

## SECOND ADMINISTRATIVE DRAFT

# ENVIRONMENTAL NARRATIVE

## CITY OF GARDEN GROVE HARBOR BOULEVARD GROVE DISTRICT IMPROVEMENT AREA FISCAL YEAR 2020 PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE (PWEAA)



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**JULY 9, 2020**

GGRO 018

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# ENVIRONMENTAL NARRATIVE

## INTRODUCTION

The National Environmental Policy Act (NEPA) requires all Federal agencies to analyze the potential environmental impacts associated with all actions, including financial assistance, supported in whole or part, by the Federal Government. In this instance, the proposed action includes various roadway improvements to segments of Harbor Boulevard located in the City of Garden Grove. Because the proposed improvements will be financed, in part, by a grant provided by the United States Department of Commerce, Economic Development Administration (EDA), an environmental assessment in conformance with NEPA is required. The EDA further determined that, given the nature and scope of the proposed project, an Environmental Narrative (EN) would need to be completed and submitted to the EDA for review and approval.<sup>1</sup>

## A. PROJECT DESCRIPTION

### 1. BENEFICIARIES

The proposed project is designed to enhance the economic well-being of a key commercial corridor of the City of Garden Grove. The following businesses will also benefit from the proposed project's implementation:<sup>2</sup>

- *Site #1.* Investel Garden Resorts, LLC;
- *Site #2.* BN Hotel Group;
- *Site #3.* New Age Garden Grove;
- *Site #4.* Sunbelt Investments; and,
- *Site #5.* Lake View Village.

Both short-term construction jobs and permanent jobs will be created in connection this planned project and with the hotel development of Investel Garden Resorts, New Age Garden Grove, and Home 2 Hotel (BN Hotel Group), along with other adjacent properties. It is the goal of this economic development effort to integrate and connect the southern resort area from Harbor Boulevard and Westminster Avenue to the northern resort area from Harbor Boulevard to Palm Street to create a seamless corridor which will provide a genesis for economic diversification for now and on into the future.<sup>3</sup>

The City of Garden Grove has several strategic partners that are participants of this project. Key among these participants is the County of Orange to support the implementation of the Comprehensive Economic Development Strategy (CEDS) process. The CEDS process was designed to bring the public and private sectors together to generate an economic development strategy that would diversify and strengthen the regional economy while providing incentives

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<sup>1</sup> For further information regarding EDA's obligations under NEPA, please refer to the regulations for implementing NEPA at 40 C.F.R. 1500-1508. The Council on Environmental Quality's 2007 guidance document "A Citizen's Guide to the NEPA is another resource available online.

<sup>2</sup> The locations of these business are noted on Exhibit 2.

<sup>3</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

for job growth and private investment. Towards this end, the City has established the *Garden Grove Tourism Improvement District or GGTID*. The GGTID planning area contains ten hotels that have agreed to contribute annually towards the enhancement and improvement of the GGTID planning area. The GGTID has collected a self-assessment of annual revenues for transit-related projects, and, a portion of the total collected funds will be allocated as the matching funds for the EDA grant.<sup>4</sup>

## 2. PROPOSED CONSTRUCTION

The proposed project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. These improvements will revitalize the corridor, improve pedestrian and traffic safety, enhance pedestrian connectivity, improve public transit access, and stimulate the economic vitality and attraction of the entire Harbor Boulevard corridor.<sup>5</sup>

The proposed project's location is entirely within the corporate boundaries of the City of Garden Grove. The City of Garden Grove is in the western portion of Orange County. Surrounding cities include Stanton on the west; Anaheim on the north; Orange and Santa Ana on the east; and Westminster and Santa Ana on the south. Regional access to the project area is provided by State Route 22 (located approximately near the southern most portion of the project area).<sup>6</sup> The location of Garden Grove in a regional context is shown in Exhibit 1. A citywide map is shown in Exhibit 2.

The street-improvement project area extends along Harbor Boulevard in the City's master planned International West Resort Area. The International West Resort Area is a key corridor of the City that is currently targeted for strategic economic development and job creation. The proposed project will consist of the following elements:

- *Project Element 1. (Pavement Rehabilitation)*. This element of the proposed project totals approximately 553,000 square feet in land area. This project element will employ a number of rehabilitation alternatives ranging from slurries to grinding and overlay to give the entire roadway corridor a life extending treatment. This will improve the utility, life expectancy and vehicle/pedestrian safety of the roadway. Any existing frontage road and infrastructure and utilities located along the frontage of the new beneficiaries in the future will be improved by the developer of the site adjacent to Harbor Boulevard. In this way, the roadway improvements can be upgraded in their correct and ultimate alignment for each new development based upon their nexus of impact.

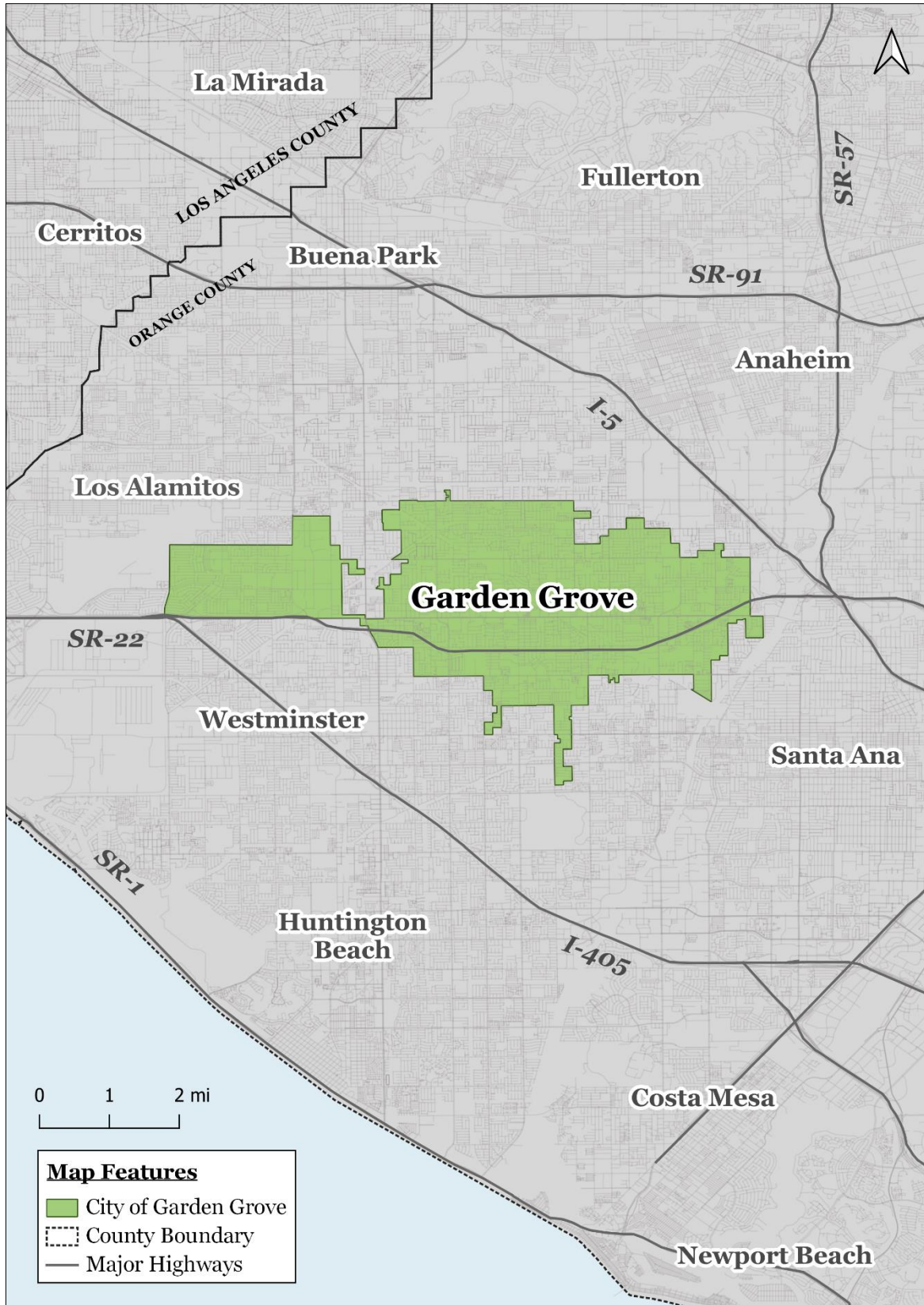
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<sup>4</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

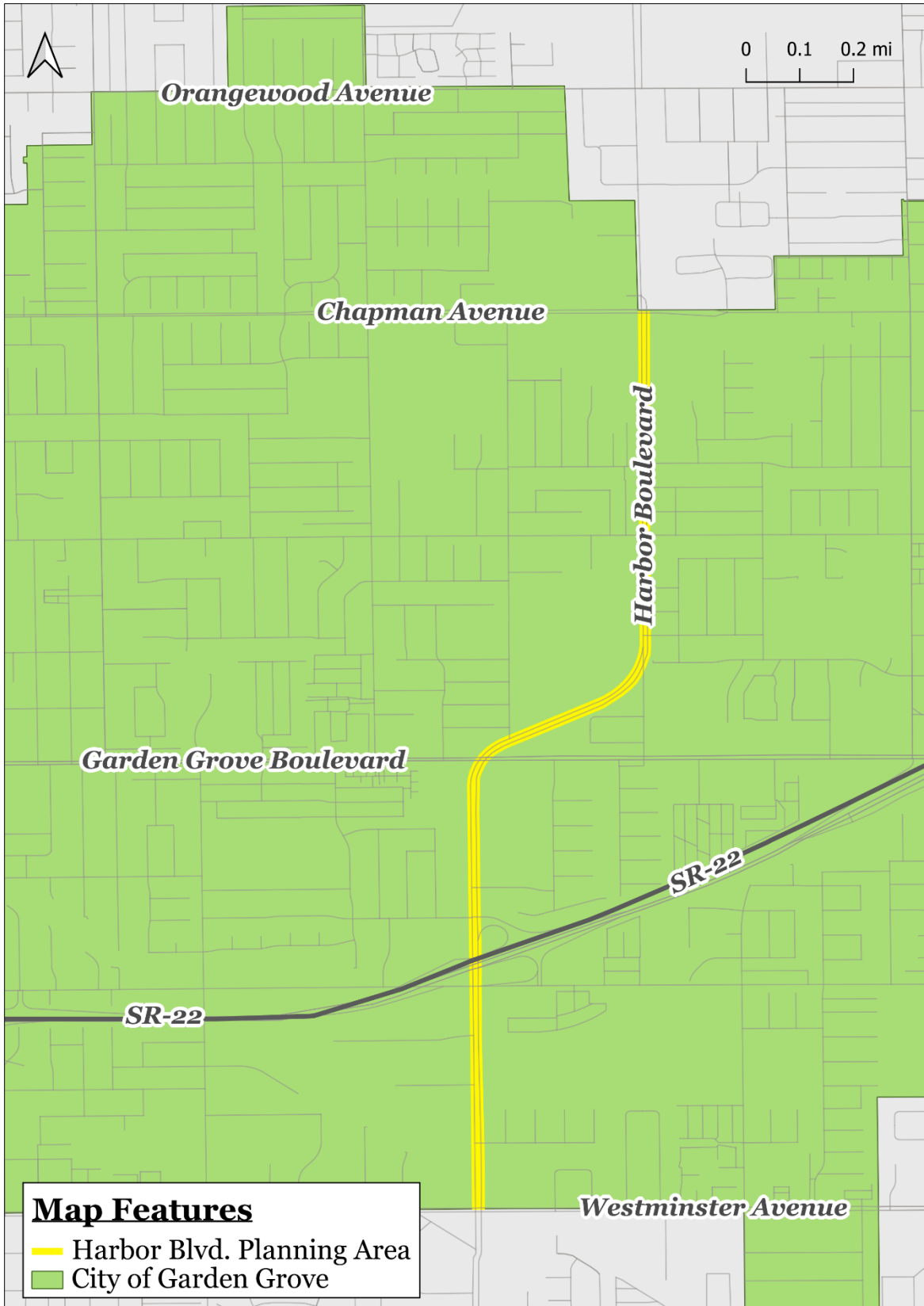
<sup>5</sup> Ibid.

<sup>6</sup> United States Geological Survey and Microsoft Research Maps. *The National Map, Garden Grove, California*.

**Exhibit 1 Regional Location Map**



**Exhibit 2 Planning Area Map**





Improvements will also be made to portions of the existing parkway consisting of approximately 8-foot wide parkway area that is located on both sides of the Harbor Boulevard travel lanes. These potential improvements will include drought tolerant landscaping, pedestrian pathway treatments, street lighting, decorative sidewalk, accessible ADA pathways, related hardscape pathways and parkway improvements that will complement future improvements while being consistent with the future improvements proposed by the developers of the adjacent properties.

- *Project Element 2. (Various Street/Traffic Improvements).* This project Element will address degraded median treatments and pavement areas. This effort will include the removal of the existing red brick pavers along Harbor Boulevard near the SR-22 median treatment area. This work will require coordination with Caltrans to ensure sure all work is consistent with State requirements. Other work will involve the removal of the existing older damaged median improvements and installing new median to ensure consistency with the adjacent roadway improvements. Street furniture, including bus stops and covered waiting areas, will also be installed to promote safe waiting and accessibility for public transportation, and enhance the pedestrian corridor between transportation hubs. The intent is to have the median improvements match and complement the new parkway improvements that will be installed throughout the corridor.<sup>7</sup>
- *Project Element 3. (Harbor Boulevard and Garden Grove Boulevard Intersection Improvements).* This project element includes intersection widening for better operational capacity and safety, improved curb returns for ADA accessibility, traffic signal modifications, extension of storm drain laterals and the addition of new enhanced inlets, as well as updated striping and signing for more efficient vehicle and pedestrian movements. The proposed improvements will remove all of the existing parkway improvements, including sidewalk, tree wells, etc., and their replacement with new decorative sidewalk, street lighting and adjustments to existing boxes and vaults to grade. A new traffic signal will provide safe and efficient access and exiting from the new land uses and development in the area. The signal improvements will match the standard improvements required under the adopted City of Garden Grove design standards. New accessible pathways and ramps, cross gutters and spandrels as appropriate to the signal improvements, will also be constructed. Enhanced drainage inlets will improve capacity and result in safer pedestrian corridors that could otherwise be impacted by flooding due to the accumulation of trash and inlet blockage.<sup>8</sup>

The proposed roadway improvement will involve the rehabilitation of the roadway surfaces using various techniques ranging from slurries to grinding and overlay surfaces. The slurry seal involves the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and additives to an existing asphalt pavement surface. This combined mixture of the emulsion and aggregates represents the “slurry.” Polymers are commonly added to the asphalt emulsion to provide better mixture properties. The placement of this mixture on existing

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<sup>7</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>8</sup> Ibid.

pavement is intended to seal the pavement surface. Grinding and overlay involves the removal of a roadway’s upper surfaces down to the original gravel base and its replacement with either a new asphalt or concrete overlay. Grinding or milling is the process of removing at least part of the roadway surface that includes the removal of anywhere from just enough thickness to level and smooth the surface to a full depth removal of approximately 4 to 8 inches of pavement. At no time, will the work involve excavation activities that will extend into the native subsoils underlying the road bed. The proposed project is described in detail in the Preliminary Engineering Report (PER). As stated in the PER, no additional right of way will be required to accommodate the proposed project. The portion of Harbor Boulevard that is included within the project area extends from Westminster Avenue on the south to Chapman Avenue on the north.<sup>9</sup> For purposes of this environmental analysis, the Harbor Boulevard corridor improvement area has been divided into the following six segments:

- *Segment #1, Exhibit 3.* Westminster Avenue to the Garden Grove Freeway (SR-22);
- *Segment #2, Exhibit 4.* Garden Grove Freeway to south of Garden Grove Boulevard;
- *Segment #3, Exhibit 5.* South of Garden Grove Boulevard to east of Buaro Street;
- *Segment #4, Exhibit 6.* East of Buaro Street to south of Twintree Street;
- *Segment #5, Exhibit 7.* South of Twintree Street to north of Lampson Avenue; and,
- *Segment #6, Exhibit 8.* North of Lampson Avenue to Chapman Avenue.

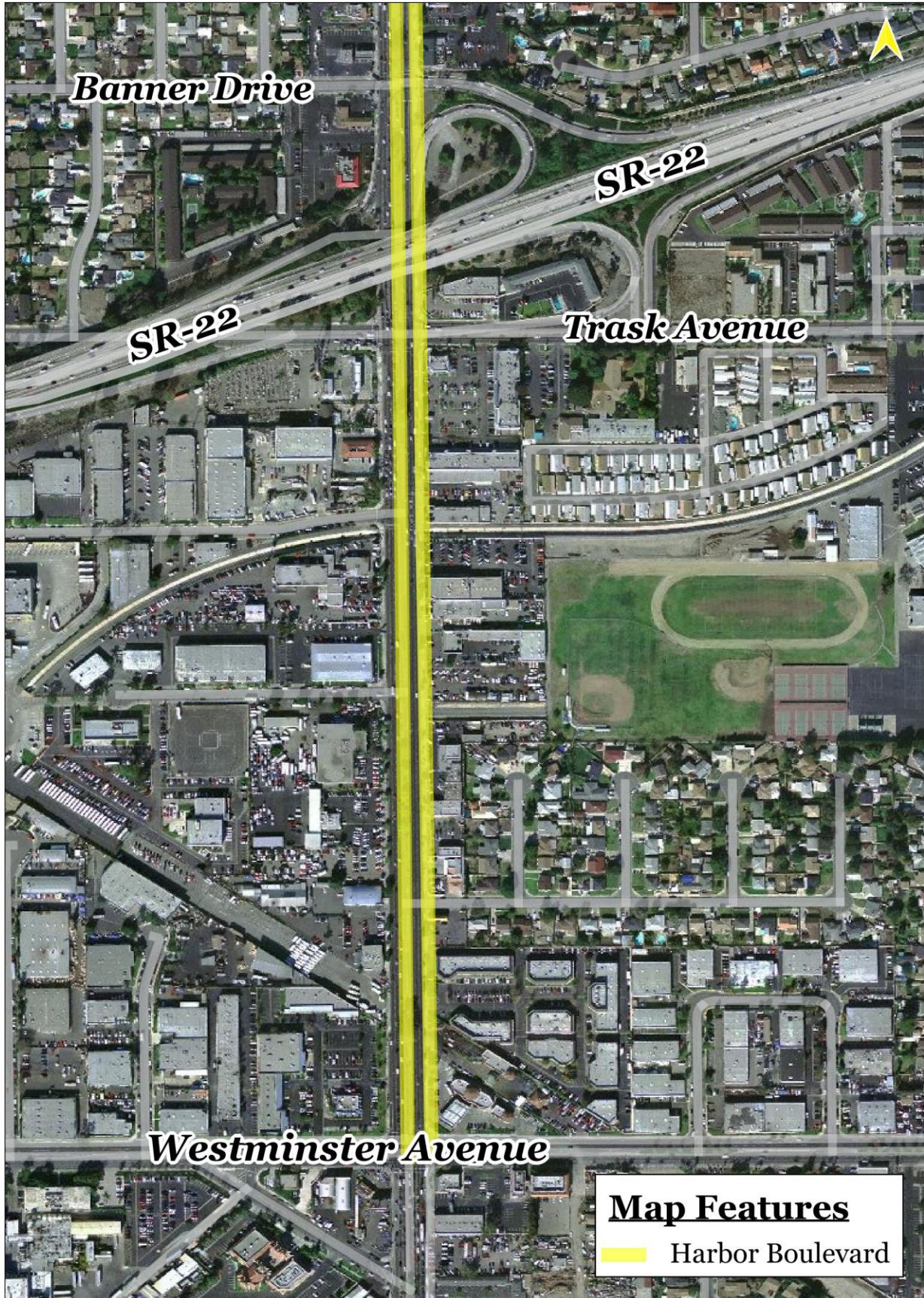
The individual project (roadway) segments and the proposed improvements are summarized below in Table 1.

<b>Table 1 Summary Description of PWEAA Harbor Segments</b>		
<b>Segment (Exhibit #)</b>	<b>Location Description</b>	<b>Improvements</b>
Segment #1 (Exhibit 3)	Westminster Ave. to the Garden Grove Freeway.	<ul style="list-style-type: none"> <li>●Add CCTV to Harbor Blvd. &amp; Trask Ave. Intersection</li> <li>●Harbor Blvd. &amp; Trask Ave. Intersection Modification</li> <li>●Harbor Blvd. &amp; SR-22 Median Treatment</li> <li>●Harbor Blvd. Pavement Rehabilitation.</li> </ul>
Segment #2 (Exhibit 4)	Garden Grove Freeway to south of Garden Grove Blvd.	<ul style="list-style-type: none"> <li>●Harbor Blvd. &amp; SR-22 Median Treatment</li> <li>●Harbor Blvd. Pavement Rehabilitation.</li> </ul>
Segment #3 (Exhibit 5)	South of Garden Grove Blvd. to east of Buaro St.	<ul style="list-style-type: none"> <li>●Harbor Blvd. &amp; Garden Grove Blvd. Intersection Upgrade</li> <li>●Harbor Blvd. Pavement Rehabilitation.</li> </ul>
Segment #4 (Exhibit 6)	East of Buaro St. to south of Twintree St.	<ul style="list-style-type: none"> <li>●Harbor Blvd. Pavement Rehabilitation.</li> </ul>
Segment #5 (Exhibit 7)	South of Twintree St. to north of Lampson Ave.	<ul style="list-style-type: none"> <li>●New Pedestrian Signal at Twintree St.</li> <li>●New signal at Sheraton Hotel (Garden Grove)</li> <li>●Harbor Blvd. Pavement Rehabilitation.</li> </ul>
Exhibit #6 (Exhibit 8)	North of Lampson Ave. to Chapman Ave.	<ul style="list-style-type: none"> <li>●Harbor Blvd. Pavement Reconstruction.</li> </ul>

<sup>9</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

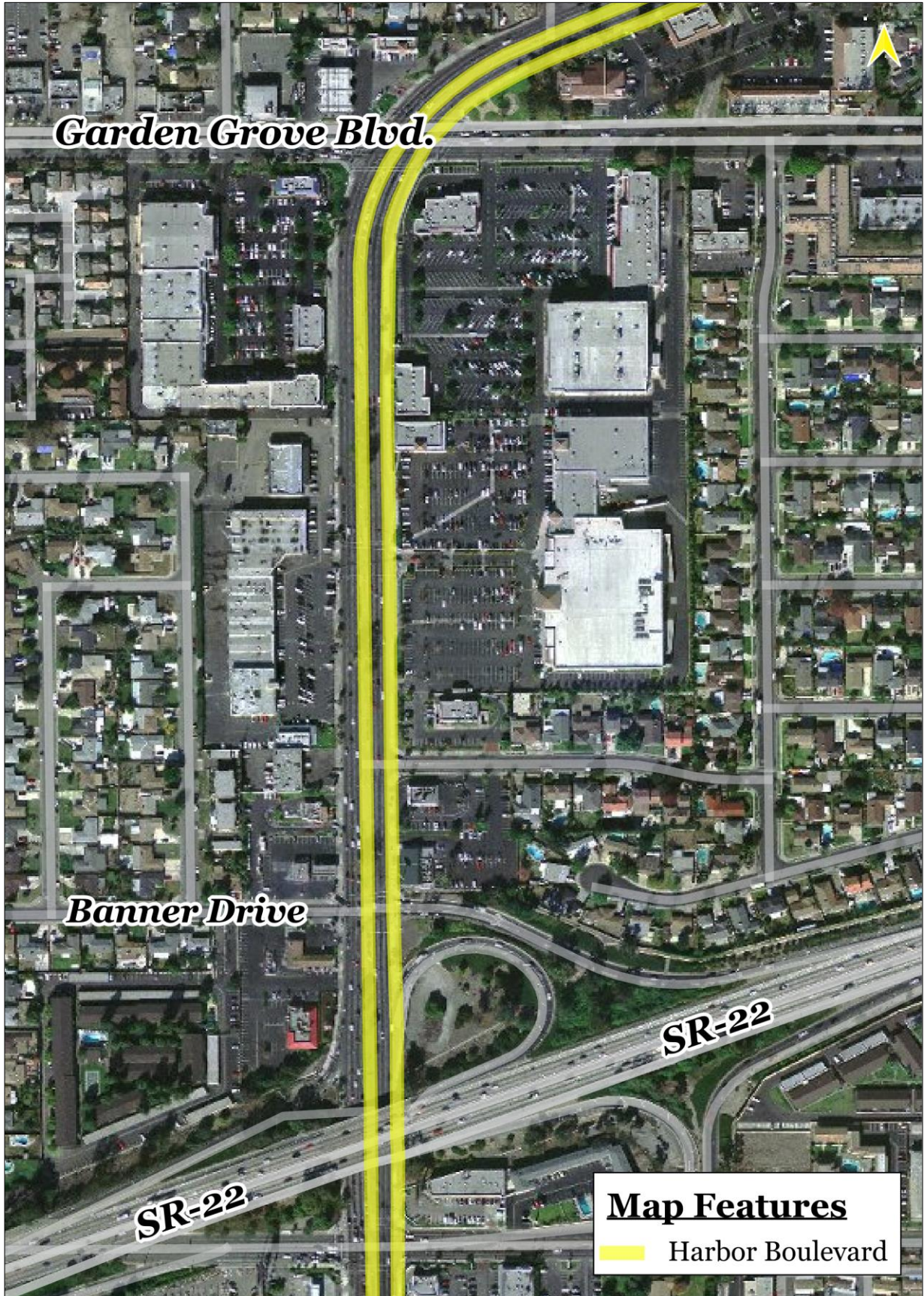


**Exhibit 3 Segment #1**



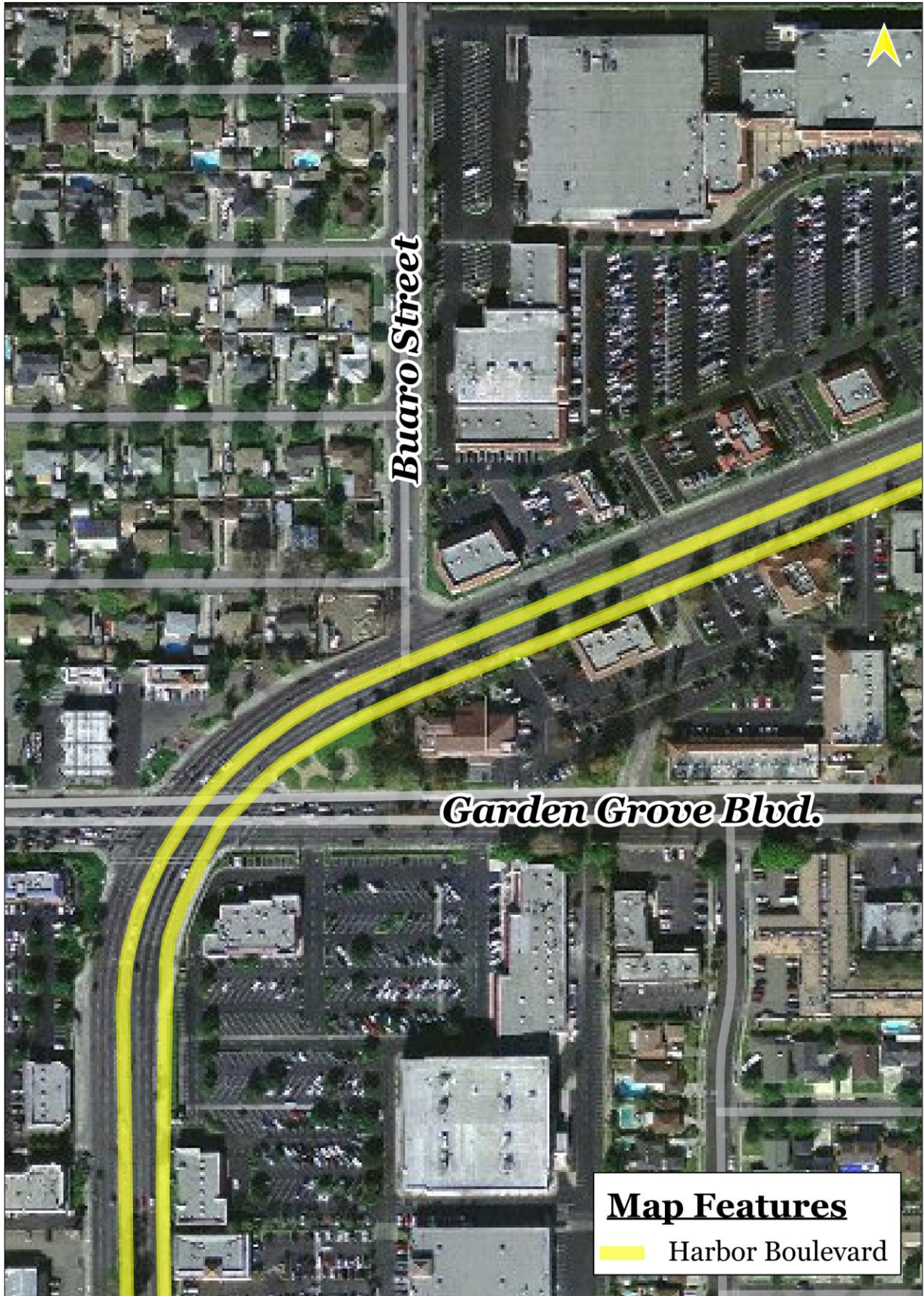


**Exhibit 4 Segment #2**



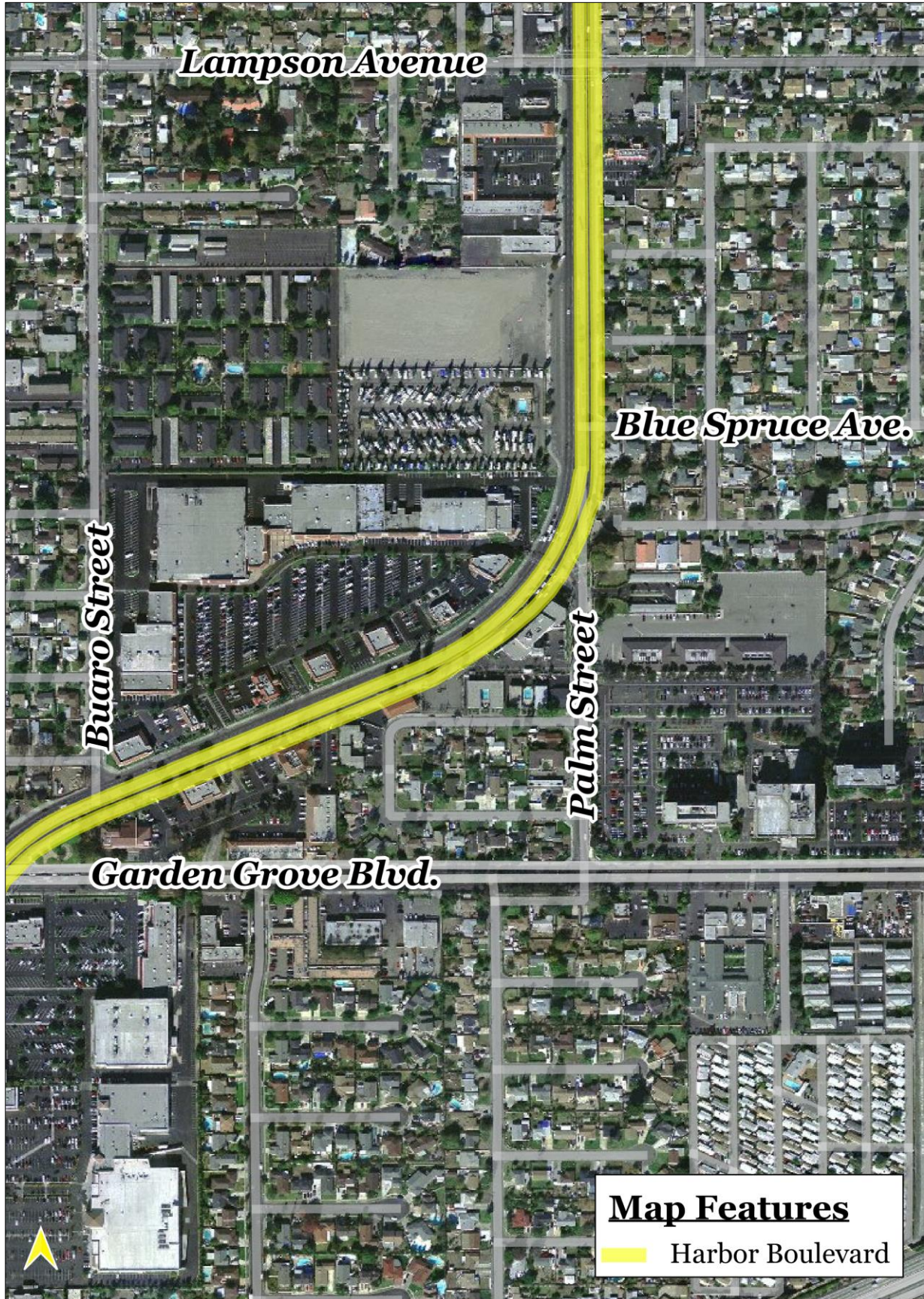


**Exhibit 5 Segment #3**





**Exhibit 6 Segment #4**



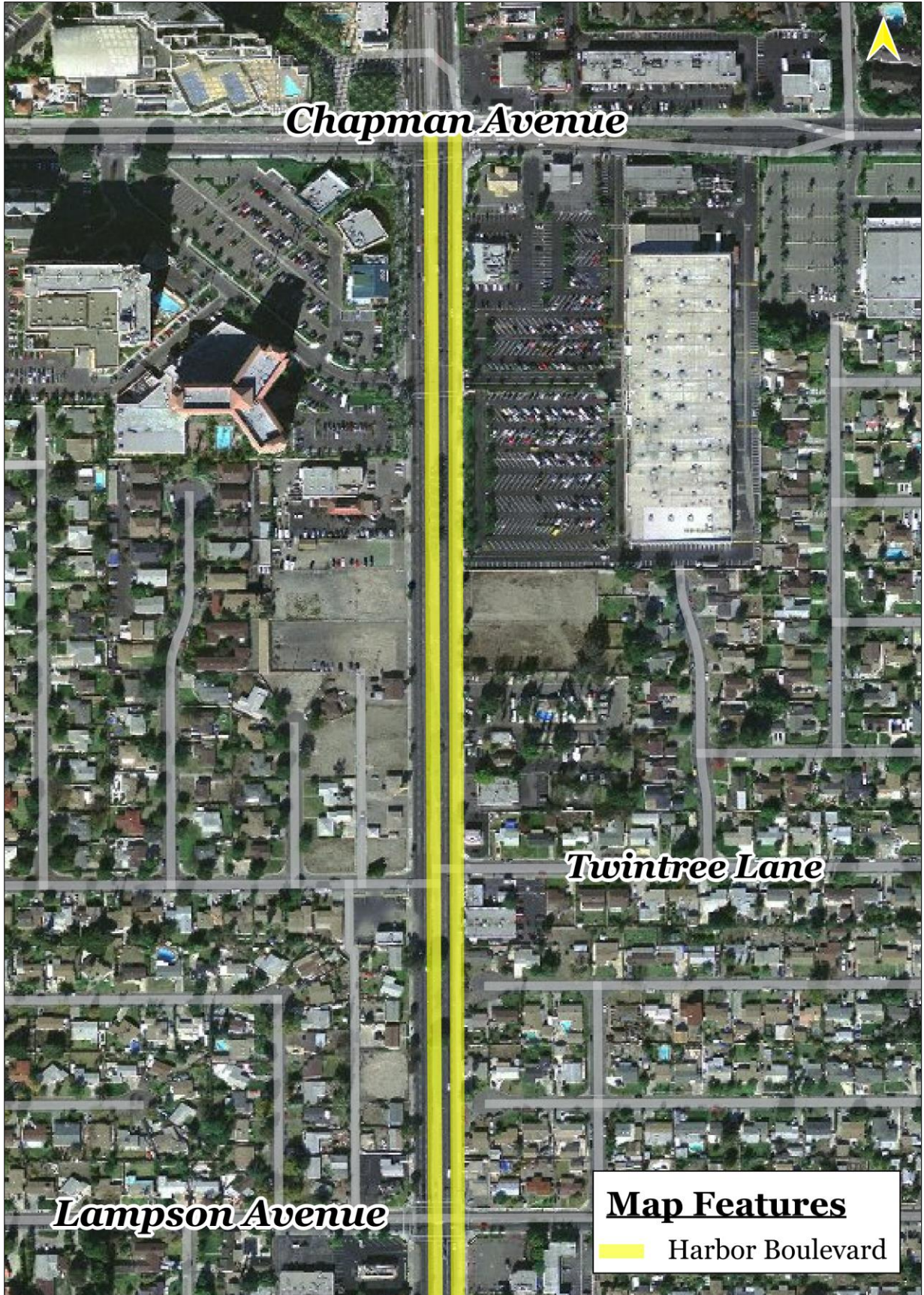


**Exhibit 7 Segment #5**





**Exhibit 8 Segment #6**





### 3. NEED AND PURPOSE

Harbor Boulevard, as it extends through the City of Garden Grove, is the focus of employment, commercial, international tourism in the County of Orange. The resilience and sustainability of this economic and employment center meets the intent and goal of the EDA's stated investment priorities and goals, which include:

- The importance of maintaining quick recovery for its economic base and economic resilience to keep the County of Orange a globally competitive asset;
- The infrastructure elements are critical to that economic vitality and resilience;
- The beneficiaries are critical to expanding job creation and business expansion with an emphasis on professional level opportunities and innovative, high-value technologies and services;
- The infrastructure improvements will enhance the viability of the tourism elements as an international destination and serves as a major attraction on a globally economic level;
- Improvement of the target region as a genesis and opportunity zone for private investment to add exponentially to the development of businesses and the creation of new jobs, and strengthen the local economy; and,
- The future land uses and development that will occur in coming years along the Harbor Boulevard corridor are expected to create well over 1,000 new jobs and generate \$750 million in private investment.

### 4. ALTERNATIVES TO THE PROPOSED PROJECT

During the environmental review process, the City of Garden Grove considered, but rejected, the following project alternatives:

- *No Project/No Build Alternative.* This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. However, this alternative would have the effect of not providing for the needed safety improvements that are required to accommodate the area's economic development. This alternative was found not to be consistent with any of the project's objectives. The selection of this project alternative would not result in any of the proposed project's transportation, safety, and economic benefits that would be realized with the implementation of the proposed project.
- *Harbor Boulevard Roadway Rehabilitation Only Alternative.* This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. This alternative corresponds to Project Element 1 outlined in the PER. This resurfacing/rehabilitation would still improve

the utility for the entire corridor, increase the life expectancy of the roadway surface, with a resulting benefit related to vehicle and pedestrian safety along the roadway. However, the remaining desired improvements to key intersections, pedestrian safety improvements, and other design amenities would not occur. The selection of this alternative would not fully implement the proposed project's improvements. While this alternative would result in extending the life of the Harbor Boulevard travel lanes, the proposed intersection improvements, the aesthetic improvements (landscaping and medians), the pedestrian improvements, and the other safety improvements would not be implemented. As a result, the potential economic benefits of the larger project would not be realized.

- *Intersection Improvements Only Alternative.* This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. Under this alternative, the various intersection improvements would be completed including intersection widening for better operational capacity and safety, improved curb returns for ADA accessibility, traffic signal modifications, extension of storm drain laterals, the addition of new storm drain inlets, as well as, updated striping and signing for more efficient vehicle and pedestrian movements. The primary intersections affected by this alternative would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask Avenue. This alternative would also include a new pedestrian crossing at Harbor Boulevard and Twintree Avenue. Again, the selection of this alternative would not fully implement the proposed project's improvements. While this alternative would result in the improvement of selected areas and intersections, the more comprehensive improvements, including the rehabilitation of the travel lanes along the entire Harbor Boulevard corridor, would not be implemented. As a result, the potential benefits of the larger project would not be realized.

## **B. HISTORIC AND ARCHAEOLOGICAL RESOURCES**

### **PROPOSED PROJECT ALTERNATIVE**

The proposed project's location, the area of potential affect, is located entirely within the corporate boundaries of the City of Garden Grove. The street-improvement project area extends along Harbor Boulevard in the City's master planned International West Resort Area. The International West Resort Area is a key corridor of the City that is currently targeted for strategic economic development and job creation. The proposed project is described in detail in the Preliminary Engineering Report (PER). The portion of Harbor Boulevard that is included within the project area extends from Westminster Avenue on the south to Chapman Avenue on the north.<sup>10</sup> As stated in the PER, no additional right of way will be required to accommodate the proposed project. The proposed project's construction activities will be confined to the existing public right-of-way. No buildings will be removed or demolished to accommodate the proposed improvements. The proposed project will include a variety of

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<sup>10</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. These improvements will revitalize the corridor, improve pedestrian and traffic safety, enhance pedestrian connectivity, improve public transit access, and stimulate the economic vitality and attraction of the entire Harbor Boulevard corridor.<sup>11</sup> The project area, which includes the Harbor Boulevard ROW between Westminster Avenue and Chapman Avenue, does not contain any historic resources listed in the State or National registers. The affected area is limited to the Harbor Boulevard public ROW. There are no properties located adjacent to the ROW that will be affected by the proposed project. In addition, the project site does not contain any historic resources determined to be locally significant in the City's General Plan. As a result, no impacts will occur.

The City of Garden Grove (and the greater Los Angeles Basin) was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission. The Gabrieleño-Kizh tribe has lived in this region for around 7,000 years. Before European contact, approximately 5,000 Gabrieleño-Kizh people lived in villages throughout the Los Angeles Basin. Archaeological sites are often located along creek areas, ridgelines, and vistas. There are no rivers or creeks located in the vicinity of the project area that would be affected by the construction activities. Additionally, the Harbor Boulevard ROW has been previously graded and has been disturbed due to past grading and construction activities related to the construction and development of Harbor Boulevard. Finally, the construction activities would not extend into the native soils that underlie the roadway base. Therefore, construction activities are not expected to uncover any archaeological resources. However, in the unlikely event that archaeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with CEQA. As a result, the potential impacts are less than significant.

#### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no construction-related impacts, including those related to cultural resources, would occur. However, this alternative would not result in any of the proposed project's objective's being met.

#### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The affected area would be limited the Harbor Boulevard travel lanes. The potential impact on cultural resources would be comparable to that of the proposed project in that excavation would not exceed depths below the existing roadway base. In addition, the construction activities would be limited to the existing travel lanes.

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<sup>11</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

## **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. While the scope of disturbance would be substantially less compared to the proposed project, all of the improvements under this alternative would still be confined to the public right of way.

## **C. AFFECTED ENVIRONMENT**

This section indicates the potential environmental affects, both direct and indirect, for those resource areas identified herein. In instances where a potential impact is identified, mitigation measures that will be effective in reducing or eliminative a potential impact are identified. Direct impacts are those caused by the action and occur at the same time and place. Indirect impacts are those that are caused by a proposed action, but that may occur later in time or farther removed in distance, relative to the primary impacts of the proposed action (40 C.F.R. Section 1508.8). Development induced by the proposed project would be an example of an indirect impact.

### **1. AFFECTED AREA**

#### **PROPOSED PROJECT ALTERNATIVE**

The proposed project's location is entirely within the corporate boundaries of the City of Garden Grove. The City of Garden Grove is located in the western portion of Orange County. Surrounding cities include Stanton on the west; Anaheim on the north; Orange and Santa Ana on the east; and Westminster and Santa Ana on the south. Regional access to the project area is provided by State Route 22 (located approximately near the southern most portion of the project area).<sup>12</sup> The proposed HBGDIP street-improvement project area extends along Harbor Boulevard in the City's master planned International West Resort Area. The improvements will be confined to the existing public ROW along the Harbor Boulevard corridor.<sup>13</sup> No physical dislocation of any existing land uses and landscaping outside of the City-owned street ROW will occur. There are no State and National Parks, National Wildlife Refuges, or National Game Preserves located on or in the vicinity of the proposed project activities. Furthermore, there are no Wilderness Areas, as designated or proposed under the Wilderness Act, or wild or scenic rivers, as designated or proposed under the Wild and Scenic Rivers Act, that are located on or in the vicinity of the proposed project area. Aerial photographs of the affected roadway segments are shown in Exhibits 3 through 8.

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<sup>12</sup> United States Geological Survey and Microsoft Research Maps. *The National Map, Garden Grove, California*.

<sup>13</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

**NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no impacts would occur.

**HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. This alternative would only affect the roadway travel lanes portion of the Harbor Boulevard corridor. The linear extent of this project alternative would be the same as the Proposed Project Alternative.

**INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The primary intersections affected by this alternative would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask Avenue. This alternative would also include a new pedestrian crossing at Harbor Boulevard and Twintree Avenue.

**2. COASTAL ZONES**

**PROPOSED PROJECT ALTERNATIVE**

The proposed project's location, the area of potential affect, is located entirely within the corporate boundaries of the City of Garden Grove. The street-improvement project area extends along Harbor Boulevard bounded by Westminster Avenue on the south and Chapman Avenue on the north. The nearest designated coastal zone is located approximately 7 miles to the southeast in the City of Huntington Beach.<sup>14</sup> A map indicating the location and extent of the coastal zone is shown in Exhibit 9.

**NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no impacts would occur.

**HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. This alternative would not be located within a coast zone. The affected area for this alternative would be the same as that for the proposed project.

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<sup>14</sup> Google Map. Site Accessed May 21, 2020.

**Exhibit 9 Coastal Zone**

Project Area



Coastal Zone

### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. This alternative would not be located within a coast zone. The distance of this alternative to the nearest coastal zone would be the same as that of the proposed project.

## **3. WETLANDS**

### **PROPOSED PROJECT ALTERNATIVE**

The proposed project's location, the area of potential affect, is located entirely within the corporate boundaries of the City of Garden Grove. The street-improvement project area extends along Harbor Boulevard bounded by Westminster Avenue on the south and Chapman Avenue on the north. No wetland areas traverse or are located adjacent to the HBGDIP corridor. The proposed HBGDIP improvements will be confined to the existing Harbor Boulevard right-of-way. No physical dislocation of land uses and improvements outside of the City-owned street ROW will occur.<sup>15</sup> The East Garden Grove Wintersberg Channel extends under Harbor Boulevard between Westminster Avenue and Trask Avenue. This channel is concrete lined and is used for flood control. As a result, the proposed HBGDIP project will not result in any impacts on wetlands. Exhibit 10 indicates the location and extent of federally designated wetlands located in the vicinity of the project area.

### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no construction would occur and no potential impacts to wetland areas would result.

### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

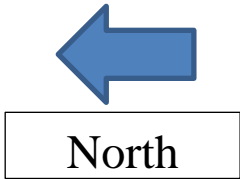
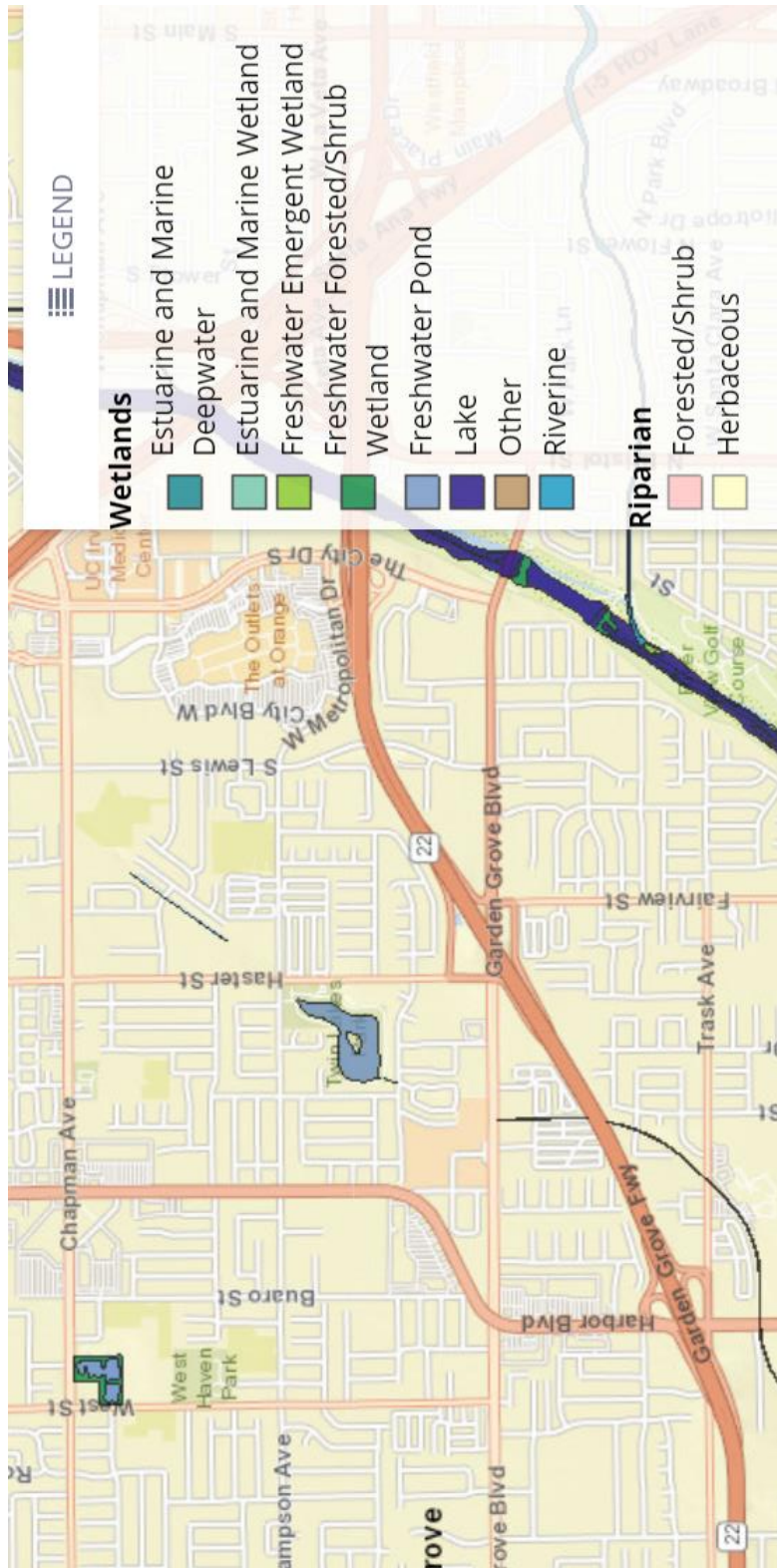
This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire Harbor Boulevard roadway segment. The construction related impacts would occur within the travel lanes located between the roadway's curbs and gutters. There are no wetlands located within the Harbor Boulevard corridor that would be improved under this alternative. As a result, no impacts to wetland area would result under this alternative's implementation.

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<sup>15</sup> Center for Biological Diversity. *Endangered Species Act Profile, Quino checkerspot butterfly*.  
[http://www.biologicaldiversity.org/species/invertebrates/Quino\\_checkerspot\\_butterfly/endangered\\_species\\_act\\_profile.html](http://www.biologicaldiversity.org/species/invertebrates/Quino_checkerspot_butterfly/endangered_species_act_profile.html).



**Exhibit 10 Wetlands Map**





#### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The primary intersections affected by this alternative would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask Avenue. This alternative would also include a new pedestrian crossing at Harbor Boulevard and Twintree Avenue. There are no wetlands located near any of the affected intersections. As a result, no impacts to wetland area would result under this alternative's implementation.

### **4. FLOODPLAINS**

#### **PROPOSED PROJECT ALTERNATIVE**

According to the Federal Emergency Management Agency (FEMA) Flood Map Service Center, a majority of the HBGDIP project area is located in Zone X. A Federal Emergency Management Agency (FEMA) flood Insurance Rate Map (FIRM) is provided in Exhibit 11. This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. However, a segment of Lampson Avenue east of Harbor Boulevard is located within Zone A. No impacts will occur with respect to flood waters since the project will not extend into this area.<sup>16</sup> The proposed HBGDIP improvements will be located within the existing Harbor Boulevard public ROW. As a result, no floodplain impacts will occur.

#### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no impacts with respect to floodplains would occur.

#### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The geographic area would be the same as that of the proposed project. As a result, no floodplain impacts under this alternative would result.

#### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. As indicated previously, the Harbor Boulevard Corridor and the affected intersections that are subject to the proposed project is located outside of any floodplain. As a result, no floodplain impacts under this alternative would result.

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<sup>16</sup> <https://msc.fema.gov/portal/search?AddressQuery=garden%20grove#searchresultsanchor>

**Exhibit 11 Flood Zone Map**



## 5. FEDERALLY LISTED SPECIES

### PROPOSED PROJECT ALTERNATIVE

The HBGDIP project area is entirely located within the Harbor Boulevard public ROW. As indicated previously, the proposed HBGDIP street-improvement project area extends along Harbor Boulevard ROW from Westminster Avenue, on the south, to Chapman Avenue, on the north. The improvements will be confined to the existing public ROW along the Harbor Boulevard corridor.<sup>17</sup> No physical dislocation of any existing landscaping outside of the City-owned street ROW will occur. The proposed project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture.<sup>18</sup>

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the Anaheim Quadrangle (the HBGDIP portion of the City is located within the Anaheim Quadrangle) indicated that out of a total of 23 listed native plant and animal species within the Anaheim Quadrangle, four are either threatened or endangered on a Federal or State level.<sup>19</sup> These species include:

- The *coastal California gnatcatcher*. This bird species is not likely to be found in the project area due to the lack of coastal sage scrub, which is the species' primary habitat.<sup>20</sup>
- *Western Yellow-Billed Cuckoo*. This bird species is not likely to be found in the project area due to the project area's lack of riparian woodland habitat, which is the species' primary habitat.<sup>21</sup>
- The *Swainson's Hawk*. This bird species is not likely to be found in the project area due to the lack of plains and farmland, which is the bird's primary habitat.<sup>22</sup>
- The *Quino Checkerspot Butterfly*. This species is not likely to be found in the project area since the eight known populations are not located in Orange County.<sup>23</sup>

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<sup>17</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>18</sup> Center for Biological Diversity. *Endangered Species Act Profile*

<sup>19</sup> California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>.

<sup>20</sup> Center for Biological Diversity. *Coastal California Gnatcatcher*. [http://www.biologicaldiversity.org/species/birds/coastal\\_California\\_gnatcatcher/](http://www.biologicaldiversity.org/species/birds/coastal_California_gnatcatcher/).

<sup>21</sup> US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. [http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach\\_PA\\_Western-Yellow-Billed-Cuckoo.htm](http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm).

<sup>22</sup> Audubon. *Swainson's Hawk (Buteo swainsoni)*. <http://www.audubon.org/field-guide/bird/swainsons-hawk>.

<sup>23</sup> Center for Biological Diversity. *Endangered Species Act Profile, Quino checkerspot butterfly*.

In addition, the US Fish and Wildlife Service *IPaC Resource List* database was consulted to generate a listing of species and other resources that may be found in the project area. The first step involved the identification of the survey area which extended along the Harbor Boulevard corridor extending from Chapman Avenue from the north continuing south to Westminster Avenue. The IPaC database identified a single bird species, the Coastal California Gnatcatcher (a threatened species), though it indicated the project area did not contain any habitat for this species. The database also identified a single endangered flowering plant species, the Ventura Marsh Milk-vetch, that was also located outside the project area since there was no habitat located in the project area. Furthermore, the IPaC database indicated there are no critical habitats found within the project area.<sup>24</sup>

As indicated in this section, the HBGDIP project will not have an impact on the aforementioned species since the project area is entirely located within the Harbor Boulevard public ROW. The improvements will be confined to the existing public ROW along the Harbor Boulevard corridor.<sup>25</sup> No physical dislocation of any existing landscaping outside of the City-owned street ROW will occur. The adjacent properties to the Harbor Boulevard ROW are completely urbanized. no impacts will result.

#### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no impacts would occur to any federally listed animal species.

#### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. Because this alternative will limit disturbance to the Harbor Boulevard travel lanes, no physical dislocation of landscaping or ground disturbance will occur. As a result, under this alternative there will not be any impacts to any federally listed species.

#### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would provide for the upgrading of certain intersections located along the Harbor Boulevard corridor and corresponds to Project Element 3 outlined in the PER. The primary intersections affected by this alternative would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask/Avenue. This alternative would also include a new pedestrian crossing at Harbor Boulevard and Twintree Avenue. No physical dislocation of outside of medians or ground disturbance will occur. As a result, under this alternative there will not be any impacts to any federally listed species.

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<sup>24</sup> *IPaC Resource List* database. Website accessed on July 8, 20020. <https://ecos.fws.gov/ipac/>

<sup>25</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

## **6. LAND USE AND ZONING**

### **PROPOSED PROJECT ALTERNATIVE**

The proposed HBGDIP street-improvement project area extends along Harbor Boulevard in the City's master planned International West Resort Area. The improvements will be confined to the existing public right-of-way along the Harbor Boulevard corridor.<sup>26</sup> No physical dislocation of any existing land uses and landscaping outside of the City-owned street ROW will occur. The land uses and zoning of the areas located along the project area are shown in Exhibit 12.

### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no impacts would occur and no land use impacts would occur.

### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. All of the roadway resurfacing According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the City does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>27</sup> Since the implementation of the proposed project will not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, no impacts will occur.

### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

Under this alternative the improvements would be limited to the roadway travel lanes only. Under this alternative, no dislocation or displacement impacts of adjacent land uses or development would occur. As a result, no impacts on land use would result.

### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The alternative would involve improvements to key intersections that would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask Avenue. This alternative would also include a new pedestrian crossing at Harbor Boulevard and Twintree Avenue. Under this alternative, no dislocation or displacement impacts of adjacent land uses or development would occur. As a result, no impacts on land use would result.

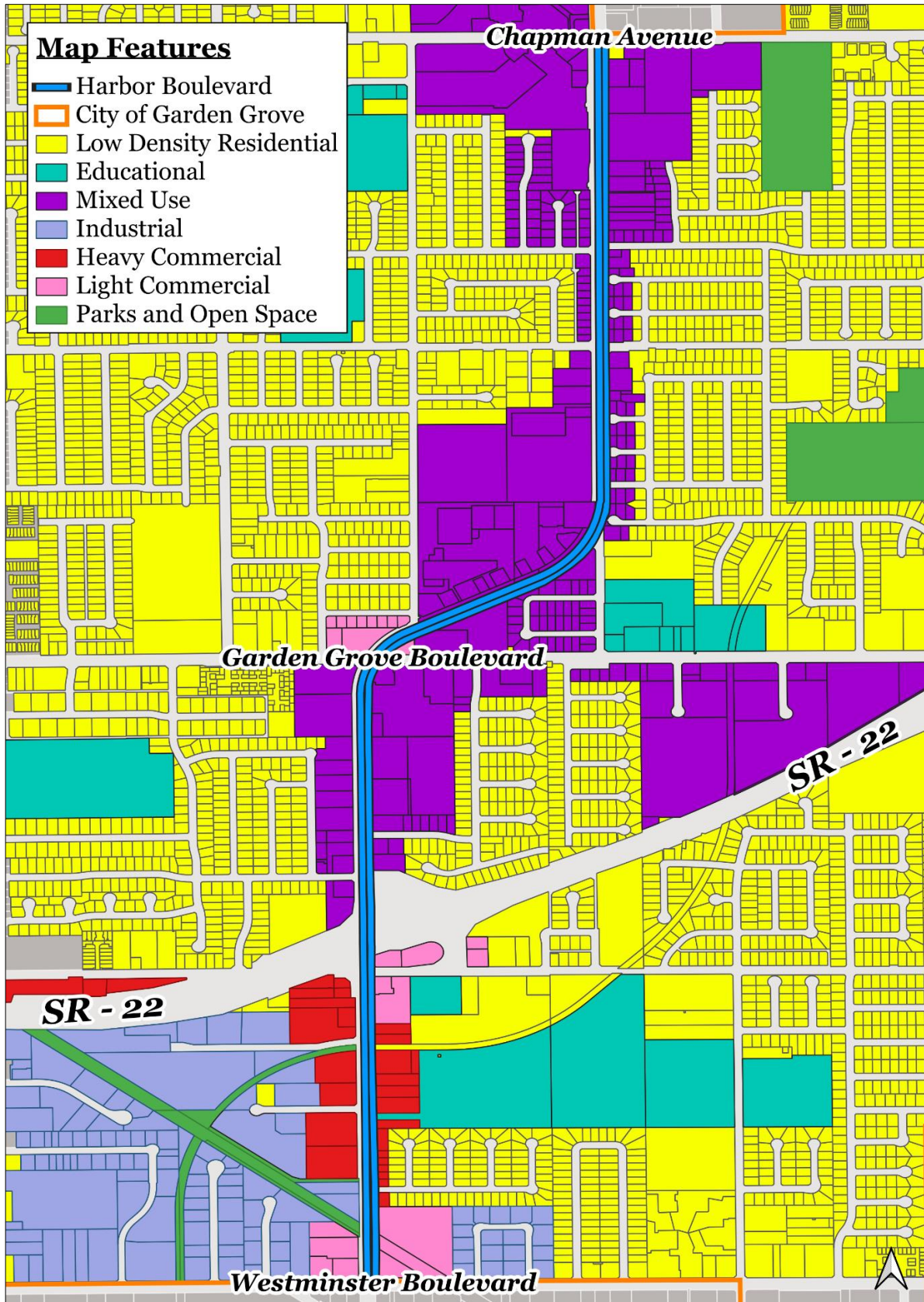
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<sup>26</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>27</sup> California Department of Conservation. *Important Farmland in California, 2006*.



**Exhibit 12 Land Use Map**



## 7. SOLID WASTE MANAGEMENT

### PROPOSED PROJECT ALTERNATIVE

The proposed HBGDIP project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. These improvements will revitalize the corridor, improve pedestrian and traffic safety, enhance pedestrian connectivity, improve public transit access, and stimulate the economic vitality and attraction of the entire Harbor Boulevard corridor.<sup>28</sup> The improvements will be confined to the Harbor Boulevard public ROW.

The City's waste management is under the jurisdiction of the Garden Grove Sanitation District (GGSD), who contracts collection and disposal services with Republic Services. Waste collected is disposed of either at the Frank R. Bowerman Landfill near Irvine, the Olinda Alpha Landfill near Brea, or the Prima Deshecha Landfill in San Juan Capistrano. The proposed project will not introduce any new development and the project does not include additional improvements or amenities that would increase the amount of solid waste generation. As a result, no impacts will occur. Limited additional waste will be generated during construction activities. The pavement rehabilitation will be employing rehabilitation alternatives ranging from slurries to grinding and overlay methods. When existing roadway surfaces will be removed, the materials will be recycled (ie ground up) and used as base.<sup>29</sup> The proposed project will not introduce any new development. The HBGDIP project does not include additional improvements they would result in increased solid waste generation. As a result, no impacts will occur.

### NO PROJECT/NO BUILD ALTERNATIVE.

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. As a result, no solid waste impacts would result from this alternative's implementation.

### HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The roadway resurfacing improvements would be limited to the roadway travel lanes only. Under this alternative, the original roadway surfaces would be ground up and recycled as roadway base materials, similar to the proposed project. As a result, no impacts on solid waste are anticipated.

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<sup>28</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>29</sup> Ibid.

### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The alternative would involve improvements to intersections that would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask Avenue. This alternative would also include a new pedestrian crossing at Harbor Boulevard and Twintree Avenue. No significant demolition would occur and any concrete, asphalt, and median pavers may be crushed and recycled. As a result, no significant solid waste impacts would result from this alternative's implementation.

## **8. HAZARDOUS OR TOXIC SUBSTANCES**

### **PROPOSED PROJECT ALTERNATIVE**

The proposed HBGDIP project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture.<sup>30</sup>

The improvements will be confined to the Harbor Boulevard public ROW. The proposed project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the proposed project's construction phase include, but are not limited to, gasoline, solvents, roadway surface coatings, and equipment lubricants. In the event of any spill, the construction crews and contractors would be required to adhere to all pertinent requirements and protocols.

Construction activities may have the potential to result in the discharge of sediment, oils, residual diesel fuel, rubbish, sanitary waste, concrete waste, petroleum products (paints, solvents, fuels), or other contaminants of concern into the local streets and/or stormwater infrastructure. The discharge of contaminated runoff from construction will be minimized since the contractors will be required to adhere to the construction Best Management Practices (BMPs) outlined in the Construction Runoff Guidance Manual. The construction BMPs identified in the Construction Runoff Guidance Manual are applicable for all projects located within Orange County. As a result, no impacts are anticipated.

### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no

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<sup>30</sup> Center for Biological Diversity. *Endangered Species Act Profile, Quino checkerspot butterfly*.  
[http://www.biologicaldiversity.org/species/invertebrates/Quino\\_checkerspot\\_butterfly/endangered\\_species\\_act](http://www.biologicaldiversity.org/species/invertebrates/Quino_checkerspot_butterfly/endangered_species_act)



construction would occur. As a result, no hazardous materials impacts would result from this alternative's implementation since no construction activities would occur.

#### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The roadway resurfacing improvements would be limited to the roadway travel lanes only. Under this alternative, the original roadway surfaces would be ground up and recycled as roadway base materials, similar to the proposed project. The potential for a hazardous spill during construction activities would be less compared to the proposed project since the scope of the project would be less.

#### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The alternative would involve improvements to intersections that would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask Avenue. This alternative would also include a new pedestrian crossing at Harbor Boulevard and Twintree Avenue. The potential for hazardous spill during construction activities would be less compared to the proposed project since the scope of the project would be less.

## **9. WATER RESOURCES**

#### **PROPOSED PROJECT ALTERNATIVE**

The proposed project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor. As indicated previously, the proposed project will be confined to the existing Harbor Boulevard right-of-way. The City of Garden Grove is served by the County of Orange, Orange County Flood Control District (OCFCD), which operates and maintains regional and municipal storm drainage facilities. The proposed HBGDIP improvements will be confined to the existing public ROW. No physical dislocation of land uses and improvements outside of the City-owned street ROW will occur.<sup>31</sup> The water quality management program (WQMP) requirements apply to any *Priority Project* where a new development will create new impervious surfaces in excess of at least 5,000 or more square feet of impervious area on an already developed site. No new impervious surfaces will be created by the proposed HBGDIP project and no additional stormwater runoff will be created. Thus, no impacts will result.

The proposed project's construction and subsequent occupation will not violate any water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. The discharge of contaminated runoff from construction will be minimized since the Applicant will be required to adhere to the construction BMPs outlined in the Construction

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<sup>31</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

Runoff Guidance Manual. The construction BMPs identified in the Construction Runoff Guidance Manual are applicable for all projects located within Orange County.<sup>32</sup> These construction BMPs are grouped into the following categories:

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

The project contractors will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to applicable regulations since the roadway's drainage would continue connect to the City's MS4. The SWPPP would contain additional construction BMPs that would be the responsibility of the project contractors to implement. Furthermore, the contractors would be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board. The contractors will ensure that a SWPPP is approved or will file a Notice of Intent to comply with the State permit prior to issuance of a grading permit.<sup>33</sup> The NPDES, SUSMP, and SWPPP are all elements of the MS4. Adherence to these requirements will reduce the potential construction and operational impacts to levels that are less than significant.

#### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard corridor would take place. As a result, no impacts with respect to water resources would occur.

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<sup>32</sup> Orange County Public Works. *Construction Runoff Guidance Manual*. Report dated December 2012.

<sup>33</sup> City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012.

### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The roadway resurfacing improvements would be limited to the roadway travel lanes only. Under this alternative, the original roadway surfaces would be ground up and recycled as roadway base materials, similar to the proposed project. The potential impacts on water resources of this alternative would be similar to that of the proposed project. No excavation into the local groundwater basin or aquifer would occur with this alternative's implementation. In addition, the same BMPs applicable to the proposed project would be applicable to this alternative. As a result, the impacts would be less than significant.

### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The alternative would involve improvements to intersections that would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask Avenue. This alternative would also include a new pedestrian crossing at Harbor Boulevard and Twintree Avenue. The potential for hazardous spill during construction activities would be less compared to the proposed project since the scope of the project would be less. No excavation into the local groundwater basin or aquifer would occur with this alternative's implementation. In addition, the same BMPs applicable to the proposed project would be applicable to this alternative. As a result, the impacts would be less than significant.

## **10. WATER SUPPLY AND DISTRIBUTION SYSTEMS**

### **PROPOSED PROJECT ALTERNATIVE**

The City's Water Services Division operates 11 active wells with a total capacity of 26,940 gallons per minute (GPM) and four imported water connections. In addition, the City also operates eight storage and distribution reservoirs at five sites with a combined volume of 53 million gallons, allowing backup during periods of fire-flow demand, peak demands, and/or temporary outages. The storage system is supported by 17 booster pumps that have a total capacity of 41,000 GPM, which will keep the system pressurized under peak flow conditions. The City also maintains nine emergency interconnections with neighboring water systems.

The proposed project will not introduce any new development that would lead to water consumption impacts. The proposed HBGDIP project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected intersection locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture.<sup>34</sup> Drought tolerant landscaping will be

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<sup>34</sup> City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012.

planted in the reconstructed medians. The improvements will be confined to the Harbor Boulevard public right-of-way. The BCIP project does not include additional improvements or amenities such as restrooms, water fountains, or showers and no increase in demand for water treatment service will occur with the implementation of the proposed project. As a result, no impacts will occur.

**NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard corridor would take place. Under this alternative, no additional water consumption impacts would result beyond that which presently occurs.

**HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. Since this alternative would only include rehabilitation improvements to the existing Harbor Boulevard travel lanes, no changes in the current water consumption rates would result.

**INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. This alternative would include the replacement of existing landscaping with drought tolerant landscaping in the new reconstructed medians. As a result, the impacts are would be comparable to the proposed project.

## **11. WASTEWATER COLLECTION AND TREATMENT FACILITIES**

**PROPOSED PROJECT ALTERNATIVE**

The City of Garden Grove's sewer system operates entirely using gravity flow and the effluent generated within the City is conveyed to one of several of Orange County Sanitation District's (OCSD) sewer trunk lines.<sup>35</sup> The Orange County Sanitation District (OCSD) is responsible for safely collecting, treating, and disposing the wastewater generated by 2.5 million people living in a 479 square-mile area of central and northwest Orange County. The OCSD's system includes approximately 580 miles of sewer lines and two treatment plants located in the Cities of Fountain Valley and Huntington Beach. Through these facilities, the OCSD collects, conveys, treats, and/or reclaims approximately 230 million gallons of wastewater generated daily in its service area. Wastewater from the City's local conveyance system is then conveyed to the OCSD trunk sewers and treated at the OCSD Plant No. 2 located in Huntington Beach. The OCSD Revenue Area 3 serves the City of Buena Park, La Habra, Garden Grove, Anaheim, Cypress, La Palma, Stanton, Los Alamitos, Westminster, and Fountain Valley.

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<sup>35</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

All sewage flow from Revenue Area 3 is collected and treated at Treatment Plant No. 2, which is located at 22212 Brookhurst Street, Huntington Beach.<sup>36</sup> The estimated average daily effluent received at Plant No. 2 is 127 million gallons (mgd). This facility currently has a total primary treatment capacity of 168 mgd, with an average daily treatment of approximately 127 mgd. Therefore, there is approximately 41 mgd of excess primary treatment capacity at OCSD Plant No. 2. Plant No. 2 also has 90 mgd of secondary treatment capacity. The proposed HBGDIP project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture.<sup>37</sup> The improvements will be confined to the Harbor Boulevard public right-of-way. As a result, no additional effluent generation will occur. The proposed project will not introduce any new development. The HBGDIP project does not include additional habitation types of improvements such restrooms and no increase in effluent will occur with the implementation of the proposed project. As a result, no wastewater impacts will occur.

#### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no changes to the Harbor Boulevard would occur. As a result, no wastewater or effluent generation will occur and no impacts will result.

#### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The improvements proposed under this alternative will be confined to the Harbor Boulevard travel lanes. The proposed project will not introduce any new development that will generate sewage. This alternative does not include additional habitation types of improvements such restrooms and no increase in effluent will occur with the implementation of this alternative. As a result, no wastewater impacts will result.

#### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. This alternative will not introduce any new development. This alternative does not include additional habitation types of improvements such restrooms and no increase in effluent will occur with the implementation of this alternative. As a result, no wastewater impacts will result.

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<sup>36</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>37</sup> Ibid.

## **12. ENVIRONMENTAL JUSTICE (EXECUTIVE ORDER 12898)**

### **PROPOSED PROJECT ALTERNATIVE**

The proposed HBGDIP project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. The HBGDIP project is intended to help the City implement a long-term and sustainable economic strategy through a variety of non-construction and construction projects.<sup>38</sup> These improvements will revitalize the corridor, improve pedestrian and traffic safety, enhance pedestrian connectivity, improve public transit access, and stimulate the economic vitality and attraction of the entire Harbor Boulevard corridor.<sup>39</sup> These improvements will be a direct benefit to transit dependent residents that are largely low and moderate income residents. The improvements will be confined to the Harbor Boulevard public right-of-way and no housing or dislocation impacts will result. As a result, no impacts are anticipated.

### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no physical changes to the environment will occur.

### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay of the Harbor Boulevard travel lanes. Under this alternative, the proposed improvements will focus on the resurfacing and rehabilitation of the Harbor Boulevard travel lanes only. The environmental justice benefits of this alternative will not be as great as that of the proposed project. The improvements will be confined to the Harbor Boulevard public right-of-way and no housing or dislocation impacts will result. As a result, no impacts are anticipated.

### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The alternative would involve improvements to intersections that would include the Garden Grove Boulevard/Harbor Boulevard and Harbor Boulevard/Trask Avenue. This alternative would also include the construction of a new pedestrian crossing at Harbor

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<sup>38</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019..

<sup>39</sup> Ibid.

Boulevard and Twintree Avenue. The environmental justice benefits of this alternative will not be as great as that of the proposed project. The improvements will be confined to the Harbor Boulevard public right-of-way and no housing or dislocation impacts will result. As a result, no impacts are anticipated.

### **13. TRANSPORTATION (STREETS, TRAFFIC AND PARKING)**

#### **PROPOSED PROJECT ALTERNATIVE**

The proposed HBGDIP project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. The street-improvement project area extends along Harbor Boulevard from Chapman Avenue, on the north, to Westminster Avenue, on the south. The project improvements will be located entirely within the Harbor Boulevard public right-of-way.<sup>40</sup>

The Harbor Boulevard corridor, in its entirety has been improved with conventional asphalt concrete, curb and gutter, sidewalk, minimal landscaping, driveways, utility infrastructure that was installed as part of the development that has taken place. Previous improvement phases along Harbor Boulevard have updated and improved a variety of the previous elements. The proposed HBGDIP is to improve the remaining elements of this existing infrastructure as it is now approaching its maximum anticipated life span. These improvements must also be consistent with the ultimate sizing per the City's adopted General Plan and the West Development area master plan. The proposed project improvements will be designed and constructed to update it to current design standards for basic public health and safety, secure the resilience and sustainability of the corridor and will extend the anticipated life span and service life of the infrastructure.

Currently, Harbor Boulevard consists of three travel lanes in each direction with occasional turn pockets at median openings and intersections, and there are traffic signals at major intersections. The ultimate roadway and infrastructure improvements proposed with this project will improve traffic capacity in each direction, and the intersection improvements will improve the level of service, thus reducing congestion and travel time, and will reduce air quality impacts to the area.<sup>41</sup>

The existing Harbor Boulevard right-of-way averages between 100 feet and 120 feet in width along the roadway. The intersecting streets feed traffic to and from adjacent neighborhoods and land uses. The project includes three primary project elements, which are designated as "Project Element 1" through "Project Element 3." All three project elements are anticipated to be implemented as one contract bid package. The improvements to be constructed in the designated

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<sup>40</sup> City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012.

<sup>41</sup> Ibid.

project elements include, but are not limited to pavement rehabilitation, intersection upgrades for better efficiency and safety, traffic signals with signage, upgrades to medians and storm drain inlet upgrades for base line capacity conveyance.<sup>42</sup> It is anticipated that all components of the project will be constructed and installed as part of one construction bid package and as part of a single construction schedule.<sup>43</sup> As indicated in the description of the proposed project, a primary element of the proposed project will involve the rehabilitation of the roadway surfaces ranging from slurry seals to grinding and overlay to give the entire roadway corridor a life extending surface treatment. An overlay is faster and less expensive to install. However, some pavements are not suitable for overlays if the foundation is unstable or alligator cracking is extensive, reconstruction is usually a more cost-efficient choice. The basic steps for installing an overlay are as follows.

1. The asphalt contractor will inspect the pavement to determine the cause of the damage. Without addressing the reason, the overlay will suffer the same type of damage.
2. The contractor may take several core samples to check the condition of the foundation.
3. Road crews will thoroughly clean the pavement to remove sand, debris, gravel, and vegetation.
4. In some instances, it may be necessary to make repairs before installing the overlay. For example, deep ruts may need to be filled to keep the new surface level.
5. The application of a sticky layer called the tack coat, which helps the asphalt adhere to the roadway. Vehicles must avoid driving or walking on tack coat.
5. The new paving material is applied, compacted, and finished.<sup>44</sup>

Some work may remain after the paving including the application of pavement markings, clean up and replanting grass, if needed. The construction activities will be completed in stages with partial lane closures. At no time will any segment of Harbor Boulevard be completely closed to traffic during the construction periods. The actual construction period is projected to take between six (6) and seven (7) months to complete.<sup>45</sup> The proposed HBGDIP improvements will revitalize the corridor, improve pedestrian and traffic safety, enhance pedestrian connectivity, improve public transit access, and stimulate the economic vitality and attraction of the entire Harbor Boulevard corridor.<sup>46</sup> These improvements will be a direct benefit to circulation and traffic in the affected area. No direct traffic generation will occur since no new land use development will occur. As indicated previously, the HBGDIP improvements will be confined to the Harbor Boulevard public right-of-way and no housing or dislocation impacts will result. As a result, no impacts are anticipated.

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<sup>42</sup> City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012..

<sup>43</sup> Ibid.

<sup>44</sup> San Diego Association of Governments. Dag. <https://www.sandiego.gov/street-div/services/street-resurfacing-pothole-repair>. Website accessed June 8, 2020.

<sup>45</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>46</sup> Ibid.



### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no impacts would occur. None of the benefits that would accrue from the proposed project's implementation would be realized.

### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The objective of the proposed project would be partially realized with this alternative's implementation. Only the travel lanes would be resurfaced though none of the other improvements (curbs and gutters, pedestrian improvements, intersections, etc.).

### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The objective of the proposed project would be partially realized with this alternative's implementation. Only selected intersection improvements would be implemented.

## **14. AIR QUALITY**

### **PROPOSED PROJECT ALTERNATIVE**

The proposed HBGDIP project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. The street-improvement project area extends along Harbor Boulevard from Chapman Avenue, on the north, to Westminster Avenue, on the south. The project improvements will be located entirely within the Harbor Boulevard public right-of-way.<sup>47</sup> The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O<sub>3</sub>)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).

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<sup>47</sup> City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012.

- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO<sub>2</sub>)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO<sub>2</sub> is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO<sub>2</sub>)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM<sub>10</sub> and PM<sub>2.5</sub>* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

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

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM<sub>10</sub>;
- 55 pounds per day or 2.43 tons per quarter of PM<sub>2.5</sub>; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>;
- 55 pounds per day of PM<sub>2.5</sub>; or,
- 150 pounds per day of sulfur oxides.

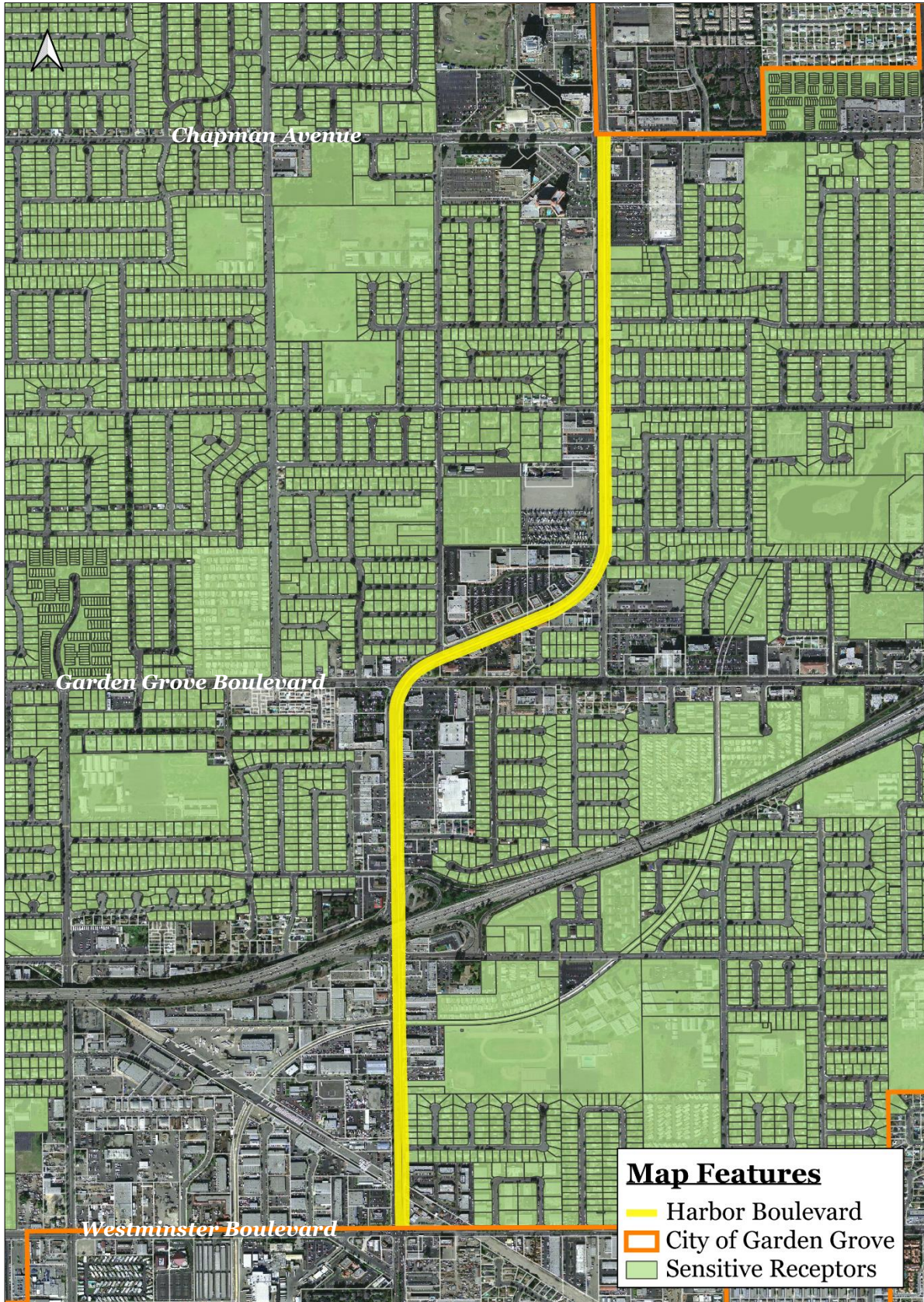
The proposed HBGDIP street-improvement project area extends along Harbor Boulevard in the City's master planned International West Resort Area. The International West Resort Area is a key corridor of the City that is currently targeted for strategic economic development and job creation. The improvements will be confined to the existing public right-of-way along the Harbor Boulevard corridor.<sup>48</sup> No physical dislocation of land uses and improvements outside of the City-owned street ROW will occur. There are sensitive receptors located along segments of the project area (refer to Exhibit 9 on the following page).

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<sup>48</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.



**Exhibit 9 Sensitive Receptors**





All of the proposed improvements will be confined to the existing roadway ROW.<sup>49</sup> The City of Garden Grove is located within the South Coast Air Basin, which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP) adopted in 2016. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria to determine a project's conformity with the AQMP:<sup>50</sup>

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed HBGDIP will not result in any operational emissions. The proposed project will not lead to any activities that would result in direct increases in either stationary or mobile emissions. The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Garden Grove. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. The HBGDIP will not affect any employment, housing, and population projections for the City of Garden Grove. As a result, no impacts related to the implementation of the AQMP are anticipated.

The proposed HBGDIP will not result in any physical dislocation of land uses and improvements outside of the City-owned street Harbor Boulevard ROW. The proposed BCIP is also consistent with the City of Garden Grove General Plan that promotes safe and efficient circulation and transit. Since the proposed project's implementation will not result in any operational emissions and it is conformance with the City's General Plan, no operational air quality impacts are anticipated. The SCAQMD rules that may be applicable to the proposed project include, but are not limited, to the following:

- *Rule 402 (Nuisance)*: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or

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<sup>49</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>50</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- *Rule 403 (Fugitive Dust):* This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.
- *Rule 1113 (Architectural Coatings):* This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- *Rule 1186 (PM10 Emissions from Paved and Unpaved Roads):* This rule applies to owners and operators of paved and unpaved roads. The rule is intended to reduce PM10 emissions by requiring the clean-up of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

As indicated at the beginning of this section, the proposed project would involve improvements to Harbor Boulevard corridor between Westminster Avenue (on the south) and Chapman Avenue (on the north). These improvements would include pavement rehabilitation of the travel lanes, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. The entire project will be completed over six to seven months. These construction activities will result in short-term construction-related emissions. The following assumptions were used to calculate the potential maximum daily emissions:

- A total of 553,000 square feet of roadway surface will undergo rehabilitation;
- A total of 13,800 square feet of brick median pavers will be removed;
- A total of 13,800 square feet of landscaping and irrigation will be installed;
- A new pedestrian signal at Harbor Boulevard and Twintree will be installed; and,
- The Harbor Boulevard and Trask Avenue intersection will be upgraded.

Most of the construction-related emissions would be related to the rehabilitation of the Harbor Boulevard roadway surfaces. Because of the nature and the extent of the proposed project, this analysis assumed that the equipment that would be used to rehabilitate the roadway surface would be an “equipment train.” The train would pulverize, crush, add and mix stabilizers, and then distribute these materials on the roadway. A roller would then follow compressing the new asphalt layer. The analysis assumes that one travel lane The analysis assumes that equipment

train would be used on an average work day.<sup>51</sup> On a maximum case, the train would treat 1,000 liner feet of roadway on a given day.

The predominant emissions will be related to fugitive dust PM<sub>10</sub> emissions related from ground disturbance and exhaust emissions from heavy-duty trucks and construction equipment. The construction equipment would be powered by gasoline and diesel engines that would generate CO, SO<sub>2</sub>, NO<sub>x</sub>, VOCs along with particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction area. SO<sub>2</sub> is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm sulfur), so SO<sub>2</sub>-related issues due to diesel exhaust will be minimal.

During the paving activities, short-term odors in the immediate area of each paving site(s) may be evident. Such odors would quickly disperse to below detectable levels as distance from the site(s) increases. Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in long-term adverse conditions. Construction Conformity Construction activities will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

#### **NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. No construction-related emissions would occur Under this alternative, no air quality impacts would occur.

#### **HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The short-term construction air emissions would be limited to the paving of the travel lanes. The construction-related emissions would be less than that anticipated for the proposed project.

#### **INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The short-term construction air emissions would be limited to the paving of the travel lanes. The construction-related emissions would be less than that anticipated for the proposed project.

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<sup>51</sup> Federal Highway Administration (FHWA). *Pavements. Chapter 13. Cold In-Place Recycling (Construction Methods and Equipment)*. June 2017.

## 15. NOISE POLLUTION

### PROPOSED PROJECT ALTERNATIVE

The proposed HBGDIP project will include a variety of public infrastructure improvements to the Harbor Boulevard corridor including roadway pavement rehabilitation, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. The street-improvement project area extends along Harbor Boulevard from Chapman Avenue, on the north, to Westminster Avenue, on the south. The project improvements will be located entirely within the Harbor Boulevard public right-of-way.<sup>52</sup>

The Harbor Boulevard corridor is currently subject to relative high noise levels due to the existing traffic volumes that travel along the roadway. The HBGDIP will not result in any operational (long term) impacts related to mobile noise sources or stationary noise sources. The primary potential impact will be related to short-term construction related impacts. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.<sup>53</sup> In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. Construction noise levels typically will decline as one moves away from the noise source in phenomenon known as *spreading loss*. Stationary noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.

The pieces and number of equipment that will be utilized was taken from the CalEEMod worksheets that reflects the equipment used in a roadway resurfacing project. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual equipment. The model was run for the grading phase reflecting the roadway rehabilitation. During this phase, the project's construction will result in ambient noise levels of up to 75.2 dBA at 50 feet from the equipment source. Construction noise is regulated under Section 8.47.060(D)-Special Noise Sources, which states:

*“It shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness, as determined utilizing the criteria established in Section*

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<sup>52</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>53</sup> USEPA, *Protective Noise Levels*. 1971.

*8.47.050(B), is caused discomfort or annoyance unless such operations are of an emergency nature.”*

The project contractors will be required to adhere to the City’s Noise Ordinance. Construction will take place between the hours of 7:00 AM and 10:00 PM pursuant to Section 8.47.060(D) of the City’s code.

**NO PROJECT/NO BUILD ALTERNATIVE.**

This alternative assumed that the project would not be implemented and no new roadway improvements to the Harbor Boulevard Corridor would take place. Under this alternative, no short-term noise impacts would occur since no construction noise would occur.

**HARBOR BOULEVARD ROADWAY REHABILITATION ONLY ALTERNATIVE.**

This proposed project alternative would include the asphalt rehabilitation, including grinding and overlay, of the entire roadway segment. The potential short-term noise impacts would be comparable to the proposed project since the construction activities would be confined to the travel lanes. Long term noise would not change since no changes in the configuration of the existing Harbor Boulevard cross-section would occur nor would there be any changes in the traffic volumes.

**INTERSECTION IMPROVEMENTS ONLY ALTERNATIVE**

This alternative would only provide for the upgrading of certain intersections located along the Harbor Boulevard corridor. This alternative corresponds to Project Element 3 outlined in the PER. The potential short-term noise impacts would be comparable to the proposed project since the construction activities would be confined to the travel lanes. Long term noise would not change since no changes in the configuration of the existing Harbor Boulevard cross-section would occur nor would there be any changes in the traffic volumes.

**16. PERMITS**

All of the proposed improvements will take place within the City owned Harbor Boulevard public right-of-way. It is anticipated that the following permits will be required in order to complete the proposed project(s):

- *California Department of Transportation (CalTrans)* encroachment permits for those segments of the HBGDIP located newer the SR-22 Freeway.
- *City of Garden Grove Building Permits* for the installation of certain above-ground structures.
- *Orange County Public Works Department* permits related to the construction of drain inlets and sewer connections.in certain areas.



- *National Pollutant Discharge Elimination System (NPDES)* permit will be required. The contractor will be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board.

## **17. PUBLIC NOTIFICATION/CONTROVERSY**

The proposed HBGDIP improvements will revitalize the Harbor Boulevard roadway surface, improve pedestrian and traffic safety, enhance pedestrian connectivity, improve public transit access, and stimulate the economic vitality and attraction of the entire Harbor Boulevard corridor.<sup>54</sup> These improvements will be a direct benefit to transit dependent residents that are largely low and moderate income residents. The improvements will be confined to the Harbor Boulevard public right-of-way and no housing or dislocation impacts will result. The City has not received any public comment in opposition to the project thus far. When the project commences, the City will initiate a robust outreach effort to inform the business community and local residents as to the timing of construction and other pertinent information.

## **18. DIRECT, INDIRECT, AND CUMULATIVE EFFECTS**

The proposed construction includes, but is not limited to, a variety of public infrastructure improvements such as roads, construction of way-finding and monument signs, construction of new curb and gutter, median enhancement with drought tolerant landscaping, construction and reconstruction of bus stop locations and pedestrian transit points and connectivity along with street furniture. These improvements will revitalize the corridor, improve and minimize safety concerns, enhance pedestrian connectivity, improve public transit access and vehicle safety, and stimulate the economic attraction potential of the entire Harbor Boulevard corridor.

Both interim construction and permanent jobs will be created in connection this planned project and with the hotel development of Site C (Investel), Site B2 (Kam Sang Co), and Home 2 Hotel (BN Hotel Group), along with other adjacent properties. It is the goal of this economic development effort to integrate and connect the southern resort area from Harbor Boulevard and Westminster Avenue to the northern resort area from Harbor Boulevard to Palm Street to create a seamless corridor which will provide a genesis for economic diversification for now and on into the future.

The proposed project is designed to enhance the economic well-being of the Harbor Boulevard commercial corridor located in the City of Garden Grove. The City did identify a number of businesses that would benefit from the proposed project's implementation: Investel Garden Resorts, LLC; BN Hotel Group; New Age Garden Grove; Sunbelt Investments; and, Lake View Village. Both short-term construction jobs and permanent jobs will be created in connection the proposed HBGDIP along with the hotel development of Investel Garden Resorts, the New Age Garden Grove, and Home 2 Hotel, along with other future projects located along the corridor.

The City of Garden Grove has several strategic partners that are participants of this project. These other participants include the County of Orange which has committed to support the implementation of the Comprehensive Economic Development Strategy (CEDS) process. He

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<sup>54</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.bid.

CEDS process was designed to bring the public and private sectors together to generate an economic development strategy that would diversify and strengthen the regional economy while providing incentives for job growth and private investment. Towards this end, the City has established the *Garden Grove Tourism Improvement District or GGTID*. The GGTID planning area contains ten hotels that have agreed to contribute annually towards the enhancement and improvement of the GGTID planning area. The GGTID has collected a self-assessment of annual revenues for transit-related projects, and, a portion of the total collected funds will be allocated as the matching funds for the EDA grant.<sup>55</sup>

It is important to note that the proposed project's improvements will be confined to the Harbor Boulevard corridor and will include the roadway pavement rehabilitation of the Harbor Boulevard travel lanes, the installation of new traffic and pedestrian signals at selected locations, the construction of way-finding signage, the construction of new curbs and gutters, median enhancements with drought tolerant landscaping, the construction and reconstruction of bus stops and pedestrian transit points, and the installation of new street furniture. These improvements will revitalize the corridor, improve pedestrian and traffic safety, enhance pedestrian connectivity, improve public transit access, and stimulate the economic vitality and attraction of the entire Harbor Boulevard corridor.<sup>56</sup> No new development outside of the public right-of-way will, occur. The identified beneficiaries could be implemented in the absence of the proposed HBGDIP's implementation.

## D. MITIGATION

The analysis included in Section C indicated to no project specific mitigation would be required. However, the analysis did indicate the following measures, regulations, and/or standard conditions would be effective in further reducing the potential impacts. The following construction BMPs are will reduce the potential storm water runoff impacts:

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

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<sup>55</sup> City of Garden Grove. *Preliminary Engineering Report for Harbor Boulevard Improvements*. October 22, 2019.

<sup>56</sup> Ibid.

- *Waste management and materials pollution control*, which practices that limit or reduce or prevent the contamination of stormwater by construction wastes and materials.

The SCAQMD rules that may be applicable to the proposed project include, but are not limited, to the following:

- *Rule 402 (Nuisance)*: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- *Rule 403 (Fugitive Dust)*: This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.
- *Rule 1113 (Architectural Coatings)*: This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- *Rule 1186 (PM<sub>10</sub> Emissions from Paved and Unpaved Roads)*: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM<sub>10</sub> emissions by requiring the clean-up of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

The following standard condition will further reduce potential construction noise:

- The project contractors will be required to adhere to the City's Noise Ordinance. Construction will take place between the hours of 7:00 AM and 10:00 PM pursuant to Section 8.47.060(D) of the City's code.

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## APPENDIX A – APPLICANT CERTIFICATION CLAUSE

The applicant represents and certifies that it has used due diligence to determine that the description of the project site described herein is accurate with respect to the presence or absence of contamination from toxic and hazardous substances. The term “site” includes the entire scope of the project, including future phases of the project and all areas where construction will occur.

1. Is the site currently, or has it in the past 50 years, been used for any of the following operations or activities:

a. Generation of hazardous substances or waste?

\_\_\_\_\_ Yes  No

b. Treatment, storage (temporary or permanent), or disposal of solid or hazardous substances or waste?

\_\_\_\_\_ Yes  No

c. Storage of petroleum products?

\_\_\_\_\_ Yes  No

d. Used/waste oil storage or reclamation units?

\_\_\_\_\_ Yes  No

e. Research or testing laboratory?

\_\_\_\_\_ Yes  No

f. Ordinance research, testing, production, use, or storage?

\_\_\_\_\_ Yes  No

g. Chemical manufacturing or storage?

\_\_\_\_\_ Yes  No

h. Weapons or ammunition training, use, or testing?

\_\_\_\_\_ Yes  No

i. Iron works/foundry?

\_\_\_\_\_ Yes  No

j. Railroad yard?

\_\_\_\_\_ Yes  No

**APPENDIX A – APPLICANT CERTIFICATION CLAUSE (CONTINUED)**

k. Industrial or manufacturing operation?

\_\_\_\_\_ Yes  No

If any of the above operations ever occurred at the site, and if appropriate cleanup or other mitigation actions were performed in accordance with the local, State, and federal laws, please attach documentation of these actions.

2. Do wells draw from an underlying aquifer to provide the local domestic water supply?

\_\_\_\_\_ Yes  No

3. Has a federal, State, or local regulatory authority ever conducted an environmental assessment, environmental impact statement, or a preliminary assessment/site inspection, or similar environmental surveyor inspection report at the site? If yes, please list here and attach copies of these reports or results.

\_\_\_\_\_ Yes  No

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_
- 5) \_\_\_\_\_

4. Have any environmental or OSHA citations or notices of violation been issued to a facility at the site? If yes, please attach copies.

\_\_\_\_\_ Yes  No

5. Have any unauthorized releases of hazardous substances occurred at any facility at the site which resulted in notification of the EPA's National Response Center?

\_\_\_\_\_ Yes  No

6. Is any material containing asbestos or lead paint located at the site? If yes, please attach information concerning State and federal regulatory compliance.

\_\_\_\_\_ Yes  No

7. Is there any equipment (electrical transformers, etc.) containing polychlorinated biphenyls (PCB) on the site? If yes, please attach a description of the equipment.

\_\_\_\_\_ Yes  No

8. Are there underground or above ground storage tanks on the site? If yes, please attach a detailed description, including the number of underground storage tanks on the site, whether the tanks have been inspected (or removed) and the results of such inspections.

\_\_\_\_\_ Yes  No

**APPENDIX A – APPLICANT CERTIFICATION CLAUSE (CONTINUED)**

9. Has the site been tested for radon? If yes, please attach results.

\_\_\_\_\_ Yes \_\_\_X\_\_\_ No

10. Have there been, or are there now any environmental investigations by federal, State or local government agencies that could affect the site in question? If yes, please attach available information.

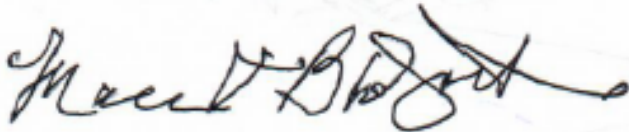
\_\_\_\_\_ Yes \_\_\_X\_\_\_ No

The applicant acknowledges that this certification regarding hazardous substances and/or waste is a material representation of fact upon which EDA relies when making and executing an award. EDA reserves the right to terminate any award made in conjunction with the representations contained herein if, at any time during the useful life of the project, EDA becomes aware of the presence of hazardous materials or waste at the site, or that hazardous materials or waste have been inappropriately handled thereon.

Further, if it is determined at any time that the presence of hazardous materials or waste, or handling thereof, has been misrepresented, EDA may pursue other available legal remedies against the applicant.

City of Garden Grove  
*Applicant's Name*

Marc Blodgett (Environmental Consultant to the City)  
*Name and Title of Applicant's Authorized Representative*



July 9, 2020

*Signature of Applicant's Authorized Representative*

*Date*

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