CATEGORICAL EXEMPTION

LINCOLN INDUSTRIAL DEVELOPMENT
7441 LINCOLN WAY
APN 0131-021-026
GARDEN GROVE, CALIFORNIA 92841

LEAD AGENCY:

CITY OF GARDEN GROVE
PLANNING SERVICES DIVISION
11222 ACACIA PARKWAY
GARDEN GROVE, CALIFORNIA 92841

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

APRIL 23, 2025

GGRO 015

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CATEGORICAL EXEMPTION

TO: Orange County Clerk Recorder
County Administration South Building
601 N. Ross Street
Santa Ana, California 92701

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

NAME: Lincoln Way Warehouse Building

ADDRESS: 7441 Lincoln Way, Garden Grove, California, 92841.

CITY/COUNTY: City of Garden Grove, Orange County.

APPLICANT: JYJ Logistics LLC.

PROJECT: This Categorical Exemption (CE) analyzes the environmental impacts associated with the construction and subsequent operation of a warehouse development within a 2.15-acre (93,841 square foot) site. The project site is currently developed with a two-story office building within a multi-parcel office-industrial complex owned by the applicant. The proposed project would involve the demolition of the existing building and the construction of a 50,300 square foot, Type III-B warehouse building as well as the associated parking and landscaping. The proposed warehouse would include a 5,000 square foot office of which 3,500 square feet would be a mezzanine. The maximum height of the warehouse would be 46 feet. In total, 52 parking spaces would be provided as well as six truck loading docks. The loading docks and rear parking area are gated and would be accessed through an automatic gate. Access to the site would be provided by one, 40-foot driveway connection and an internal drive aisle connected to the adjacent parcels in the office complex. As part of the site improvements, an existing driveway connection to the north side of Lincoln Way would be removed to make space for the proposed building. Landscaping would total 12,010 square feet and would also include an eight-foot-tall block wall, tubular steel fencing and security lighting.

EXEMPTION: The project qualifies as being exempt pursuant to CEQA Guidelines Section 15332 (Class 32 Infill Development Exemption).

STATUS:

___ Ministerial (Section 21080 (b)(1); (Section No. _____);
___ Declared Emergency (Section 21080 (b)(3); (Section No. _____);
___ Emergency Project (Section 21080 (b)(4); (Section No. _____);
___ Statutory Exemption (Section No. _____);
√ Categorical Exemption (Section No. 15332, Infill Exemption).
___ The activity is not subject to CEQA (Section No. _____);
___ Other.

CITY CONTACT

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

Signature_____ Date: _____

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1. OVERVIEW OF THE PROPOSED PROJECT AND THIS EXEMPTION

This Categorical Exemption (CE) analyzes the environmental impacts associated with the construction and subsequent operation of a warehouse development within a 2.15-acre (93,841 square foot) site. The project site is currently developed with a two-story office building, consisting of 43,946 square feet of floor area, within a multi-parcel office-industrial complex owned by the applicant. The proposed project would involve the demolition of the existing office building and the construction of a 50,300 square foot, Type III-B warehouse building as well as the associated parking and landscaping improvements. The proposed warehouse would include a 5,000 square foot office of which 3,500 square foot is a mezzanine. The maximum height of the warehouse would be 46 feet. In total 52 parking spaces would be provided as well as six truck loading docks. The loading docks and rear parking area are gated and would be accessed through an automatic gate. Access to the site would be provided by one, 40 foot driveway connection and an internal drive aisle connected to the adjacent parcels in the office complex. As part of the site improvements, an existing driveway connection to the north side of Lincoln Way would be removed to accommodate the proposed building. Other site improvements would include landscaping totaling 12,010 square feet, an eight-foot-tall tilt-up wall, tubular steel fencing, and security lighting.[1] The Site Plan is illustrated in Exhibit 1.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Notice of Exemption (NOE) may be filed if the City of Garden Grove, in its capacity as the Lead Agency for the proposed project, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a NOE must contain the following information:

- A description of the proposed action or project;
- A finding that the proposed action or project is exempt, including a citation of the State CEQA Guidelines section or statute under which the project is found to be exempt; and,
- A brief statement in support of the finding.[2]

The evaluation below and separate technical studies were prepared to evaluate the project's consistency with the requirements of CEQA's infill exemption. (CEQA Guidelines section 15332.)

2. PROJECT LOCATION

The project site is located in the western portion of the City of Garden Grove. The City of Garden Grove is located in the greater Orange County metropolitan area, located approximately 21 miles southeast from Downtown Los Angeles. The City of Garden Grove is bounded on the north by the cities of Cypress, Stanton, Anaheim; on the south by Westminster, Fountain Valley, and Santa Ana; on the east by Orange and Santa Ana; and on the west by Stanton and Westminster. Garden Grove is served by two freeways including the SR-22 (Garden Grove) Freeway and the I-405 (San Diego) Freeway. The SR-22 Freeway extends through the City's southern portion and terminates at the I-405 on the western border of the City. The City's location in a regional context is shown in Exhibit 2.

The project site's address is 7441 Lincoln Way. The site's latitude/longitude is 33°47'55.54"N and 118°16'09.4"W. The assessor's parcel number (APN) that is applicable to the project site is 0131-021-26. Regional access to the site would be provided by the SR-22 located approximately 1.75 miles south of the

[1] O.C. Design & Engineering. *Site Plan. Sheet A100. July 23, 2024.*

[2] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

site. Vehicular access to the proposed project site would be provided by a proposed 40-foot wide driveway connection with the west side of Western Avenue as well as an internal driveway connecting with the adjacent parcel to be located to the west. The project site's location in Garden Grove is shown in Exhibit 3. A vicinity map is shown in Exhibit 4. Finally, an aerial map is shown in Exhibit 5.

3. ENVIRONMENTAL SETTING

The project site is located within the corporate boundaries of the City of Garden Grove. The proposed project site is located on a 2.15 acre (93,841 square foot) site that is currently developed with a two-story multi-tenant office building. The site is approximately 89 feet above sea level and the site's topography is level. The project site is located within a business park located in an urbanized industrial setting and no native vegetation or habitat is present within or in the vicinity of the project site. The site is part of the Irvine Industrial Complex as described in Planned Unit Development (PUD) 103-76, as an area for light manufacturing, assembly, laboratories, warehousing, and construction industries. The project site is zoned Planned Unit Development No. *PUD 103-76* and has a General Plan land use designation of *Industrial.* Land uses and development located in the vicinity of the proposed project site are outlined below:

- *North of the project site:* Multifamily residences (7410 Carie Lane to 11257 Western Avenue) are located along the north of the project site. The property currently has a Zoning land use designation of *High Density Residential (RH)* and a Land Use Designation of *High Density Residential* in the City of Stanton.[3]
- *South of the project site:* Lincoln Way extends across the south of the project site. A warehouse building (7390 Lincoln Way) is located further south of Lincoln Way however, at the time of this document's creation, the site is still under construction. This area is zoned Planned Unit Development No. *PUD 103-76* and has a Land Use designation of *Industrial.*[4]
- *West of the project site:* A multi-tenant industrial building (7373 and 7391 Lincoln Way) is located to the west of the project site. This area is zoned Planned Unit Development No. *PUD 103-76* and has a Land Use designation of *Industrial.*[5]
- *East of the project site:* Western Avenue extends along the east of the project site. The CR & R Recycling Facility (11292 Western Avenue) is located further east of Western Avenue. The property currently has a Zoning land use designation of *Industrial General (IG)* and a Land Use Designation of *Industrial* in the City of Stanton.[6]

The environmental setting of the project site and the surrounding area are summarized in Table 1.

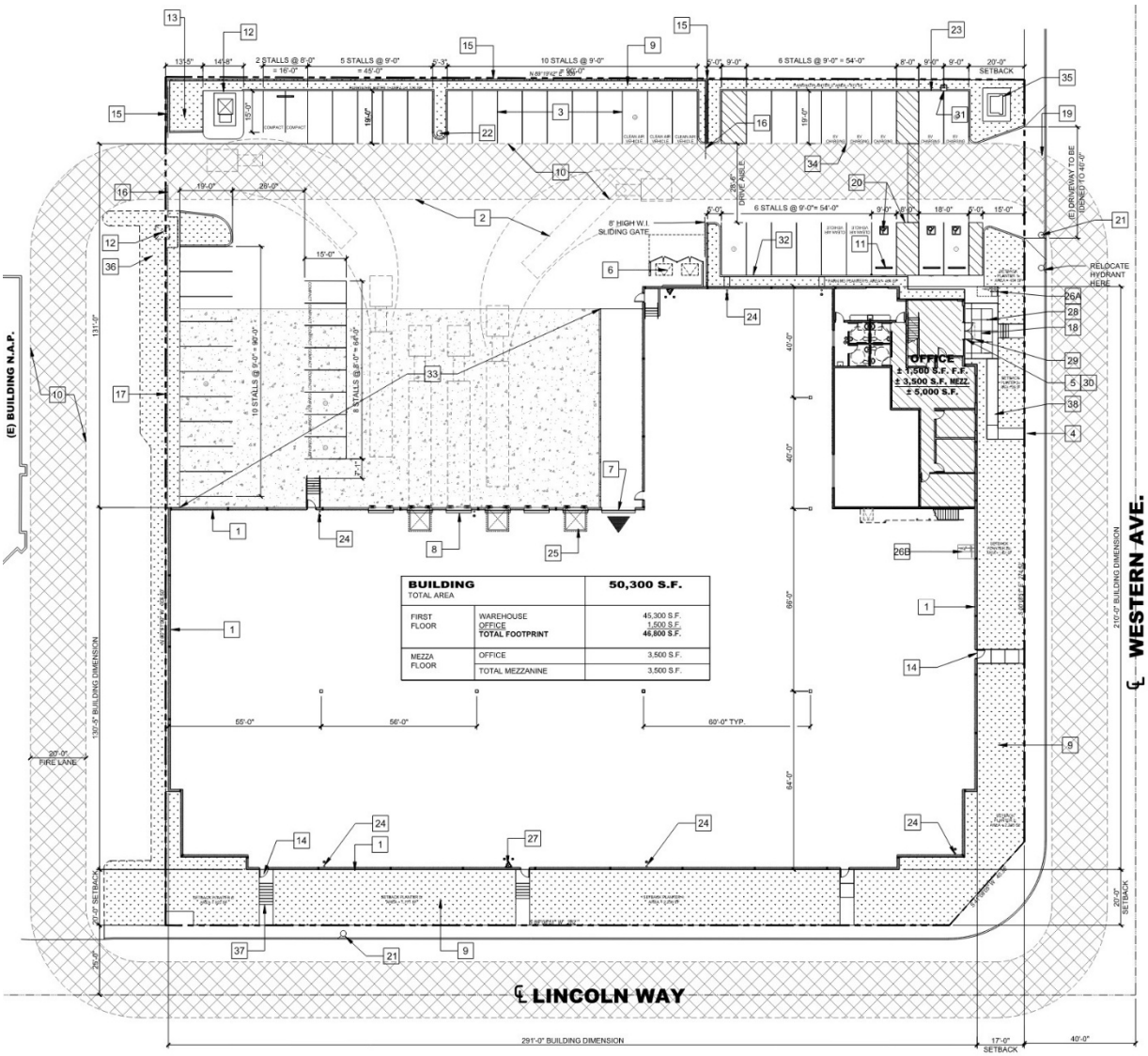
TABLE 1 ENVIRONMENTAL SETTING

Location	Existing Use	Zoning Designation
Project Site	Multi-Tenant Office	Industry within PUD 103-76
North of the Site	Multi-Family Residential	High Density Residential (RH) in Stanton
South of the Site	Lincoln Way & Warehouse	Industry within PUD 103-76
West of the Site	Multi-Tenant Industrial	Industry within PUD 103-76
East of the Site	Western Avenue & Recycling Center	Industrial General (IG) in Stanton

Source: Blodgett Baylosis Environmental Planning

[3] Google Maps and City of Stanton Zoning Map.

[4] Google Maps and City of Garden Grove Zoning Map.
[5] Ibid.
[6] Google Maps and City of Stanton Zoning Map.



SITE PLAN
SCALE 1" = 20'-0"

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EXHIBIT 1 PROJECT SITE PLAN

SOURCE: O.C. DESIGN & ENGINEERING

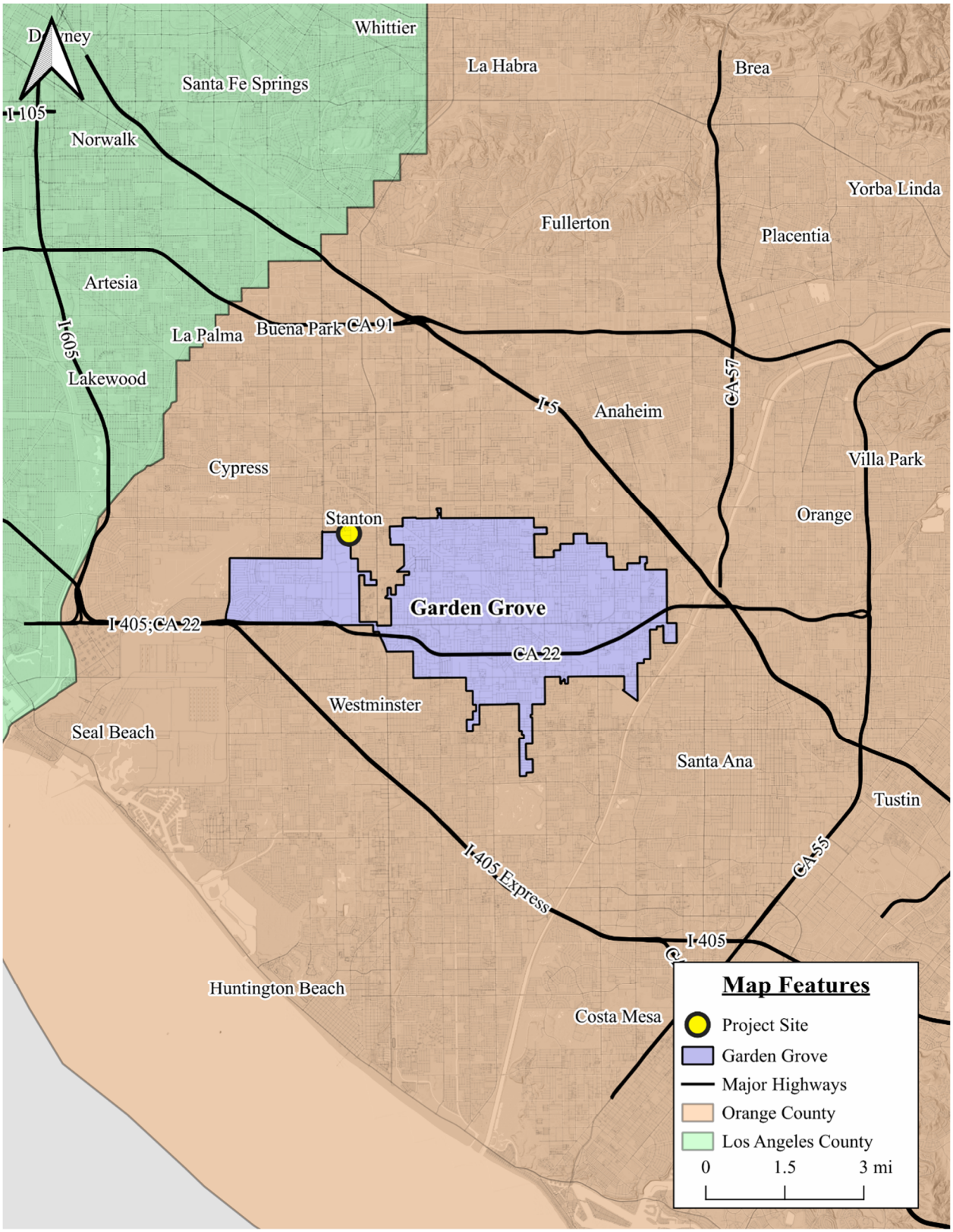

EXHIBIT 2 REGIONAL LOCATION MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

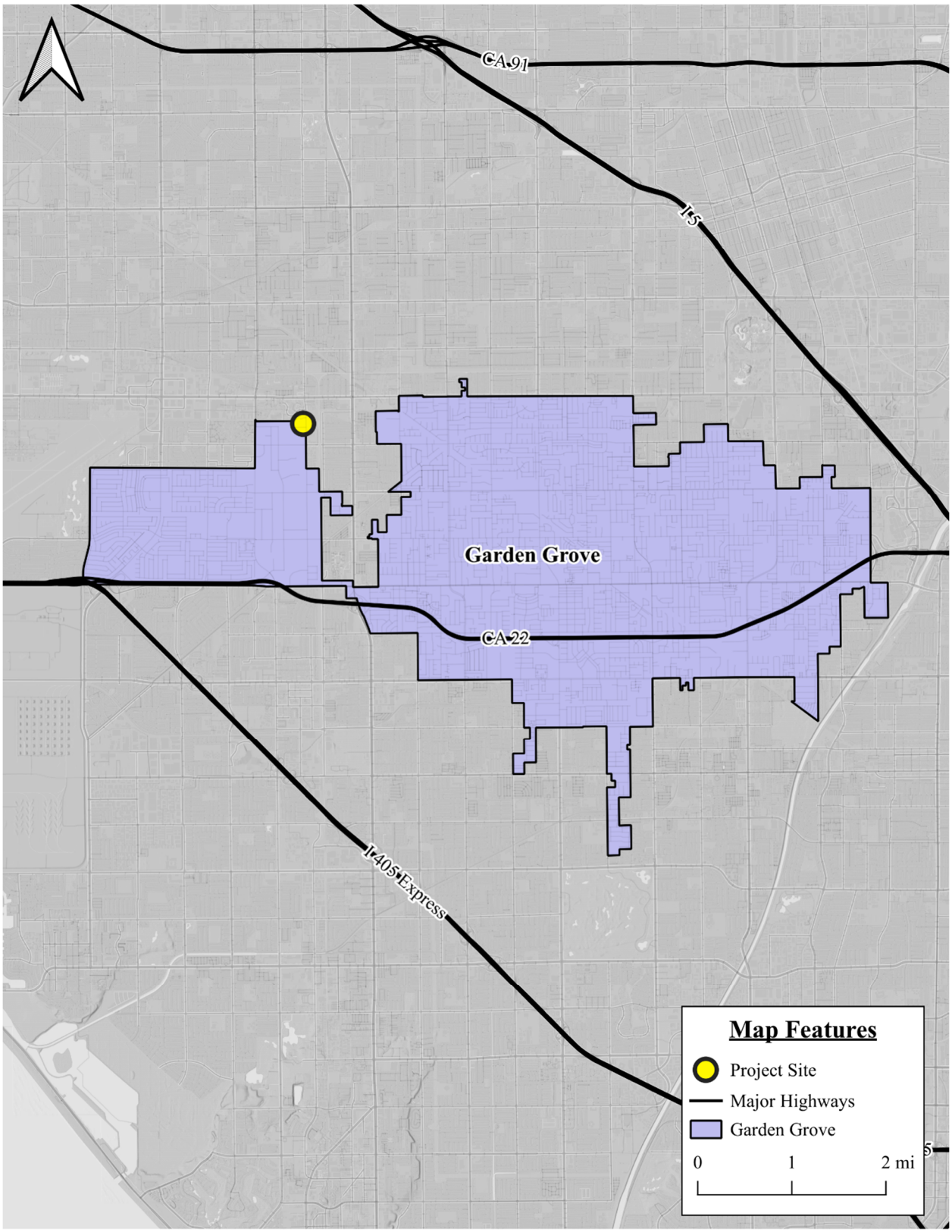

EXHIBIT 3 PROJECT LOCATION IN GARDEN GROVE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

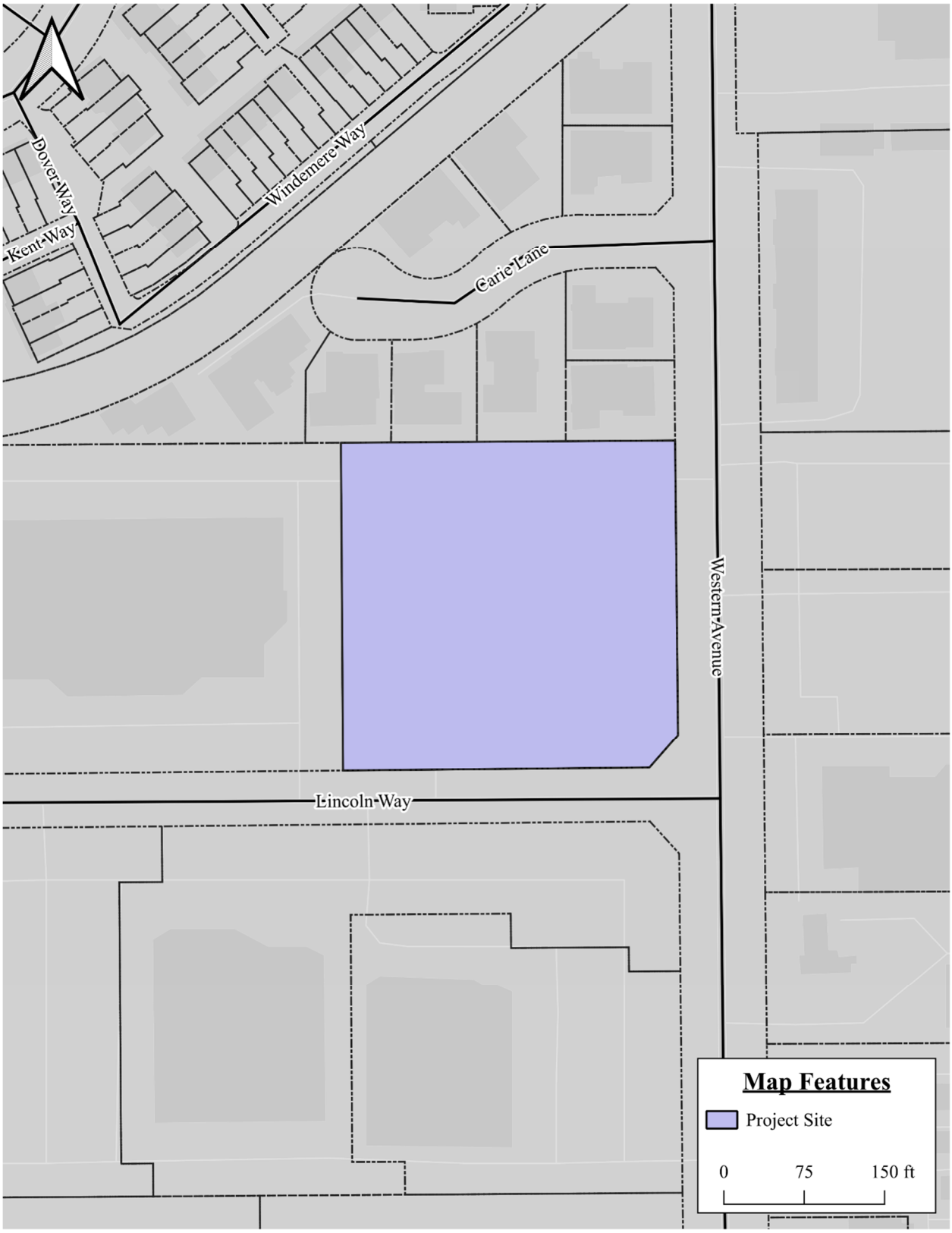

EXHIBIT 4 VICINITY MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

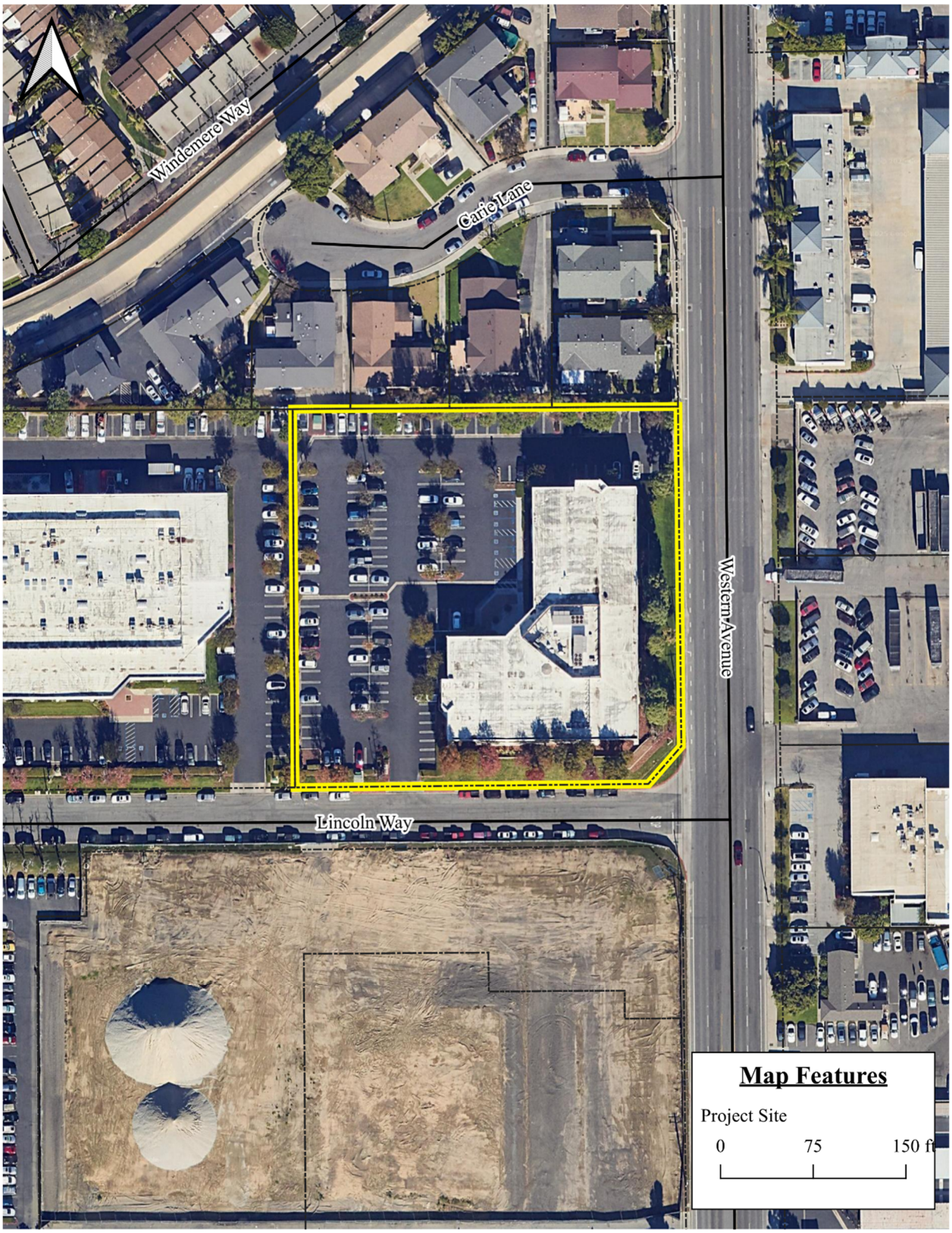

EXHIBIT 5 AERIAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

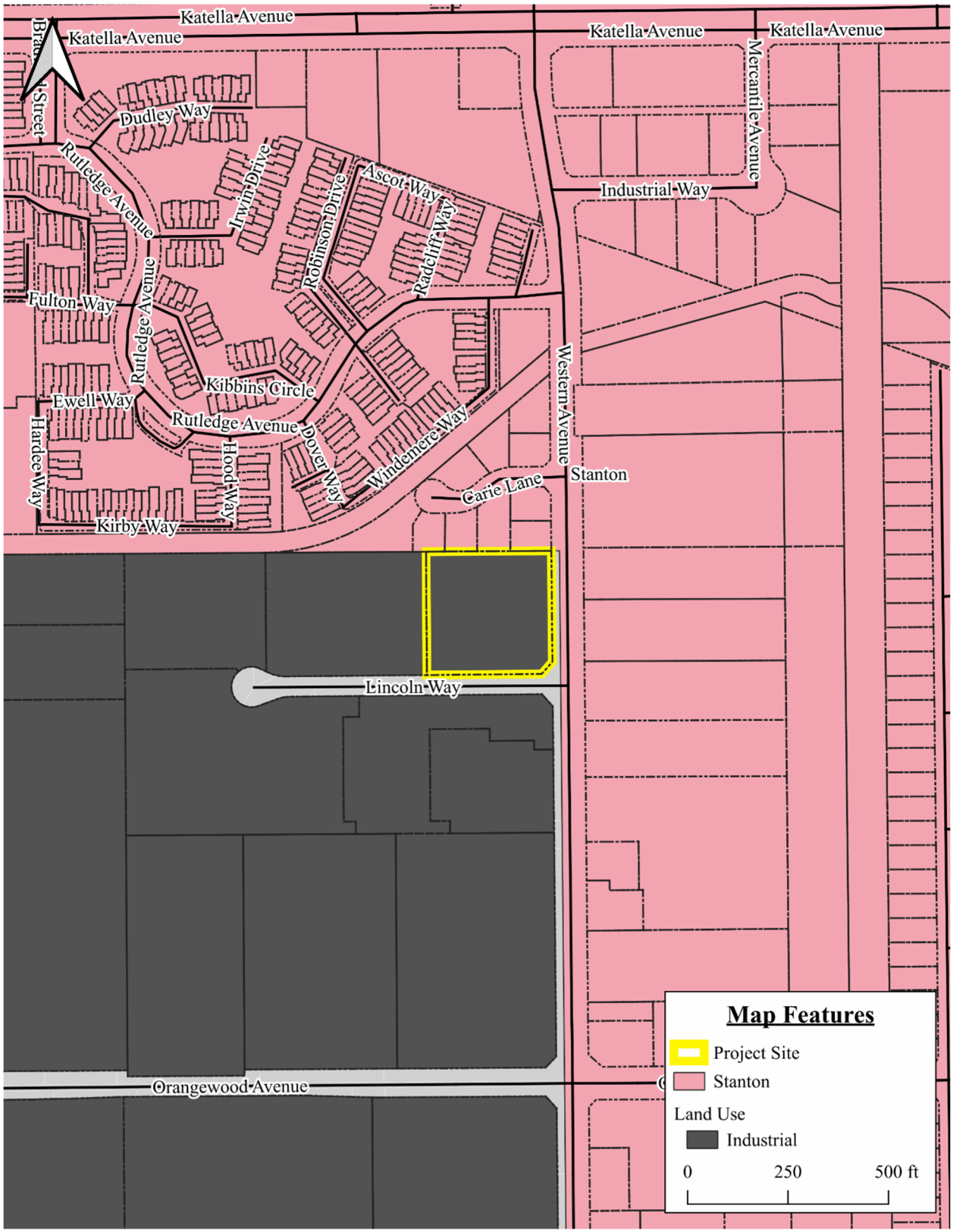

EXHIBIT 6 LAND USE MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

EXHIBIT 7 SENSITIVE AIR QUALITY RECEPTORS MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

EXHIBIT 8 SITE PHOTOGRAPHS

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

4. PROJECT DESCRIPTION

The proposed project involves the construction and subsequent operation of a warehouse within a 2.15-acre (93,841 square foot) site. The site plan for the proposed project is shown in Exhibit 1. The key physical elements of the proposed project are outlined below:[7]

- *Site Plan*. The existing office building, consisting of 43,946 square feet of floor area, would be demolished to allow for the construction of the proposed project. Additionally, the parking area would be repaved and restriped to accommodate the new site plan and an existing driveway connection to Lincoln Way would be removed to accommodate the new development.[8]
- *Warehouse Building*. The "L" shaped warehouse building would have a total floor area of 50,300 square feet and a footprint of 46,800 square feet. The maximum height of the warehouse would be 46 feet. The building would be located in the southeastern portion of the site, along the front and side setbacks of the site. The first floor of the warehouse would include 45,300 square feet of warehouse space and 1,500 square feet of office within the northeast corner of the building. The mezzanine floor would be located above the office and includes 3,500 square feet of additional office space. The six loading docks would be located along the north façade of the building within the gated parking lot. The occupant of the new warehouse is not known at this time and no specific tenant has been identified. For purposes of analysis it has been assumed that any future occupant would conform to *PUD 103-76* of the City of Garden Grove Zoning Ordinance.
- *Access and Circulation.* Primary vehicular access to the proposed project would be provided by a 40-foot wide driveway connection to the west side of Western Avenue. Secondary access to the site would be through a 24-foot wide internal drive aisle connection to the rest of the business park that also connects to Lincoln Avenue. The driveway connection from Western Avenue leads directly into the internal drive aisle, however, a portion of the road connected to the loading area and rear parking lot would be gated.
- *Parking*. Vehicle parking would be provided in a public and gated lot. A total of 52 parking spaces are provided for the project site of which 18 spaces are located within the public parking spaces and 34 spaces are within the gated area. In total there would be five spaces for EV charging, five clean air vehicle spaces, three ADA spaces, and 10 compact spaces.[9]
- *Landscaping*. The total landscaping area would be 12,010 square feet or 12% of the site area. The landscaping would be located along the setbacks and parking areas. An 8-foot-tall concrete tilt-up wall and tubular fence would extend along the northern and western boundaries of the property.

The physical characteristics of the proposed project are summarized in are summarized in Table 2.

TABLE 2 SUMMARY OF PROPOSED PROJECT

Project Element	Description
Site Plan	2.15 acres (93,841 sq. ft.)
New Building	50,030 sq. ft. Total Floor Area, 46,800 sq. ft. footprint
Warehouse Space	45,300 sq. ft.
Office Space	1,500 sq. ft., 3,500 sq. ft. Mezzanine
Parking	53 spaces, 3 ADA, 5 EV, 5 CAV, 10 Compact
Landscaping	12,010 sq. ft., 12%

[7] O.C. Design & Engineering. *Site Plan. Sheet A100. July 23, 2024.*

[8] Ibid.

[9] Ibid.

Source: O.C. Design & Engineering

5. CATEGORICAL EXEMPTION FINDINGS

The City of Garden Grove is required to make the following environmental findings in support of this Infill Exemption (refer to CEQA Guidelines §15332).[10] The analysis in support of the findings is summarized under each finding and where required, a more detailed technical analysis is provided in the Appendices.

- *Section 15332 (a).* The project must be consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations (refer to Section 5.1).
- *Section 15332 (b).* The proposed development site is located within the City limits on a project site of no more than five acres. The site is substantially surrounded by urban development (refer to Section 5.2).
- *Section 15332 (c).* The project site has no value as habitat for endangered, rare or threatened species (refer to Section 5.3).
- *Section 15332 (d).* The approval of the proposed project must not result in any significant effects relating to traffic, noise, air quality, or water quality (refer to Section 5.4).
- *Section 15332 (e).* The site can be adequately served by all required utilities and public services. (refer to Section 5.5).
- *Section 15300.2[b][c][d][e][f].* In addition to the above requirements, the proposed infill project must not result in any significant adverse impacts that would include any of the following impacts outlined herein in Section 5.6:
  - All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant (refer to Section 5.6.1).
  - A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances (refer to Section 5.6.2).
  - A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR (refer to Section 5.6.3).
  - A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. (refer to Section 5.6.4).
  - A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource (refer to Section 5.6.5).

[10] CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 153332).

FINDING 5.1. - LAND USE COMPATIBILITY (CEQA SECTION 15332 (A))

THRESHOLDS OF SIGNIFICANCE

Section 15332 (a). The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

ENVIRONMENTAL ANALYSIS

The site is part of the Irvine Industrial Complex as described in Planned Unit Development (PUD) 103-76, as an area for light manufacturing, assembly, laboratories, warehousing, and construction industries. The project site is zoned Planned Unit Development No. *PUD 103-76* and has a Land Use designation of *Industrial*. The *Industrial* land use designation permits general industrial uses including warehousing and distribution as well as intensive uses including manufacturing and servicing. The maximum permitted FAR of the *Industrial* designation is 1.00. The proposed project would have an FAR of 0.53, which is below the maximum permitted FAR.

Table 3, shown below, lists the general development standards of the Planned Unit Development No. PUD 103-76.

TABLE 3 GENERAL DEVELOPMENT STANDARDS

PUD 103-76		Proposed Project
Street Setback:	20 feet	20 Feet
Maximum Building Height:	60 feet	46 Feet
Landscaped Area:	10% of Parcel Area	12,010 Square Feet (12%)
Parking:	52 Stalls	52 Stalls
Fence:	8 Feet	8 Feet

Source: O.C. Design & Engineering

Based on Table 3, the proposed project meets the development standards of *PUD 103-76*. The proposed project would conform to the following relevant General Plan policies including:

- Policy LU-2.4 Assure that the type and intensity of land use are consistent with those of the immediate neighborhood.
- Policy LU-4.4 Avoid intrusion of non-residential uses incompatible with established residential neighborhoods.
- Policy LU-4.5 Require that commercial and industrial developments adjoining residential uses be adequately screened and buffered from residential areas.

The proposed project would be consistent with the relevant General Plan policies and would meet the zoning designation and applicable regulations. *The project is consistent with this finding with respect to land use compatibility.*

FINDING 5.2 - PROJECT SITE SIZE (CEQA SECTION 15332 (B))

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located within the City limits on a project site of no more than five acres substantially surrounded by urban uses.

ENVIRONMENTAL ANALYSIS

The proposed project site consists of two parcels totaling 2.15 acres (93,841 square feet) located within the western portion of the corporate boundaries of the City of Garden Grove. Land uses and development located in the vicinity of the proposed project site are outlined below:

- *North of the project site:* Multifamily residences (7410 Carie Lane to 11257 Western Avenue) are located along the north of the project site. The property currently has a Zoning land use designation of *High Density Residential (RH)* and a Land Use Designation of *High Density Residential* in the City of Stanton.
- *South of the project site:* Lincoln Way extends across the south of the project site. A warehouse building (7390 Lincoln Way) is located further south of Lincoln Way however, at the time of this document's creation, the site is still under construction. This area is zoned Planned Unit Development No. *PUD 103-76* and a Land Use designation of *Industrial*.
- *West of the project site:* A multi-tenant office building (7373 and 7391 Lincoln Way) is located to the west of the project site. This area is zoned Planned Unit Development No. *PUD 103-76* and a Land Use designation of *Industrial*.
- *East of the project site:* Western Avenue extends along the east of the project site. A recycling facility (11292 Western Avenue) is located further east of Western Avenue. The property currently has a Zoning land use designation of *Industrial General (IG)* and a Land Use Designation of *Industrial* in the City of Stanton.

As indicated herein in Section 5.2, the site is surrounded by urban development. *The project is consistent with this finding*.

FINDING 5.3 - HABITAT VALUE (CEQA SECTION 15332 (C))

THRESHOLDS OF SIGNIFICANCE

The project site has no value, as habitat for endangered, rare, or threatened species.

ENVIRONMENTAL ANALYSIS

The proposed project site in its entirety is fully developed with no areas of native and natural habitat. The site is covered-over in both impervious surfaces that includes the existing office building, surface pavement, and limited amount of landscaping. There are 77 trees currently within the landscaped areas of the site. The project is proposing to remove all existing trees and replace them with new trees. None of the removed trees are native or protected trees. The project site's isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor. The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. The proposed project would not have any effect on any special status species. Constant disturbance from traffic

on local streets as well as other human activity further limits the site's utility as a sensitive habitat or migration corridor.

As a condition of approval, the Applicant/Contractors would retain the services of a qualified biologist to conduct a survey of nests in those trees that would be removed. In this way, the requirements of the Migratory Bird Treaty Act (MBTA) would be adhered to. The MBTA is a federal law that protects migratory birds by making it illegal to take, sell, or transport them without a permit.

Since the site is located within an established industrial area that extends along Western Avenue and lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. No natural habitat is present in the area. *The project is consistent with this finding*.

FINDING 5.4 - SIGNIFICANT EFFECTS (TRAFFIC, NOISE, AIR, PUBLIC SERVICES AND UTILITIES) (CEQA SECTION 15332 (D)

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality

5.4.1 TRAFFIC

THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on transportation and circulation if it results in any of the following:

- Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

ENVIRONMENTAL ANALYSIS

Plan, Ordinance, or Policy Addressing Circulation System

The proposed project will be replacing an existing office building with a new warehouse. The VMT Study conducted by Urban Crossroads, Inc. for the project has provided a trip generation estimation based on data collected onsite between July 16, 2024 through July 18, 2024 as well as the rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Land Use Code 150 – "Warehousing." The net new project trip generation is summarized in Table 4.

TABLE 4 TRIP GENERATION

Use & Vehicle Type		Daily	AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
			In	out	Total	In	Out	Total

Warehouse (ITE Code 150) (50,030 Sq. Ft.)		**Trips per 1,000 Square Feet of Gross Floor Area**						
		1.71	0.131	0.039	0.170	0.050	0.130	0.180
		Total Vehicle Trip Generation						
		88	6	2	8	3	6	9
	Mode Share (%)	**Trips Rates per 1,000 Square Feet of Gross Floor Area)**						
Passenger Cars	64.9%	1.110	0.120	0.030	0.150	0.034	0.116	0.150
2-Axle Trucks	5.86%	0.100	0.002	0.001	0.003	0.003	0.002	0.005
3-Axle Trucks	7.27%	0.124	0.002	0.002	0.004	0.003	0.003	0.006
4-Axle Trucks	21.97%	0.376	0.007	0.006	0.013	0.010	0.009	0.019
	Mode Share	**Total Project Trip Generation by Vehicle Type**						
Passenger Cars	64.9%	56	6	2	8	2	6	8
2-Axle Trucks	5.86%	6	0	0	0	0	0	0
3-Axle Trucks	7.27%	6	0	0	0	0	0	0
4-Axle Trucks	21.97%	20	0	0	0	1	0	1
Existing Use (Office Building)		**Observed Vehicle Trips for the Existing Use**						
		48	6	0	6	1	8	9
Proposed Warehouse (ITE Code 150)		88	6	2	8	3	6	9
Net Trip Generation		**40**	**0**	**2**	**2**	**2**	**-2**	**0**

Source: Urban Crossroads Inc, Institute of Transportation Engineers. *Trip Generation Manual 11th Edition.*

As shown in Table 3, the project is anticipated to generate 40 net daily trips, with 2 net peak hour AM (morning) trips and no net PM (evening) peak hour trips. Western Avenue is classified as a Class II bicycle lane as part of the City of Garden Grove General Plan. The proposed project would not prevent or obstruct bicycle access along Western Avenue nor would it require additional bicycle facilities. The proposed project would include sidewalks along the Lincoln Way and Western Avenue frontages which do not currently exist. These improvements would enhance pedestrian access within the project site and its immediate vicinity.

Vehicle Miles Travelled

The City has adopted thresholds of significance for determining impacts related to vehicle miles traveled (VMT) consistent with the California Office of Planning and Research's Technical Advisory. The City's Transportation Impact Analysis (TIA) Guidelines are used to determine whether a project would adequately reduce total VMT, and as such, determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- *Transit Priority Area*. Projects located within Transit Priority Areas (TPAs) may be exempt from VMT analysis. TPAs are defined in the OPR Technical Advisory as a ½ mile radius around an existing or planned major transit stop, or an existing stop along a high-quality transit corridor (HQTC). HQTCs are defined in the technical advisory as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. This presumption may not be appropriate if a project has a floor area ratio (FAR) of less than 0.75, includes more parking than required by the jurisdiction, is inconsistent with the applicable Sustainable Communities Strategy, or replaces affordable residential units with a smaller number of moderate-or high-income units. Although the project lies within a TPA, it has an FAR of 0.53, which does not meet this criterion.
- *Low VMT Area Screening*. Projects located in low VMT areas (15% below the County of Orange's baseline VMT per service population) are presumed to have a less than significant impact. The Orange County Transportation Analysis Model (OCTAM) was used to identify the VMT generated by the existing TAZ. The project is located within TAZ 493 which has a 25.6 VMT per service population, above the City threshold of 19.9. The project is not located within a low VMT area. Therefore, this screening criteria does not apply to this project.

- *Project Type Screening*. If a retail project is less than 50,000 square feet and is local serving, a less than significant impact can be presumed. Local serving retail involves improving the convenience of obtaining goods or services close to home which can reduce vehicle travel. Additionally, projects that generate less than 110 daily vehicle trips are considered to have a less than significant impact. As shown in Table 4, a proposed warehouse with the same characteristics would generate 88 daily trips however, the parcel the project is located on is currently occupied by a multi-tenant office building. Urban Crossroads, Inc. staff observed 48 trips generated by the existing office, which would be subtracted from the 88 trips calculated in Table 4. As a result, the proposed project generates 40 *net* new daily trips. Therefore, the project meets this criterion.

Based on the City's Guidelines, if the project meets one of the three screening criteria, a less than significant impact can be made and no further analysis is required. *Since the proposed project generates less than 110 daily vehicle trips, the trip generation and the VMT impacts resulting from the proposed project would be consistent with this finding*.

Geometric Design Feature or Incompatible Uses

Primary vehicular access to the proposed project would be provided by a 40-foot wide driveway connection to the west side of Western Avenue. Secondary access to the site would be through a 24-foot wide internal drive aisle connection to the rest of the business park that also connects to Lincoln Avenue. The driveway connection from Western Avenue leads directly into the internal drive aisle, however, a portion of the road connected to the loading area and rear parking lot would be gated. The proposed internal drive aisle would be sufficient to allow vehicles to queue without blocking the street. The proposed loading zone would have adequate space for trucks to maneuver without interfering with the proposed and existing parking stalls. Final designs of Project plans would be subject to review and approval by the City, thereby ensuring conformance of improvements with City design and safety standards. Sight distance at each Project access point would be reviewed to ensure conformance with City sight distance standards. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the Project site. The proposed project would not expose future drivers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. *As a result, the project would be consistent with this finding*.

Emergency Access

The proposed project would not affect emergency access to any adjacent parcels. The final design of the Project site plan and all Project improvements would be subject to review and approval by the City, thereby ensuring conformance of the Project improvements with City design and safety standards. In addition, representatives of the Orange County Fire Authority (OCFA) and Garden Grove Police Department would review the Project's plans to ensure that emergency access is provided consistent with agency requirements. At no time during construction would adjacent streets (Lincoln Way or Western Avenue) be completely closed to traffic. All construction staging must occur on-site. *As a result, the impacts would be consistent with this finding*.

5.4.2 NOISE

THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on noise if it results in any of the following:

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

● Generation of excessive ground borne vibration or ground borne noise levels.

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

ENVIRONMENTAL ANALYSIS

Substantial Temporary or Permanent Increase in Ambient Noise Levels

The project site is located in an urbanized setting that consists primarily of industrial uses. The predominant source of noise in the area is related to industrial uses and traffic traveling on Western Avenue located adjacent to the site. The Stanton Industrial Lead railway is also located approximately 800 feet east of the project site. According to the City's General Plan, Table 4-5 Existing Traffic Noise Contours, shows the project site is located within the 60 CNEL contour along Western Avenue. A series of 100 discreet noise measurements were recorded on February 11, at 2:50 PM within a 30-minute time period at the project site (7441 Lincoln Way). The Noise Measurement Worksheets are contained in Appendix F. The average ambient noise level was recorded at 64.7 decibels (A weighted) (dBA), with the main source of ambient noise coming from nearby traffic noise on Western Avenue. Table 5 indicates the variation in noise levels over time during the measurement period. For example, L_{50} represents the noise levels that were exceeded during the measurement period 50 percent of the time (half the time the noise level exceeded this level and half the time the noise level was less than this level). The median ambient exterior noise level (L_{50}) was 64.7 dBA at the measurement location.

TABLE 5 NOISE MEASUREMENT RESULTS

Noise Metric	Noise Level (dBA)
L_{max} (Maximum Noise Level)	75.1
L_{99} (Noise levels <99% of time)	74.2
L_{90} (Noise levels <90% of time)	70.4
L_{75} (Noise levels <75% of time)	67.9
Median Noise Level	64.7
L_{min} (Minimum Noise Level)	53.4
Average Noise Level	65.2

Source: Blodgett Baylosis Environmental Planning

The nearest sensitive receptor is a multi-family home located approximately 75 feet north of the proposed building in the parcel adjacent to the north of the site (refer to Exhibit 7). The sensitive receptors are shown in Exhibit 7. The following noise standards are located within the City of Garden Grove Municipal Code, Section 8.47.040, Ambient Base Noise Levels. For commercial or industrial land uses located within 150 feet of residential uses, the 65 dB(A) level represents the standard between 7:00 a.m. to 10:00 p.m. and the 50 dB(A) level represents the standard between 10:00 p.m. to 7:00 a.m. The median actual measured ambient noise levels falls below the City's thresholds for commercial or industrial land uses. The following criteria list limits based on the duration of the noise level.

- The noise standard for a cumulative period of more than thirty (30) minutes in any hour;

- The noise standard plus five dB(A) for a cumulative period of more than fifteen (15) minutes in any hour; or
- The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour; or
- The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one minute in any hour; or
- The noise standard plus twenty (20) dB(A) for any period of time.

Section 8.47.060, Special Noise Sources, of the City's Municipal Code prevents loading and unloading of any vehicle or operating wheeled equipment between the hours of 10:00 p.m. and 7:00 a.m. within commercial or industrial areas that abut any residential property. The residential property abutting the project site is located within the City of Stanton. The following noise standards are located within the City of Stanton Municipal Code, Section 9.28.050 Exterior Noise Standards. For residential zones, between the hours of 7:00 a.m. through 10:00 p.m., the maximum noise level is 55 dbA and between the hours of 10:00 p.m. through 7:00 a.m., the maximum permitted noise level is 50 dbA.

*Construction Noise*Section 8.47.060, Special Noise Sources, of the City's Municipal Code construction, repair work, or operating construction equipment between the hours of 10:00 p.m. and 7:00 a.m. within a radius of 500 feet of residential property. The project contractors would be required to adhere to the City's Noise Ordinance. Construction noise would include noise emanating from equipment such as backhoes, dozers, or graders.

Most construction noise would occur during site preparation, grading, and building construction when heavy equipment would be operating. Noise levels during construction would be an accumulation of equipment operation at varying locations within the construction site. The construction equipment within the project site would be limited to smaller trucks, loaders, pavers, and forklifts (the existing parking area has been graded and is level. The FTA General Assessment for construction noise sets a maximum criteria for construction noise before the adverse community reaction. This threshold is 90dbA during the daytime for residential receptors. It is important to note that this equipment will be used intermittently during daytime periods only. The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The distance used between the construction activity and the nearest sensitive receptors was set at 50 feet. This figure was derived from the distance of proposed building to the northern property line, approximately 75 feet, as well as a 25 foot buffer to allow for maneuvering room for the construction vehicles. . The model assumes a 10.0 dBA reduction due to attenuation from the existing walls running along the borders of the adjacent residential properties. . The construction noise modeling was executed for the site preparation phase; the grading phase; the building construction phase; and the paving phase. The results of the construction noise modeling are presented in Table 6 below. As shown in Table 6, the noisiest phases of project construction would be the demolition, site preparation, and grading phase. Assuming a worst-case scenario where every piece of construction equipment was active simultaneously, the maximum total noise level would be approximately 85.6 dbA, which is still below the threshold of 90 dbA.

TABLE 2 CONSTRUCTION NOISE LEVELS REFERENCES

Construction Phase	Equipment	Noise Level (Source)	Noise Level at Sensitive Receptors	Threshold
Demolition	Dozers	85.0 dbA	83.8 dbA	90 dbA
	Loader	80.0 dBA	75.1 dbA	90 dbA

	Excavator	85.0 dBA	66.7 dbA	90 dbA
	Scraper	85.0 dBA	79.6 dbA	90 dbA
Site Preparation	Dozers	85.0 dbA	83.8 dbA	90 dbA
	Loader	80.0 dBA	75.1 dbA	90 dbA
	Excavator	85.0 dBA	66.7 dbA	90 dbA
	Scraper	85.0 dBA	79.6 dbA	90 dbA
Grading	Dozers	85.0 dbA	83.8 dbA	90 dbA
	Loader	80.0 dBA	75.1 dbA	90 dbA
	Excavator	85.0 dBA	66.7 dbA	90 dbA
	Scraper	85.0 dBA	79.6 dbA	90 dbA
Building Construction	Cranes	85.0 dBA	62.6 dbA	90 dbA
	Forklift	80.0 dBA	76.0 dbA	90 dbA
	Tractors/Loader/Backhoe	81.0 dbA	69.6 dbA	90 dbA
Paving	Tractors/Loader/Backhoe	81.0 dbA	69.6 dbA	90 dbA
	Pavers	85.0 dbA	64.2 dbA	90 dbA
	Paving Equipment	85.0 dbA	72.0 dbA	90 dbA
	Rollers	85.0 dbA	63.0 dbA	90 dbA
Architectural Coating	Air Compressors	80.0 dbA	63.7 dbA	90 dbA

Source: Roadway Construction Noise Model

This noise would be attenuated by the exterior walls of the adjacent sensitive receptors, which would contribute to a reduction of up to 20 dBA with closed windows and a reduction of 10 dBA with open windows.[11] Adherence to the aforementioned Noise Ordinance requirements would ensure construction noise is kept to levels that are less than significant. *Therefore, the project is consistent with this finding*.

Operational Noise

Upon completion of construction and occupancy of the proposed project, on-site operational noise would be generated mainly by trucks, trash compactors, ventilation, and air conditioning (HVAC) equipment. Large HVAC systems could result in noise levels that average between 50 and 65 dBA Leq at 50 feet from the equipment. Trucks and trash compactors would generate noise levels of approximately 71 dBA (Leq) and 66 dBA (Leq) at 50 feet distance, respectively. Assuming a maximum of six trucks running onsite at the same time, the maximum noise level at 50 feet from the source would be 75.0 dBA, which is below the maximum noise standard by time. Based on the principles of spreading loss, the sound level at the nearest sensitive receptor from the loading zone, approximately 80 feet north, would be approximately 61.3 dbA. An eight-foot-tall tilt-up wall would be located between the project site and the nearest sensitive receptor which would dampen the sound to approximately 51.3 dbA, which is below the City of Stanton threshold.

The cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). Based on the trip generation summary conducted by Urban Crossroads Inc, a total of 88 daily trips, including 32 trucks (20 4+ axle trucks) would be generated by the proposed project. The existing traffic volumes on Western Avenue according to the 24-Hour 2014 Traffic Volume Map by the City of Garden Grove Department of Public Works is 21,079 ADT. Of the net

[11] California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors.* Report dated 2013.

additional project trips, 20 trips would consist of 4-axle trucks which would be insignificant. For this assumption, all vehicles are treated as the same traffic noise. *Therefore, the project is consistent with this finding*.

Ground Borne Vibration or Ground Borne Noise Levels

Construction Noise

The nearest sensitive receptor is a multi-family home located approximately 75 feet north of the proposed building in the parcel adjacent to the north of the site. feet north from the project site respectively. The construction of the proposed project will result in the generation of vibration and noise, though the vibrations and noise generated during the project's construction will not adversely impact the nearby residential sensitive receptors. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second. Table 7 summarizes the levels of vibration and the usual effect on people and buildings.

Table 7 Common Effects of Construction Vibration

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

The project's implementation would not require deep foundations since the underlying fill soils will be removed and the height of the proposed buildings will be limited. The buildings would be constructed over a shallow foundation that will extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment may be used on-site during construction. Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 8. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 8 does provide a reasonable estimation for a wide range of soil conditions. . Table 4 shows that all construction equipment would not exceed U.S. DOT vibration thresholds at the nearest sensitive receptor, approximately 75 feet north of the proposed building footprint (50 feet used to describe construction distance). The peak-particle-velocity levels would remain below 0.05 inches per second at the nearest structures. *As a result, the proposed project would be consistent with this finding*.

Table 8 Vibration Source Levels for Typical Construction Equipment

Construction Equipment		PPV @50 ft. (inches/sec.)	Vibration (VdB) @50 ft.
Pile Driver (impact)*	Upper Range	0.537	103
	Typical	0.228	95
Pile Driver (Sonic)*	Upper Range	0.260	96
	Typical	0.060	84
Vibratory Roller		0.074	85
Large Bulldozer		0.031	78
Caisson Drilling		0.031	78
Loaded Trucks		0.031	78
Small Bulldozer		0.031	49

Source: Noise and Vibration During Construction FTA 2018
*Pile Drivers not used

Operational Noise

Future proposed land uses within the project would not be anticipated to generate significant levels of vibration since the proposed project involves the development of a warehouse. The primary source of ground borne vibration would be vehicle traffic on the internal drive aisle and adjacent streets. The proposed warehouse's future truck scheduling would be required to adhere to all pertinent City noise regulations. Furthermore, the traffic associated with the proposed project would not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). Trucks would travel through the internal drive aisle to reach the loading zone. The drive aisle is located approximately 20 feet south of the northern boundary of the project site, or 20 feet south of the nearest sensitive receptor. A truck traveling on the drive aisle would generate 0.106 PPV, which as shown in Table 3 would be unacceptable over long term for persons exposed to continuous or long-term vibration and would have minimal potential for structure damage for weak or sensitive structures. It is important to note, truck travel along the drive aisle would be intermittent and a total of 32 trucks are expected per day. Additionally, truck travel would be limited to the hours of operation and Section 8.47.060, Special Noise Sources, of the City's Municipal Code which prevents loading and unloading of any vehicle or operating wheeled equipment between the hours of 10:00 p.m. and 7:00 a.m. within commercial or industrial areas that abut any residential property *As a result,*

impacts resulting from the proposed project would be less than significant. The proposed project is consistent with this finding.

Aircraft/Airport Noise Exposure

The nearest airport is located in the Los Alamitos Joint Forces Training Base, approximately 1.82 miles west of the project site. The project site is located outside of the 60 CNEL noise contour and is also well below the 250 feet height restriction.[12] As a result, no noise exposure impacts from a public airport are anticipated. *The proposed project is consistent with this finding.*

5.4.3 AIR QUALITY

THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on air quality if it results in any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The South Coast Air Quality Management District's quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the criteria pollutants are listed below.

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, and damages materials and vegetation. Ozone is formed a by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *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. The threshold is 550 pounds per day of carbon monoxide (CO).
- *Nitrogen Oxide (NO_x)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_x is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily threshold is 100 pounds per day of nitrogen oxide (NO_x).
- *Sulfur Dioxide* (SOx) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms. The daily threshold is 150 pounds per day of sulfur oxides (SO_x).
- *PM_{10} and $PM_{2.5}$* 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. The daily threshold is 150 pounds per day of PM_{10} and 55 pounds per day of $PM_{2.5}$.
- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of "smog." The daily threshold is 75 pounds per day of ROG.

[12] Airport Land Use Commission. *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos.* August 17, 2017

ENVIRONMENTAL ANALYSIS

Implementation of Applicable Air Quality Plan

Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2012 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The primary criteria pollutants that remain non-attainment in the local area include PM2.5 and Ozone. 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 as a means to determine a project's conformity with the AQMP:

- *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 project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact. According to the Growth Forecast Appendix prepared by SCAG for the 2020-2040 RTP/SCS, the City of Garden Grove is projected to add a total of 5,300 new residents and 6,800 new employees from the year 2012 to 2040. The proposed project is anticipated to employ 37 individuals onsite at any given time. Therefore, the proposed project is not in conflict with the growth projections established for the City by SCAG. *Therefore, the project would be consistent with this finding*.

Criteria Pollutants

Construction (Short-term) Emissions

An Air Quality Impact Analysis was conducted by Urban Crossroads, Inc. According to the report, the proposed project's construction and operation will not lead to a violation of the above-mentioned criteria.[13] The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.28). As shown in Table 9, relevant daily construction emissions *will not* exceed the SCAQMD significance thresholds.

TABLE 9 ESTIMATED DAILY CONSTRUCTION EMISSIONS

Construction Phase	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	16.98	21.93	23.33	0.05	3.58	1.83
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.28

Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.[3] Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts. While

[13] Urban Crossroads, Inc. *Lincoln Way Air Quality Impact Analysis*. January 23, 2025

the construction-related emissions will be below thresholds, adherence to SCAQMD regulations will be required to further reduce potential construction-related emissions as a means to control fugitive dust during grading and construction. *Therefore, the project would be consistent with this finding*.

Operational (Long-term) Emissions

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and energy emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 10 also used the CalEEMod V.2022.1.1.28 computer model. The analysis summarized in Table 10 indicates that the operational (long-term) emissions will be below the SCAQMD daily emissions thresholds.

TABLE 10 ESTIMATED OPERATIONAL EMISSIONS IN LBS./DAY

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Mobile Source	0.22	2.71	2.79	0.03	1.28	0.36
Area Source	1.57	0.02	2.19	0.00	0.00	0.00
Emergency Fire Pumps	0.49	1.38	1.26	0.00	0.07	0.07
Cargo Handling Equipment	0.12	038	16.44	0.00	0.03	0.03
Total Maximum Daily (lbs./day)	**2.40**	**4.49**	**22.68**	**0.03**	**1.38**	**0.46**
Existing	1.54	0.43	3.43	0.00	0.35	0.11
Net Emissions	**0.86**	**4.06**	**19.25**	**0.03**	**1.03**	**0.35**
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod V.2022.1.1.28

The analysis presented in Tables 9 and 10 reflect projected emissions that are typically higher during the summer months and represent a worse-case scenario. As indicated in Tables 9 and 10, the projected emissions would be below the SCAQMD thresholds. *Therefore, the project would be consistent with this finding*.

Sensitive Receptors

TABLE 11 LOCALIZED SOURCE EMISSIONS

Activity		Emissions	Emissions (lbs/day)			
			NO_x	CO	PM_{10}	$PM_{2.5}$
Project Construction	Demolition	Maximum Daily Emissions	17.80	16.10	2.74	0.97
		Threshold	98	600	5	4
		Threshold Exceeded?	No	No	No	No
	Site Preparation	Maximum Daily Emissions	17.80	16.10	2.71	1.58
		Threshold	98	600	5	4
		Threshold Exceeded?	No	No	No	No
	Grading	Maximum Daily Emissions	16.40	15.50	2.65	1.53
		Threshold	98	600	5	4
		Threshold Exceeded?	No	No	No	No
Off-Site Improvements	Linear, Grubbing &	Maximum Daily Emissions	16.40	15.50	2.65	1.53

	Land Clearing	Threshold	98	600	5	4
		Threshold Exceeded?	No	No	No	No
	Linear, Grading & Excavation	Maximum Daily Emissions	16.40	15.50	2.65	1.53
		Threshold	98	600	5	4
		Threshold Exceeded?	No	No	No	No
	Linear, Drainage, Utilities, & Sub-Grade	Maximum Daily Emissions	16.40	15.50	2.65	1.53
		Threshold	98	600	5	4
		Threshold Exceeded?	No	No	No	No
Operational Sources		Maximum Daily Emissions	2.11	20.44	0.11	0.10
		Threshold	118	743	2	1
		Threshold Exceeded?	No	No	No	No

Source: CalEEMod V.2022.1.1.28

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site or area-wide emissions. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction; PM_{10} emissions from construction; and $PM_{2.5}$ emissions from construction. For purposes of the LST analysis, the receptor distance used was 25 meters since the nearest sensitive receptor abuts the project site on the north sides (refer to Exhibit 7). As shown in the Table 11, the proposed project would not result in an exceedance in LSTs. *Therefore, the project would be consistent with this finding*.

Odors

The proposed project use will store nonhazardous items only. The nearest sensitive receptors are depicted in Exhibit 7. The future uses will be required to adhere to the rules governing nuisance odors. All truck drivers visiting the site must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Furthermore, adherence to SCAQMD Rule 402 Nuisance Odors will minimize odors generated during daily activities. *Therefore, the project would be consistent with this finding*.

5.4.4 WATER QUALITY

THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hydrology and water quality if it results in any of the following:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

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

  (i) result in substantial erosion or siltation on- or off-site;

  (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

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

  (iv) impede or redirect flood flows.

- The proposed project would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.

● The proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

ENVIRONMENTAL ANALYSIS

Violate Water Quality Standards or Waste Discharge Requirements

The proposed project's construction would not violate any water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Construction of the proposed project would not include any significant new construction activities including grading, excavation, and other earthmoving activities that have the potential to cause erosion that would subsequently degrade water quality and/or violate water quality standards. As required by the Clean Water Act, the contractors/developer must comply with the Garden Grove Municipal Separate Storm Sewer (MS4) National Pollution Discharge Elimination System (NPDES) Permit. The NPDES MS4 Permit Program, which is administered in the project area by the Santa Ana Regional Water Quality Control Board, regulates storm water and urban runoff discharges from developments to natural and constructed storm drain systems in the City. The contractor/developer would be required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity. The implementation of the proposed project would not result in a violation in water quality standards or discharge requirements because the project contractors would be required to implement the operational Best Management Practices (BMPs) identified in the Erosion and Sediment Control Plan during construction and the operational BMPs identified in the Non-priority Water Quality Management Plan (NP-WQMP), for reducing runoff and potential contaminants including impervious area dispersion, stormwater planter boxes, and proprietary vegetated biotreatment systems. While no significant adverse impacts on water quality are anticipated as part of the proposed project's construction and subsequent operation, the following standard conditions will be required:

- The plans and specifications shall require the contractors to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan (WQMP), as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan.

- During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State and Federal requirements.

- Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable. Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

The implementation of the aforementioned standard conditions will ensure that the potential water quality impacts are reduced to levels that are less than significant.

Substantially Decrease Groundwater Supplies or Interfere Substantially with Groundwater Recharge

No naturally occurring permanent surface water features exist within the vicinity of the project site. The Stanton Storm Channel (which is currently concrete lined) is located approximately 150 feet to the northwest of the project site. The majority of the project site is currently paved and covered in impervious surfaces. The project includes changes in the site's impervious character, including an increase in building footprint, adjustments to the paved parking area, and changes to landscaping. In total, the project would result in an increase of 3,356 square feet, or 3%, of impervious surface.

The site generally flows in a northeast-to-southwest direction. Drainage currently flows through ribbon gutters before discharging to Lincoln Way. The new development will also involve the installation of downspouts, planter boxes, and a modular wetland. Roof runoff would be captured by the downspouts and conveyed to planter boxes for treatment. Flows from other portions of the site as well as excess roof runoff would be captured in gutters and drains, bringing runoff into an onsite conveyance system before being pumped into a modular wetland. *Adherence to the aforementioned City mandated requirements ensure that impacts remain less than significant*.

Alter the Existing Drainage Pattern of the Site or Area

(i) Erosion or Siltation

As required by the Clean Water Act, the contractors/developer must comply with the Garden Grove Municipal Separate Storm Sewer (MS4) National Pollution Discharge Elimination System (NPDES) Permit. The NPDES MS4 Permit Program, which is administered in the project area by the Santa Ana Regional Water Quality Control Board, regulates storm water and urban runoff discharges from developments to natural and constructed storm drain systems in the City. The contractor/developer would be required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity. With implementation of BMPs, the proposed Project would not violate any water quality standards or waste discharge requirements. The proposed Project would comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction

Activity Permit, and therefore, would not alter existing drainage patterns in a manner that would result in erosion or flooding or increase stormwater runoff that would likely exceed existing storm drain capacity or increase pollutants in stormwater runoff. *As a result, impacts would be less than significant*.

(ii) Rate of Runoff

The site generally flows in a northeast-to-southwest direction. Drainage currently flows through ribbon gutters before discharging to Lincoln Way. The new development will also involve the installation of downspouts, planter boxes, and a modular wetland. Roof runoff would be captured by the downspouts and conveyed to planter boxes for treatment. Flows from other portions of the site as well as excess roof runoff would be captured in gutters and drains, bringing runoff into an onsite conveyance system before being pumped into a modular wetland. The site would be designed so that stormwater runoff would be retained onsite. *As a result, impacts would be less than significant*.

(iii) Create or Contribute Runoff Water

The new development will also involve the installation of downspouts, planter boxes, and a modular wetland. Roof runoff would be captured by the downspouts and conveyed to planter boxes for treatment. Flows from other portions of the site as well as excess roof runoff would be captured in gutters and drains, bringing runoff into an onsite conveyance system before being pumped into a modular wetland. The site would be designed so that stormwater runoff would be retained onsite. The proposed Project would comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit, and therefore, would not alter existing drainage patterns in a manner that would result increase stormwater runoff that would likely exceed existing storm drain capacity or increase pollutants in stormwater runoff. *As a result, impacts would be less than significant*.

(iv) Impede or Redirect Flood Flows

The proposed project is situated in a Zone X flood zone, an area of minimal flood hazard. The nearest flood zone is located approximately 4 miles southeast of the project site. The site is presently undeveloped though there are no stream channels or natural drainages that occupy the property. *As a result, the impacts would be less than significant*.

FINDING 5.5 - SIGNIFICANT EFFECTS ON UTILITIES AND PUBLIC SERVICES (CEQA SECTION 15332 (E)

5.5.1 UTILITIES

THRESHOLDS OF SIGNIFICANCE

The site can be adequately served by all required utilities and public services.

ENVIRONMENTAL ANALYSIS

Sewers and Wastewater Treatment

The Orange County Sanitation District (OCSD) treats wastewater from the City of Garden Grove. Local sewer lines are maintained by the Garden Grove Sanitary District, which manages sewer systems, refuse collection, and recycling. The wastewater generated in the project area is conveyed to Treatment Plant 2 (Plant No. 2), which is operated by the OCSD. Plant No. 2 has a rated capacity of 340 million gallons per day and has an average flow rate of 144 million gallons per day.[14] As indicated in Table 12, the future project is projected to generate 8,789 gallons of effluent on a daily basis, which is a net reduction of 7,532 gallons per day compared to existing conditions. This is a relatively small portion of the existing available treatment capacity.

TABLE 12 PROJECTED WASTEWATER GENERATION

Project Element	Generation Rate	Project Generation
Warehouse (50,300 sq. ft.)	0.025 gals./day/sq. ft.	1,257.5 gals./day
Existing Office (49,946 sq. ft.)	0.2 gals./day/sq. ft.	8,789.2 gals./day
Net Reduction		**-7,531.7 gals. /day**

Source: Blodgett Baylosis Environmental Planning

The project would connect to existing sewer lines under Lincoln Way. In addition, the more modern and up-to-date plumbing fixtures in the new building will likely result in a further reduction in effluent generation. As such, the proposed project would not result in or require the construction of new or expanded wastewater treatment facilities. *Therefore, the proposed project is consistent with this finding with respect to sewer service.*

Water

The proposed project will connect to the existing water lines located under Lincoln Way. Water service is provided to the project site through the City of Garden Grove Garden Services Division which obtains water from 13 groundwater wells and imports from the Municipal Water District of Orange County.[15] The proposed project is anticipated to consume 2,264 gallons of water on a daily basis as shown in Table 10. According to Table 13, the existing development is estimated to consume 13,184 gallons of water per day. When considering the existing development, the net decrease would be 10,920 gallons per day. As such, the proposed project would not result in or require the construction of new or expanded water supply facilities. *Therefore, the proposed project is consistent with this finding with respect to water.*

TABLE 13 PROJECTED WATER CONSUMPTION

Project Element	Factor	Generation
Warehouse (50,300 sq. ft.)	0.045 gallons/sq. ft./day	2,263.5 gals/day
Existing Office (49,946 sq. ft.)	0.3 gallons/sq. ft./day	13,183.8 gals/day
Net Reduction		**-10,920.3 gals/day**

Source: Blodgett Baylosis Environmental Planning

Solid Waste Collection

[14] Orange County Sanitation District Facilities Master Plan 2017
[15] Garden Grove 2020 Urban Water Management Plan

The proposed warehouse would result in 94 more pounds of daily solid waste generation compared to the existing use as stated in Table 14. The proposed project would involve the installation of a new trash enclosure within the parking lot. The City of Garden Grove contracts with Republic Services for waste collection. Waste is ultimately sent to one of three landfills owned and operated by Orange County Waste and Recycling which in total have a maximum permitted amount of daily refuse of 23,500 tons per day. The nearest landfill to the project site, Frank R. Bowerman Landfill, has a daily capacity of 11,500 tons per day.[16] The project's estimated waste generation represents a relatively small amount compared to the current capacity. As such, the proposed project would not result in or require the construction of new or expanded solid waste management facilities. *Therefore, the proposed project would be consistent with this finding with respect to solid waste. Therefore, project impacts would be less than significant.*

TABLE 14 PROJECTED SOLID WASTE CONSUMPTION

Project Element	Factor	Generation
Warehouse (50,300 sq. ft.)	8.93 lbs./1000 sq. ft./day	449.2 lbs./day
Existing Office (49,946 sq. ft.)	6 lbs./1000 sq. ft./day	263.7 lbs./day
Net		**94 lbs./day**

Source: Blodgett Baylosis Environmental Planning

5.5.2 PUBLIC SERVICES

THRESHOLDS OF SIGNIFICANCE

The site can be adequately served by all required utilities and public services.

ENVIRONMENTAL ANALYSIS

Fire Department

Fire protection and emergency medical services in the City of Garden Grove are provided by the Orange County Fire Authority (OCFA). Services include fire suppression, emergency medical, rescue and fire prevention, and hazardous materials coordination services. The nearest station to the project site is Station No. 46 (7871 Pacific Street), located approximately 0.7 miles northeast of the project site. [17] The proposed project would be constructed in accordance with current fire and building codes. Additionally, any hazardous materials that may be stored within the facility must be approved by the Fire Department and any handling and storage must adhere to all pertinent protocols. The potential uses within the building must adhere to all applicable zoning code requirements. As part of the project review process, the OCFA would review the new warehouse development OCFA response times are currently estimated between five to seven minutes. Since the proposed project would not result in direct permanent population growth, the proposed project would not affect response times. The warehouse would not result in the need for construction associated with an expansion of existing or development of a new fire station given the project's conformity with the City's General Plan and the applicable zoning requirements. Therefore, the project would result in less than significant impacts related to fire protection services. *The proposed project is consistent with this finding with respect to the fire services.*

[16] OC Waste & Recycling. Frank R. Woerman Landfill Fact Sheet.
[17] Orange County Fire Authority. *Fire Stations*.

Law Enforcement

Police protection and law enforcement services are provided by the Garden Grove Police Department located approximately 4.07 miles southeast of the project site. As of the latest Garden Grove Police Department Strategic Plan encompassing 2021 to 2026, the City had 182 officers in 2019 for a ratio of 1.04 officers per capita.[18] The proposed project will not involve any activities or facilities that would place any significant demands on law enforcement services related to vandalism since the facility will be occupied on a 24-hour basis. The facility operators have prepared a comprehensive system of security lighting throughout the project site. The project would involve the removal of an existing two level office building with a much larger population density onsite and the proposed project would not result in direct permanent population growth, the proposed project would not affect response times. Furthermore, the proposed project is consistent with the General Plan and zoning designation. As a result, the proposed project would not result in the need for new or physically altered police protection facilities. *The proposed project is consistent with this finding with respect to police services.*

Schools

The Garden Grove Unified School District (GGUSD) serves the City of Garden Grove. The nearest school to the project site is Patton Elementary School located approximately 0.60 miles southwest. Due to the industrial nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project would be required to comply with the provisions of PUD-103-76. None of the permitted uses under PUD-103-76 are residential nor do they support housing opportunities. The proposed project will not directly increase demand for school services. The proposed warehouse development will be required to pay school impact fees. *The proposed project is consistent with this finding with respect to school services.*

Parks and Recreation

The City of Garden Grove Community Services Department maintains and operates 20 parks totaling 171 acres. The nearest park to the project site is Chapman Sports Park located approximately 0.60 miles to the southwest of the project site. Due to its industrial nature, the proposed project will not result in any local increase in residential development that could potentially impact park facilities. *The proposed project is consistent with this finding with respect to parks and recreation.*

FINDING 5.6 - SIGNIFICANT EFFECTS RELATED TO INFILL DEVELOPMENT PROJECTS CEQA SECTION 15300 (B)(C)(D)(E)(F)

FINDING 5.6.1. – CUMULATIVE IMPACT

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the displacement or dislocation of an existing population group. The emphasis is on the displacement of housing, especially affordable housing. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

ENVIRONMENTAL ANALYSIS

[18] Garden Grove Police Department. *Strategic Plan*

Cumulative impacts are defined as two or more individual effects which, when considered together, are considerable, compound or increase environmental effects. In addition, the following findings support the conclusions that no significant cumulative impacts would result:

- The location and extent of the proposed project would be limited to the project site. No other development projects are proposed in the adjacent areas in which the project site is located.

- The analysis determined that the proposed project would not result in any significant traffic impact impacts. The proposed project's daily net trip generation would be 40 vehicle trips. Of this total, 2 trips would be AM (morning) peak hour trips and there would be no PM (evening) peak hour trips. Since the proposed project generates less than 110 daily trips and less than 50 trips in either peak hour, the trip generation and the VMT impacts resulting from the proposed project would be less than significant.

- The proposed project's air quality impacts, both short-term and long-term, would be less than significant. As a result, no cumulative air quality thresholds would be exceeded.

The proposed project would be consistent with this finding with respect to cumulative effects.

FINDING 5.6.2. - SIGNIFICANT EFFECT

THRESHOLDS OF SIGNIFICANCE

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

ENVIRONMENTAL ANALYSIS

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influence global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, while it remains in the atmosphere it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil).

- *Carbon Dioxide (CO_2).* The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO_2 include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have increased the atmospheric concentrations of CO_2.
- *Methane (CH_4).* CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Other human-related sources of methane production include fossil-fuel combustion and biomass burning.
- *Nitrous Oxide (N_2O).* Concentrations of N_2O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining.
- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.
- *Perfluorocarbons (PFC).* PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
- *Sulfur Hexafluoride (SF_6).* SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s where about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Section 15064.4 of the CEQA Guidelines recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies

with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions. The SCAQMD does not have adopted GHG emissions thresholds.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG emissions are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 15, the project's GHG emissions would total 844 MTCO2E per year which is well below the significance threshold.

TABLE 15 GREENHOUSE GAS EMISSIONS INVENTORY

Source	GHG Emissions (MTCO2E/year)			
	CO2	CH4	N2O	CO2E
Total Operational Emissions	454	0.83	0.02	702
Total Construction Emissions	140.7	0.01	0.003	142
Significance Threshold				**3,000 MTCO2E**

Source: CalEEMod V. 2022.1.1.28

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements.

In addition, it is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is CARB 2022 scoping plan lays out a pathway to reducing GHG emissions as well as meeting carbon neutrality. The Plan includes goals and implementation measures that would be directly applicable to the proposed project. The goals and measures include the following:

- *VMT Reduction*. As mentioned in Section 5.4.1 Traffic, the proposed project would have less than significant VMT impacts. The proposed use is considered local serving, additionally as other coffee shops are developed in the area, the length of trips to these destinations will be reduced. A reduction in trip length would reduce the amount of emissions from transportation.

- *Building Decarbonization*. The proposed project is considered an infill project. Infill development by nature reduces the need for car travel as it allows people to travel shorter distances to reach their destination. A reduction in trip length would reduce the amount of emissions from transportation.

The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. The proposed project is consistent with this finding.

FINDING 5.6.3. - SCENIC NATURAL VIEWS

THRESHOLDS OF SIGNIFICANCE

A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

ENVIRONMENTAL ANALYSIS

The project site is located in an urbanized setting that contains industrial uses. No scenic natural resources or scenic corridor would be affected by the proposed project. The City does not have any designated scenic resources and the project site is not visible from the nearest state-designated scenic highway (CA-55), located approximately 10.5 miles northeast. *Therefore, no project impacts would result. The proposed project is consistent with this finding*.

FINDING 5.6.4. - CORTESE LISTING

THRESHOLDS OF SIGNIFICANCE

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

ENVIRONMENTAL ANALYSIS

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control EnviroStor website to identify whether the project site is listed in the database as a Cortese site.[19] The search indicates the project site is not located on a Cortese site. *Therefore, no project impacts would result. The proposed project is consistent with this finding*.

FINDING 5.6.5. - HISTORIC RESOURCES

THRESHOLDS OF SIGNIFICANCE

A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

ENVIRONMENTAL ANALYSIS

[19] California, State of. Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/map/

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California Register of Historical Resources (CRHR) is a listing of all properties considered to be significant historical resources in the state. The California Register includes all properties listed or determined eligible for listing on the National Register, including properties evaluated under Section 106, and State Historical Landmarks No. 770 and above. The California Register statute specifically provides that historical resources listed, determined eligible for listing on the California Register by the State Historical Resources Commission, or resources that meet the California Register criteria are resources which must be given consideration under CEQA. Other resources, such as resources listed on local registers of historic resources or in local surveys, may be listed if they are determined by the State Historic Resources Commission to be significant.

The existing structure is a contemporary office building and is not listed on any state registry including the CRHR as a Historic resource or property. The project site has already been disturbed and developed therefore groundwork has previously occurred on the project site. There are no dedicated cemeteries located within or in the vicinity of the project site. The proposed project would be restricted to the project site and therefore would not affect any dedicated cemeteries in the vicinity. Notwithstanding, the following standard condition is mandated by the California Code of Regulations (CCR) Section 15064.5(b)(4):

"In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission." *The proposed project is consistent with this finding and there would be no environmental impacts. Thus, no project impacts would result. The proposed project is consistent with this finding.*

CONCLUSIONS

Based on the analysis provided in this Categorical Exemption, the project meets and complies with the conditions and requirements of Class 32 (Infill Exemption) and would not have any significant environmental impacts.

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