter to outer-diameter. All exceptions to the above require a variance from the State Water Resources Control Board.

Planning Services Division

67. The applicant shall submit detailed plans, showing the proposed location of utilities and mechanical equipment to the Community and Economic Development Department, Planning Services Division for review and approval prior to submitting plans into the Building and Safety Division Plan Check process. The project shall also be subject to the following:
 - a. All on-site and off-site utilities (off-site refers to the areas within public right-of-way to the center line of the streets adjacent to the subject property), within the perimeter of the site and to the centerline of the adjacent streets shall be installed or relocated underground.
 - b. Above-ground utility equipment (e.g., electrical, gas, telephone, cable TV) shall not be located in the street setbacks along Harbor Boulevard and Twintree Avenue, and shall be screened to the satisfaction of the Community and Economic Development Department.
 - c. No roof-mounted mechanical equipment, including but not limited to dish antennas, shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community and Economic Development Department prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.

- d. All ground- or wall-mounted mechanical equipment shall be screened from view from any place on, or off, the site.
 - e. No exterior piping, plumbing, or mechanical ductwork shall be permitted on any exterior façade and/or be visible from any public right-of-way or adjoining property. Roof rain gutters are permitted. The rain gutters shall follow the natural architectural lines of the building.
68. All landscaping shall be consistent with the landscape requirements within the development standards set forth in Planned Unit Development No. PUD-141-01(A). The applicant shall submit a complete and detailed landscaping plan with irrigation systems included for review and approval by the Community and Economic Development Department prior to the issuance of a building permit. Drought tolerant plantings are encouraged. The landscape plan shall include the type (both common and botanical names), size, location, and quantity of all proposed plant material. All proposed landscaping shall be planted prior to the finalization of the building permit. The plan shall be consistent with the landscape requirements set forth and/or incorporated in the Garden Grove Municipal Code. All landscape irrigation shall comply with the City's Landscape Ordinance, associated Water Efficiency Guidelines and all recent applicable revisions from the State of California on water conservation measures shall be to the landscape plans. The landscape plan is also subject to the following:
- a. A complete, permanent, automatic remote control irrigation system shall be provided for all landscaping areas shown on the plan. Subsurface systems are encouraged. The irrigation plan for any new trees shall have a deep-water irrigation system that shall be specified on the landscape plan. A detail of the deep-water irrigation system shall be provided for review. If sprinklers are used, they shall be low flow/precipitation sprinkler heads for water conservation.
 - b. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box, and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, drought tolerant vines shall be used.
 - c. Clinging vines shall be installed within the landscape planters along the perimeter block walls to deter graffiti.

- d. Trees planted within ten (10) feet of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low-height variety to ensure safe sight clearance.
- e. Landscaping along Harbor Boulevard, including within the public-of-way, shall include two rows of Date Palm Trees (minimum brown trunk height of 25 feet), canopy trees (minimum 24-inch box), shrubs, and ground covers. Landscape materials shall match the landscape materials used within the project located at the southwest corner of Harbor Boulevard and Chapman Avenue unless the City adopts a landscape design for Harbor Boulevard. The Community and Economic Development Director may approve minor modifications to the foregoing standards as to height, size, and placement of the palm trees along Harbor Boulevard.
- f. Landscaping along Twintree Avenue, including within the public right-of-way shall include canopy trees (minimum 24-inch box), shrubs, and ground covers. Landscape materials shall match the landscape materials used along the Harbor Boulevard, and shall be properly maintained.
- g. Flexibility to the height of the palm trees, and their placement along Harbor Boulevard, shall be reviewed and approved by the Community and Economic Development Director.
- h. All landscape areas, including the areas located within the public right-of-way along Harbor Boulevard and Twintree Avenue, are the responsibility of the developer/operator of the hotel.
- i. The landscape plan shall incorporate and maintain for the life of the project those means and methods to address water run-off also identified as Low Impact Development provisions, in accordance with Chapter 6.40 of the Garden Grove Municipal Code, and the regulations and technical documents incorporated and required thereunder, including, but not limited to any application of Water Quality Management Plans (WQMP), Drainage Area Management Plans (DAMP) and any other water conservation measures applicable to this type of development.
- j. At the time of irrigation installation, the irrigation system shall comply with all applicable provisions of the City's Water Conservation Ordinance, the City's Municipal Code landscape provisions, and all applicable state regulations.

- k. All above-ground utilities (e.g. water backflow devices, electrical transformers, irrigation equipment) shall be shown on the landscaping plan in order to ensure proper landscape screening will be provided.
69. Hours and days of construction and grading shall be as set forth in Chapter 8.47 of the City of Garden Grove Municipal Code, except as follows:
 - a. Monday through Saturday - not before 7:00 a.m. and not after 8:00 p.m. (of the same day).
 - b. Sunday and Federal Holidays - may work same hours, but subject to noise restrictions as established in Chapter 8.47 of the Municipal Code.
70. There shall be no deliveries from or to the premises before 7:00 a.m. and after 10:00 p.m., seven days a week. Signage shall be posted in the designed loading areas reflecting these delivery hours.
71. The parking structure shall be designed to be architecturally compatible with the hotel's architectural design and shall integrate similar design features, details, and materials. The louvered or perforated wall paneling required as part of the project design feature shall be architecturally compatible and integrated with the design of the hotel building. All sides of a parking structure that are in view from adjacent properties and the public rights-of-way shall be architecturally enhanced. The parking structure shall be well illuminated, including having the interior of the parking garage painted a light color, and designed to meet City parking standards for drive-aisle width, stall sizes, and height clearances. The design of the parking structure stairwells shall architecturally match the design of the parking structure, and shall be designed to reduce visibility to the adjacent residential properties.
72. A minimum of 480 parking spaces are required to serve the Project at the full permitted build-out based on the proposed number of hotel rooms and proposed square footages of uses analyzed in the Shared Parking Study. In the event the applicant proposes to modify the number of hotel rooms or the square footages of the other proposed uses beyond those analyzed in the Shared Parking Study, or the applicant proposes to reduce the number of required parking spaces, a new shared parking analysis shall be prepared and approved by the City. The applicant shall implement the recommendations of the Shared Parking Study and/or any subsequent shared parking analysis approved by the City.
73. The service and sale of alcoholic beverages within the hotel, hotel restaurants, and hotel ballroom/meeting rooms shall be subject to approval of a Conditional Use Permit.

74. Any new or required block walls and/or retaining wall(s) shall be shown on the grading plans. Block walls shall be developed to City Standards or designed by a Registered Engineer and shall be measured from on-site finished grade. The applicant shall provide the following:
- a. All block walls constructed on the project site shall be of slump stone or split-face block with decorative caps, subject to Community and Economic Development Department's approval, shall maintain a maximum height of 8-feet as measured from the property's finished grade.
 - b. An eight-foot high block wall shall be constructed along the northwest and western property lines, adjacent to the residential properties. The block wall located adjacent to the Twintree Avenue driveway entrance shall comply with the vehicular line-of-sight clearances designed to the satisfaction of the City's Traffic Engineer.
 - c. Any new block walls constructed along the Twintree Avenue property line (southern property line) shall maintain a five-foot setback from the property line.
 - d. At no time shall a wall be placed within nine-feet from the property line.
 - e. The applicant shall work with adjacent property owners in designing and constructing the required perimeter block wall to avoid having double walls, and to minimize any impact that it might cause to the existing landscaping on the neighbor's side as much as possible. The perimeter block wall shall be constructed and situated entirely within the subject property. In the event that the applicant cannot obtain approval from the adjacent property owners, the applicant shall construct the new wall with a decorative cap to be placed between the new and existing walls. In the event the location of a new wall adjacent to an existing wall or fence has the potential to affect the landscape planter, then the Developer shall work with City Staff to address this situation.
 - f. The Community and Economic Development Director may authorize minor modifications to the required wall heights and setbacks set forth above as authorized pursuant to the Ordinance approving Planned Unit Development No. PUD-141-01(A). Notwithstanding the foregoing, with exception of the block wall on the westerly or northwesterly property line shall comply with all standards required as by mitigation measures pursuant to the mitigated negative declaration and identified in the mitigation monitoring program.

75. Building color and material samples shall be submitted to the Planning Services Division for review and approval prior to issuance of building permits. All buildings shall incorporate decorative design features, architectural enhancements, and other design elements that are designed to the satisfaction of the Community and Economic Development Department.
76. The developer shall comply with all provisions of the Community and Economic Development Department including, but not limited to, the following:
 - a. The facades of the hotel shall be designed with sound attenuation features including the use of dual pane windows and limiting, when possible, the use of windows and vents. These features shall be approved by the Community and Economic Development Department prior to the issuance of building permits.
 - b. Prior to the finalization of working drawings, the developer shall submit to the Community and Economic Development Department detailed and dimensioned plot plans, floor plans, exterior elevations, and landscape plans which reflect the above conditions of approval, including mitigation measures and project design features of the Mitigated Negative Declaration of PUD-141-01(A). The plans shall indicate cross sections of all streets within the development, landscape materials, wall materials, and building materials proposed for the project. Each unit shall have phone jacks and cable-TV outlets in all hotel rooms. Mechanical equipment, including air conditioning units, pool equipment, sump pump, etc., shall not be located closer than five feet of any side or rear property line and shall not be located in the front landscape setback. Air conditioning units and all other mechanical shall be completely screened from public view from the street and/or common open space area.
 - c. Should the developer elect to build the project in more than one phase, then a phasing plan shall be submitted to the Community and Economic Development Department prior to issuance of building permits. The phasing plan shall include, but not be limited to, a site plan showing the phasing areas, protection of finished units, and protection for related safety issues concerning pedestrians and non-construction vehicles. The perimeter improvements including landscaping, walls, street improvements, and underground utilities, shall be completed in the first phase. The phasing plan shall be approved by the Community and Economic Development, OCFA, and Public Works Departments prior to issuance of building permits.

- d. If at any time after the construction of the hotels, the City receives complaints about the light and glare reflected by the hotel's windows, the developer/operator shall remedy the situation to the reasonable satisfaction of the Community and Economic Development Department.
77. The project shall comply with the following refuse storage requirements:
- a. The refuse storage and collection areas shall be provided and subject to both Garden Grove Sanitation District (GGSD), and GGSD contracted solid waste handler/hauler approval, and be subject to applicable building and fire codes.
 - b. The refuse storage and collection areas shall be designed to comply with the City's B-502 trash enclosure standard, or with an alternative design approved by the Public Works Engineering Division.
 - c. The refuse storage areas shall be properly maintained. The refuse storage enclosure doors shall be kept closed and secured, except during trash disposal or pickup. Trash pickups and automated parking lot cleaning/sweeping, shall occur between the hours of 8:00 a.m. and 6:00 p.m. The applicant shall provide sufficient trash bins and pick-ups to accommodate the site.
 - d. The refuse storage area shall have a unifying color and exterior finish that matches, and are integrated, with the proposed development. The proposed roof design of the trash enclosure shall be architecturally compatible with the design of the development. The Planning Services Division shall review and approve the design of the proposed roof and the material(s). The proposed roof and materials shall also comply with the building code requirements.
78. No satellite dish antennas shall be installed on said premises unless and until plans have been submitted to and approved by the Community and Economic Development Department, Planning Services Division, which may require proper screening to hide such appurtenances from public view.
79. All service doors shall be kept closed at all times during hours of operation except in case of emergency or to permit deliveries. Panic hardware on doors shall comply with all City Code requirements.
80. Litter shall be removed daily from the project site including adjacent public sidewalks and all parking areas under the control of the applicant. These

areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.

81. The applicant shall abate all graffiti vandalism within the premises. The applicant shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
82. The developer/owner shall submit signed letters acknowledging receipt of the decision for Site Plan No. SP-107-2022, and their agreement with all conditions of approval.
83. In accordance with Garden Grove Municipal Code Sections 9.32.160 and 9.40.070.A, respectively, the rights granted pursuant to Site Plan No. SP-107-2022 shall be valid for a period of two years from the effective date of this approval. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of the Municipal Code, the rights conferred by Site Plan No. SP-107-2022 shall become null and void if the subject development and construction necessary and incidental thereto is not commenced within one (1) years of the expiration of the appeal period and thereafter diligently advanced until completion of the project. In the event construction of the project is commenced, but not diligently advanced until completion, the rights granted pursuant to Site Plan No. SP-107-2022 shall expire if the building permits for the project expire.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: <p style="text-align: center;">D.1.</p>	SITE LOCATION: Thackey Drive and a public alley, located on the north side of Twintree Avenue, west of Harbor Boulevard and east of Tamerlane Drive, adjacent to 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard, 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311 and 12321 Thackery Drive.
HEARING DATE: July 7, 2022	GENERAL PLAN OF ADJACENT PROPERTIES: International West Mixed Use
CASE NO.: General Plan Conformity for Street Vacation No. SV-002-2022	EXISTING ZONE OF ADJACENT PROPERTIES: Planned Unit Development No. PUD-141-01 and R-1 (Single-Family Residential) PROPOSED ZONE OF ADJACENT PROPERTIES: Planned Unit Development No. PUD-141-01(A)
PROPERTY OWNER: City of Garden Grove	APN: N/A
APPLICANT: City of Garden Grove	CEQA DETERMINATION: N/A

REQUEST:

A request for the Planning Commission to find and report to the City Council, pursuant to Government Code Section 65402, that the proposed vacation and disposition of Thackery Drive and a public alley located on the north side of Twintree Avenue, west of Harbor Boulevard and east of Tamerlane Drive, as depicted in Attachment "A", in the City of Garden Grove, is in conformity with the General Plan. The proposed vacation will facilitate the development of the Site B2 Hotel Project.

BACKGROUND/DISCUSSION:

Streets and Highways Code Section 8356 specifically authorizes the City Council to vacate and convey a street that is no longer required for public access to the owner of the land adjacent to the vacated street. The City is currently negotiating a disposition and development agreement to convey the entire site, inclusive of Thackery Drive and the public alley, to the proposed developer of the Site B2 Hotel Project.

GENERAL PLAN CONFORMITY DETERMINATION OF PROPOSED STREET VACATION
NO. SV-002-2022

The State Planning Law, more particularly Government Code Section 65402, provides for the Planning Commission to make a report to the City Council prior to the City's vacation of a public street and disposition of real property regarding conformity of the proposed vacation and property disposition with the City's General Plan upon receiving information concerning the location, purpose, and extent of the vacation and proposed disposition.

The purpose of the proposed vacation of Thackery Drive and the public alley is to facilitate the development of the Site B2 Hotel Project. Thackery Drive, and the public alley, will be incorporated into the project's developable land area.

Thackery Drive and the public alley are located adjacent to the following Site B2 properties: 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard, 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive, and as identified in Attachment "A". Thackery Drive and the public alley only provide access to these properties.

Thackery Drive and the public alley, along with the adjacent Site B2 properties, are currently secured with a perimeter fence and have no public access. Thackery Drive and the public alley only serve the properties that adjoin the Site B2 project. Thackery Drive and the public alley are no longer necessary to support the circulation needs of the abutting properties. The easterly portion of Thackery Drive from the centerline of the street and the public alley have been demolished by the City of Garden Grove in preparation of the development of the Site B2 Hotel project.

The General Plan Land Use Designation of the Site B2 properties is International West Mixed Use. Concurrent with the proposed street vacation, approval of Planned Unit Development No. PUD-141-01(A) to establish development standards to facilitate construction of the Site B2 Hotel Project on the site is proposed. PUD-141-01(A) will implement the International West Mixed Use Land Use Designation, which is intended to promote the development of resorts, entertainment, retail, restaurants, and hotels.

Upon vacation, the property will have a land use designation of International West Mixed Use, and a zone of PUD-141-01(A). The use of the vacated street and the public alley would be consistent with the International West Mixed Use Land Use Designation, as well as with other mandatory elements of the General Plan. Furthermore, the Site B2 Hotel Project will continue to be served by two (2) public streets, Harbor Boulevard and Twintree Avenue.

The vacation of Thackery Drive and the public alley will facilitate the development of the proposed hotel resort and is consistent with the International West Mixed Use Land Use Designation, as well as with other mandatory elements of the General Plan.

GENERAL PLAN CONFORMITY DETERMINATION OF PROPOSED STREET VACATION
NO. SV-002-2022

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 6046-22 finding and reporting to the City Council that the proposed vacation and disposition of Thackery Drive and a public alley is consistent with the City's General Plan.



Lee Marino
Planning Services Manager



By: Maria Parra
Senior Planner

Attachment "A": Vacation Exhibit

EXHIBIT "A"

VACATION

THACKERY DRIVE AND ALLEY
GARDEN GROVE, CA

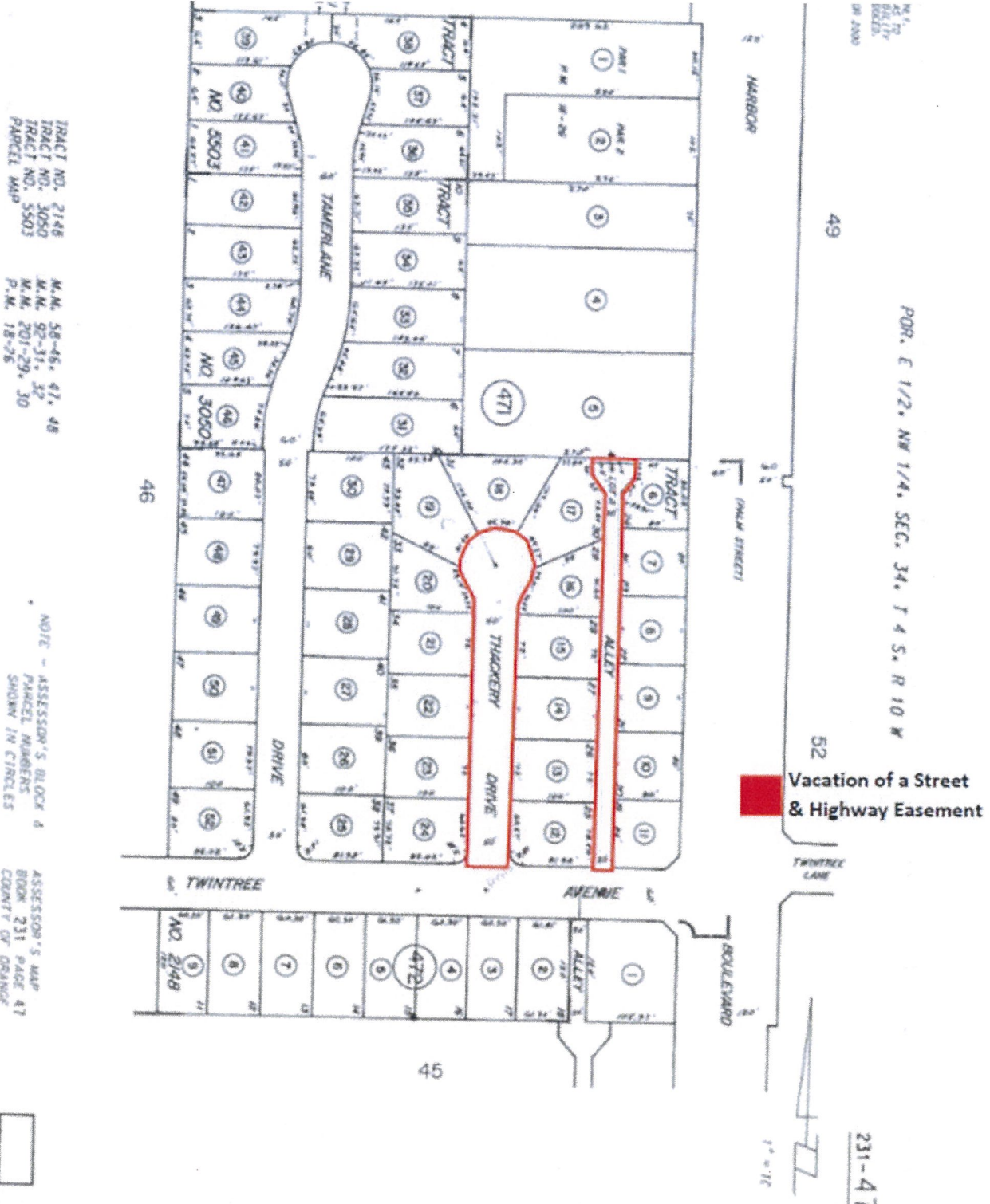



EXHIBIT "A"

VACATION

THACKERY DRIVE AND ALLEY
GARDEN GROVE, CA

 Highway Easement



RESOLUTION NO. 6046-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING A GENERAL PLAN CONSISTENCY DETERMINATION FOR STREET VACATION NO. SV-002-2022, DETERMINING THAT THE CONTEMPLATED VACATION OF THACKERY DRIVE AND A PUBLIC ALLEY, LOCATED ON THE NORTH SIDE OF TWINTREE AVENUE, WEST OF HARBOR BOULEVARD, AND EAST OF TAMERLANE DRIVE, AND DISPOSITION OF THE VACATED STREET IS CONSISTENT WITH THE GENERAL PLAN IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65402.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on July 7, 2022, does hereby find that the proposed Street Vacation is in conformance with the City's adopted General Plan in accordance with Government Code Section 65402. The contemplated vacation includes Thackery Drive and a public alley located on the north side of Twintree Avenue, west of Harbor Boulevard, and east of Tamerlane Drive, located adjacent to 12241, 11261, 12271, 12291, 12311 and 12323 Harbor Boulevard, 12246, 12252, 12262, 12282, 12292, 12312, 12322, 12251, 12261, 12281, 12291, 12311, and 12321 Thackery Drive in Garden Grove, California (the "Property"); and as depicted in Exhibit "A".

BE IT FURTHER RESOLVED in the matter of the General Plan Conformity for Street Vacation No. SV-002-2022, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The case was initiated by the City of Garden Grove.
2. The city requests the Planning Commission find and report to the City Council, pursuant to Government Code Section 65402, that the proposed vacation and disposition of Thackery Drive and a public alley located on the north side of Twintree Avenue, west of Harbor Boulevard, and east of Tamerlane Drive, in City of Garden Grove, is in conformity with the General Plan. The proposed vacation will facilitate the development of the Site B2 Hotel Project.
3. The properties located adjacent to Thackery Drive and the public alley are part of the Site B2 Project and have an existing General Plan Land Use designation of International West Mixed Use. Concurrent with the proposed vacation, approval of Planned Unit Development No. PUD-141-01(A) to establish development standards to facilitate construction of the Site B2 Hotel Project on the site is proposed. Upon vacation, Thackery Drive and the public alley will be incorporated into the Site B2 project land area.
4. Existing land use, zoning, and General Plan designation of properties in the vicinity of the subject Street Vacation have been reviewed.

5. Report submitted by City staff was reviewed.
6. The Planning Commission gave due and careful consideration to the matter during its meeting of July 7, 2022; and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission are as follows:

FACTS:

The proposed vacation of Thackery Drive and the public alley will facilitate the development of the Site B2 Hotel Project, which is a hotel resort development. Once vacated, Thackery Drive and the public alley will be incorporated into the project's developable land area.

Thackery Drive and the public alley, along with the adjacent Site B2 properties, are currently secured with a perimeter fence and have no public access. The easterly portion of Thackery Drive from the centerline of the street, and the public alley, have been demolished by the City of Garden Grove in preparation of the development of the Site B2 project.

The vacation of Thackery Drive and the public alley will facilitate the development of the Site B2 Hotel Project and is consistent with the International West Mixed Use Land Use Designation that encourages the development of hotels, resort, and tourist-based entertainment-related uses.

Streets and Highways Code Section 8356 specifically authorizes the City Council to vacate and convey a street that is no longer required for public access to the owner of the land adjacent to the vacated street. The City is currently negotiating a disposition and development agreement to convey the entire site, inclusive of Thackery Drive and the public alley, to the proposed developer of the Site B2 Hotel Project.

The State Planning Law, more particularly Government Code Section 65402, provides for the Planning Commission to make a report to the City Council prior to the City's vacation of a public street and disposition of real property regarding conformity of the proposed vacation and property disposition with the City's General Plan upon receiving information concerning the location, purpose, and extent of the vacation and proposed disposition.

FINDINGS AND REASONS:

Thackery Drive and the public alley are intended to be integrated into the Site B2 Hotel Project. The Site B2 properties that abut Thackery Drive and

the public alley have a General Plan Land Use designation of International West Mixed Use. The International West Mixed Use land designation encourages the development of hotels, resort, and tourist-based entertainment-related uses.

The Site B2 properties are also currently zoned Planned Unit Development No. PUD-141-01 and R-1 (Single-Family Residential). As part of the land use entitlements to develop the Site B2 Hotel Project, the zoning of the properties will be amended to PUD-141-01(A).

Thackery Drive and the public alley only serve the properties that encompass the Site B2 project. Upon vacation, Thackery Drive and the public alley will be incorporated into the developable land area of the Site B2 Project, which is approximately 3.72-acres. The Site B2 Project will continue to have public street access from Harbor Boulevard and Twintree Avenue.

The proposed vacation is consistent with the goals and policies of the General Plan Land Use Element and Circulation Element, including:

Policy LU-1.11 Promote future patterns of urban development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.

Thackery Drive and the public alley are located adjacent to properties with a International West Mixed Use land designation that encourages the development of hotels, resort, and tourist-based entertainment-related uses. Thackery Drive and the public alley will be integrated into the Site B2 Project development, which is a hotel resort development. Vacation of the street and the public alley will reduce infrastructure maintenance costs to the City. Furthermore, the Site B2 Project will continue to have public street access from Harbor Boulevard and Twintree Avenue.

Policy CIR-1.1 Maintain a citywide circulation system that is balanced with the future land use development anticipated in the General Plan Land Use Element.

Thackery Drive and the public alley are intended to be integrated into the developable land use of Site B2 Hotel Project, which is consistent with the development anticipated by the Land Use Element. Thackery Drive and the public alley only serve the properties that encompass the Site B2 project. Thackery Drive and the public alley are no longer necessary to support the circulation needs of the abutting properties, and the vacation will not have a detrimental impact on the circulation system. Upon vacation, the Site B2

Hotel Project will continue to be served by two (2) public streets, Harbor Boulevard and Twintree Avenue.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

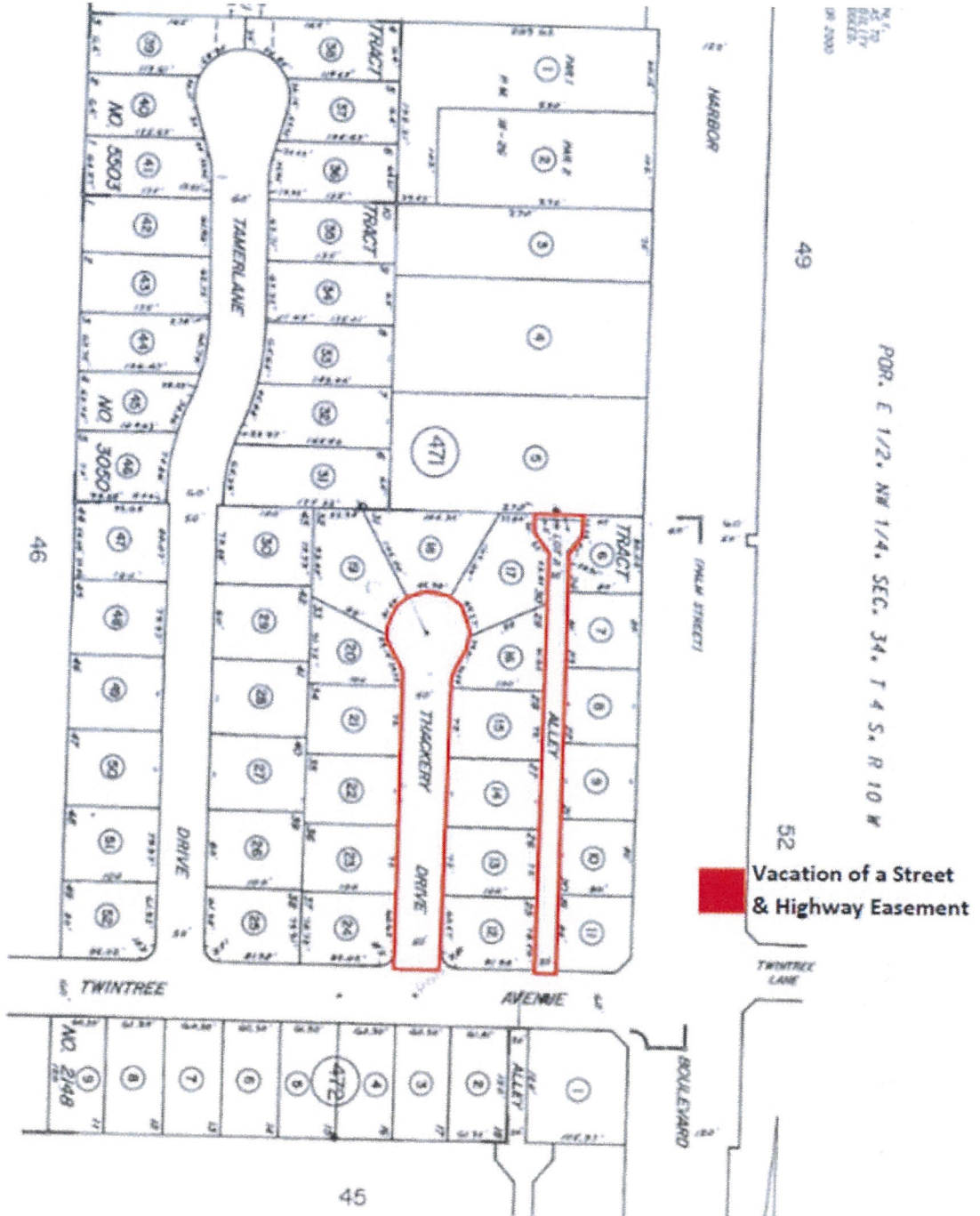
BE IT FURTHER RESOLVED that the Planning Commission does conclude:

The location, purpose, and extent of the vacation and disposition of Thackery Drive and the public alley located on the north side of Twintree Avenue, west of Harbor Boulevard, and east of Tamerlane Drive, is in conformance with the City's adopted General Plan in accordance with Government Code Section 65402.

EXHIBIT "A"

VACATION

THACKERY DRIVE AND ALLEY
GARDEN GROVE, CA



TRACT NO. 2148
TRACT NO. 3050
TRACT NO. 5503
PARCEL MAP

M.M. 58-46, 47, 48
M.M. 92-31, 32
M.M. 201-29, 30
P.M. 18-26

NOTE - ASSESSOR'S BLOCK & PARCEL NUMBERS SHOWN IN CIRCLES

ASSESSOR'S MAP BOOK 231 PAGE 47 COUNTY OF ORANGE

Map to be filed on 08/20/20

POB. E 1/2, NW 1/4, SEC. 34, T 4 S, R 10 W

Vacation of a Street & Highway Easement


231-47



EXHIBIT "A"

VACATION

THACKERY DRIVE AND ALLEY
GARDEN GROVE, CA

 Highway Easement

