



A G E N D A

GARDEN GROVE PLANNING COMMISSION

REGULAR MEETING

September 2, 2021

COMMUNITY MEETING CENTER
11300 STANFORD AVENUE

Members of the public who wish to comment on matters before the Commission, in lieu of doing so in person, may submit comments by emailing planning@ggcity.org no later than 3:00 p.m. the day of the meeting. The comments will be provided to the Commission as part of the meeting record. Members of the public are asked to consider very carefully before attending this meeting in person and are encouraged to wear face masks and maintain a six foot distance from others. Please do not attend this meeting if you have had direct contact with someone who has tested positive for COVID-19, or if you are experiencing symptoms such as coughing, sneezing, fever, difficulty breathing or other flu-like symptoms.

REGULAR SESSION – 7:00 P.M.

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

Members of the public desiring to speak on any item of public interest, including any item on the agenda except public hearings, must do so during Oral Communications at the beginning of the meeting. Each speaker shall fill out a card stating name and address, to be presented to the Recording Secretary, and shall be limited to five (5) minutes. Members of the public wishing to address public hearing items shall do so at the time of the public hearing.

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

All revised or additional documents and writings related to any items on the agenda, which are distributed to all or a majority of the Planning Commissioners within 72 hours of a meeting, shall be available for public inspection (1) at the Planning Services Division during normal business hours; and (2) at the City Community Meeting Center at the time of the meeting.

Agenda item descriptions are intended to give a brief, general description of the item to advise the public of the item's general nature. The Planning Commission may take legislative action it deems appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the

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

- A. ORAL COMMUNICATIONS - PUBLIC
- B. APPROVAL OF MINUTES: August 19, 2021

C. PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)

C.1. MITIGATED NEGATIVE DECLARATION
MITIGATION MONITORING AND REPORTING PROGRAM
SITE PLAN NO. SP-101-2021

APPLICANT: DENNIS O'NEIL (SUNBELT STORES, INC.)

LOCATION: NORTH SIDE OF WESTMINSTER AVENUE, WEST OF
BROOKHURST STREET AT 13861 BROOKHURST STREET

REQUEST: Site Plan approval to expand an existing 180,449 square foot shopping center, which is currently improved with the Garden Grove Superstore, a Target retail store, and a Firestone auto repair shop, by constructing (i) two (2) new 4,000 square foot drive-thru pad buildings, (ii) one (1) new 4,000 square foot multi-tenant commercial building attached to the existing Target, and (iii) replacing the existing Firestone auto repair shop with a 5,600 square foot drive-thru multi-tenant building. The site is in the C-2 (Community Commercial) zone. In conjunction with the request, the Planning Commission will also consider the adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.

STAFF RECOMMENDATION: Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approval of Site Plan No. SP-101-2021, subject to the recommended Conditions of Approval.

C.2. SITE PLAN NO. SP-082-2020TE1
CONDITIONAL USE PERMIT NO. CUP-180-2020TE1

APPLICANT: 7-ELEVEN, INC.

LOCATION: NORTHWEST CORNER OF CHAPMAN AVENUE AND DALE
STREET AT 8471 CHAPMAN AVENUE

REQUEST: Approval of a one-year time extension for entitlements approved under Site Plan No. SP-082-2020 and Conditional Use Permit No. CUP-180-2020 to remove existing site improvements and construct a 2,232 square foot 24-hr convenience store with an 1,800 square foot fueling canopy with eight (8) pumps, and to revoke Conditional Use Permit No. CUP-228-08 to create a new CUP for a gas station and an Alcoholic Beverage Control Type "20" (Off-Sale, Beer and Wine) License. The site is in the C-1 (Neighborhood Commercial) zone. A CEQA determination is not required as the project was previously exempted.

STAFF RECOMMENDATION: Approval of Site Plan No. SP-082-2020TE1 and Conditional Use Permit No. CUP-180-2020TE1, subject to the recommended Conditions of Approval.

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

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

Meeting Minutes
Thursday, August 19, 2021

CALL TO ORDER: 7:00 p.m.

ROLL CALL:

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

Absent: Arestegui

PLEDGE OF ALLEGIANCE: Led by Commissioner Ramirez.

ORAL COMMUNICATIONS – PUBLIC – With the public hearing portion closed for comment, Mr. Shane Swerdlow, the applicant's representative, stated that the team appreciated the ongoing consideration of the project at 7441 Chapman Avenue and was available for any questions the Commission and Staff may have. One letter was submitted by Mr. Swerdlow on behalf of Craig Lawson & Co., LLC, touching on the proposed project's characteristics, management style, security, and economic and investment benefits.

AUGUST 5, 2021 MINUTES:

Action: Received and filed.
Motion: Lindsay Second: Lehman
Ayes: (6) Cunningham, Lehman, Lindsay, Perez, Ramirez, Soeffner
Noes: (0) None
Absent: (1) Arestegui

CONTINUED ITEM – SITE PLAN NO. SP-104-2021 AND INTERPRETATION OF USE NO. IOU-004-2021 FOR PROPERTY LOCATED ON THE NORTHWEST CORNER OF CHAPMAN AVENUE AND WESTERN AVENUE AT 7441 CHAPMAN AVENUE.

Applicant: 1784 CAPITAL HOLDINGS, LLC

Date: August 19, 2021

Request: Site Plan approval to demolish an existing two-story industrial/office building, and in its place, construct a new 158,694 square foot, six-story self-storage facility on a 1.26-acre site. Also, a request for an Interpretation of Use to determine the compatibility of the proposed self-storage use within Planned Unit Development No. PUD-103-76 (REV. 2018) zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 – In-Fill Development Projects.

Discussion: Staff stated that job creation was only one facet of any project, and that this project would be a long term local investment for the City's economic development as well as a re-use of a space that had no other development inquiries. In addition to being a storage facility for general purpose, business operators also rent storage to house excess inventory, supplies, and equipment. In regard to crime statistics around storage facilities, a few types include homeless issues, especially near railroads, and commercial and vehicle burglaries. A crime could occur near a property and be referenced to the address to designate a nearest location thereby increasing statistics for a specific site. With the proposed project being self-contained versus open, Police are in support of the project with the caveat that the business would provide additional security measures should the need arise. The proposed project would be subject to the Municipal and Penal Codes. It was noted that the amount of crime associated with storage facilities directly relates to whether or not the business has a good operator.

MOTION 1: To approve Resolution of Denial No. 6028-21 based on the fact that an Interpretation of Use finding was not met as the proposed use was not similar in scale and operational characteristics to other uses permitted in the zone and that the project was not the best use of the property.

Action: The motion failed for Resolution of Denial No. 6028-21 with the following vote:

Motion: Perez Second: Lindsay

Ayes: (2) Lindsay, Perez

Noes: (4) Cunningham, Lehman, Ramirez, Soeffner

Absent: (1) Arestegui

MOTION 2: To approve Resolution of Approval No. 6028-21.

Action: Resolution of Approval No. 6028-21 was approved with amendments that included a modification to Condition No.

58: The operation hours for the office shall be permitted from 8:00 a.m. to 6:00 p.m. seven (7) days-a-week. Self-storage customers with current account status shall be allowed to access the self-storage area, through security access, from 5:00 a.m. to 10:00 p.m., seven (7) days-a-week, and the addition of Condition No. 82: In the event security problems occur, and at the request of the Police Department, the permittee, at their own expense, shall provide all reasonable security measures, as requested by the Police Department.

Motion: Ramirez Second: Soeffner
Ayes: (5) Cunningham, Lehman, Lindsay, Ramirez, Soeffner
Noes: (1) Perez
Absent: (1) Arestegui

MATTERS FROM COMMISSIONERS: Commissioner Ramirez mentioned that people were living in a boarded up building on the southeast corner of Brookhurst Street and Chapman Avenue. Police staff were aware and check the location nightly.

MATTERS FROM STAFF: Staff gave a brief description of upcoming agenda items for the September 2nd meeting and mentioned the CEQA 101 (California Environmental Quality Act) presentation would be scheduled for a future meeting. Staff noted that the Housing Element draft EIR (Environmental Impact Report) was available for public review on the City’s website along with the Land Use Element, Safety Element, and Environmental Justice Element. The General Plan Update and EIR would be presented at the October 7th meeting. In regard to Cottage Industries, the project was moving forward.

ADJOURNMENT: At 7:44 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, September 2, 2021, at 7:00 p.m. in the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

Judith Moore
Recording Secretary

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1.	SITE LOCATION: North side of Westminster Avenue, west of Brookhurst Street, south of Woodbury Avenue, at 13861 Brookhurst Street
HEARING DATE: September 2, 2021	GENERAL PLAN: Light Commercial (LC)
CASE NO.: Site Plan No. SP-101-2021	ZONE: C-2 (Community Commercial)
APPLICANT: Dennis O'Neil, Sunbelt Stores, Inc.	APN: 098-621-01
PROPERTY OWNER: Same as applicant	CEQA DETERMINATION: Mitigated Negative Declaration

REQUEST:

The applicant is requesting Site Plan approval to expand an existing 180,449 square foot shopping center, which is currently improved with the Garden Grove Superstore, a Target retail store, and a Firestone auto repair shop, by constructing (i) two (2) new 4,000 square foot drive-thru pad buildings, (ii) one (1) new 4,000 square foot multi-tenant commercial building attached to the existing Target, (iii) replacing the existing Firestone auto repair shop with a 5,600 square foot drive-thru multi-tenant building, and (iv) removing Target's 13,600 square foot garden center.

BACKGROUND:

The subject property is located on the west side of Brookhurst Street, north of Westminster Avenue, south of Woodbury Avenue. The site, approximately 16.95 acres (738,758 square feet), is currently developed with an 110,384 square foot Target general retail store with a 13,600 square foot garden center, and a 10,925 square foot grocery store, Garden Grove Superstore, which is an indoor multi-tenant commercial building with retail and restaurant uses, and a 5,760 square foot Firestone auto repair and tire shop.

The subject site is zoned C-2 (Community Commercial) and has a General Plan Land Use designation of Light Commercial (LC). The property abuts an O-S (Open Space) zoned property to the north, across Woodbury Avenue, developed with the Donald S. Jordan Intermediate School, an O-S zoned property to the west developed with the Cook Elementary School and a Planned Unit Development (PUD-103-71) zoned property developed with condominiums, a C-1 (Neighborhood Commercial) zoned shopping center to the south, across Westminster Avenue, and a C-2 zoned shopping

center to the east, across Brookhurst Street, developed with a commercial shopping center. The parcel located at the southeast corner, which is developed with a Lee's Sandwiches fast food restaurant, is zoned C-2 and is not a part of the subject shopping center.

The shopping center was originally built in 1968, approved under Site Plan No. SP-111-68, consisting of a department store, a food market, and an automotive service center. In 1982, under Site Plan No. SP-134-82, the food market was demolished to allow the construction of a 40,000 square foot Ralphs grocery store. Subsequently, the Target retail store began operation in the former department store in 1983. A 30,000 square foot addition to the 40,000 square foot grocery store was approved in 1998 under Site Plan No. SP-227-98. In 2003, under Conditional Use Permit No. CUP-125-03, an indoor, multi-tenant retail commercial building and supermarket was approved within the grocery store, presently known as Garden Grove Superstore. Currently, the following businesses are in operation within the three (3) existing structures: the Target retail store and the Garden Grove Superstore, which share a common wall, and Firestone in the automotive service center building, which is detached and fronts Brookhurst Street.

The applicant is proposing to demolish Target's 13,600 square foot garden center and the existing 5,760 square foot Firestone auto repair and tire shop to construct a 5,600 square foot drive-thru multi-tenant building, two (2) additional 4,000 square foot drive-thru pad buildings, and one (1) additional 4,000 square foot multi-tenant commercial building attached to the Target retail store, on the existing 180,449 square foot shopping center. Along with the request, the applicant is proposing site improvements, including landscaping, trash enclosures, and a reconfigured parking lot to comply with the requirements of Title 9 of the Municipal Code and to support the expansion of the shopping center.

The subject shopping center is located within the Light Commercial Land Use designation, which is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community. The desired character and uses for the Light Commercial Land Use designation per the City's General Plan 2030 includes a variety of retail services such as markets, drug stores, retail shops, financial institutions, service establishments, and restaurants. Commercial uses should also be located so they are compatible with the surrounding area and, in particular, with any abutting residential uses. Per Land Use Goal LU-6 of the General Plan, the proposed expansion to the shopping center implements the goals for the Light Commercial Land Use designation. Specifically, Policy LU-6.2 encourages a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area's present and potential clientele. Moreover, to meet the intent of Goal LU-6, the proposed expansion will renovate the shopping center with the development of pad buildings with improved parking and landscaping areas.

Further, with the proposed improvements, the shopping center will fulfill the goals of the Community Design Element and the Economic Development Element of the City's General Plan. Per Policy CD-1.4, the proposed project will create unique retail spaces

that are architecturally rich, pedestrian friendly, culturally sensitive, and economically viable. Additionally, Implementation Program CD-IMP-1A promotes commercial uses near residential neighborhoods that serve local residents and create neighborhood-gathering places, which the shopping center expansion will continue to provide. Lastly, the General Plan’s Economic Development Element, per Policy ED-3.3, the project will enhance and retain retail opportunities to serve the local population.

PROJECT STATISTICS:

	Provided	Required
Total Project Area:	16.95 ac. (738,758 S.F.)	15,000 S.F.
Existing Building Areas:		
Superstore	70,065 S.F.	-
Target	110,384 S.F.	-
Firestone (to be demolished)	5,760 S.F.	-
Garden Center (to be demolished)	13,600 S.F.	-
Proposed Buildings:		
Building A	4,000 S.F.	-
Building B	5,600 S.F.	-
Building C	4,000 S.F.	-
Building D	4,000 S.F.	-
Proposed Building Height:		
Building A	26'-1"	3 stories, or 35 feet maximum
Building B	26'-4 1/2"	
Building C	26'-4 1/2"	
Building D	26'-4 1/2"	
Proposed Building Setbacks (Corner Lot):		
Front (Westminster Avenue)		
Building A	28'-0"	15'-0"
Street side (Brookhurst Street)		
Building B	23'-0"	10'-0"
Building C	33'-0"	10'-0"
Rear (Woodbury Avenue)		
Building C	23'-0"	10'-0"
Building D	90'-0"	10'-0"
Landscaping¹:	30,640 S.F. (7%)	44,428 S.F. (10%)
Trees²:	141	115
Parking:	946 spaces	921 spaces

¹ The Municipal Code requires projects to provide 10% on-site landscaping, excluding the required setback areas. The project will increase the total on-site landscaping from approximately 23,058 square feet (5%) to 30,640 square feet (7%) to be further in compliance with the Municipal Code.
² The Municipal Code requires one (1) tree per every eight (8) parking spaces.

DISCUSSION:

SITE PLAN:

Site Design and Circulation

The applicant is requesting Site Plan approval to expand an existing 180,449 square foot shopping center, which is currently improved with the Garden Grove Superstore, a Target retail store, and a Firestone auto repair shop, by constructing (i) two (2) new 4,000 square foot drive-thru pad buildings, (ii) one (1) new 4,000 square foot multi-tenant commercial building attached to the existing Target, (iii) replacing the existing Firestone auto repair shop with a 5,600 square foot drive-thru multi-tenant building, and (iv) removing Target's 13,600 square foot garden center.

Building A, a 4,000 square foot single-tenant pad building for a bank use, is proposed to be located at the southwest corner of the site fronting Westminster Avenue. Building B, a 5,600 square foot multi-tenant commercial building, will replace the current Firestone structure on the southeast corner of the site and will be improved with a drive-thru for a future restaurant use. Building C, a 4,000 square foot single-tenant drive-thru pad building, will be occupied by a restaurant and will be located on the northeast corner of the site with frontages along Brookhurst Street and Woodbury Avenue. Building D, a 4,000 square foot multi-tenant building commercial building, will be attached to the northeast corner of the Target retail store. In addition, Buildings B and C will be improved with 300 square foot outdoor dining patios to compliment the future restaurant uses. The 10,925 square foot Garden Grove Superstore and the 110,384 square foot Target retail store will remain unchanged on-site, with the exception of the removal of Target's garden center.

Vehicular access to the site is currently via three (3) drive approaches off Brookhurst Street along the easterly property line, three (3) drive approaches off of Westminster Avenue along the southerly property line, and two (2) drive approaches off of Woodbury Avenue along the northerly property line. Although the existing eight (8) drive approaches will be upgraded to meet current City standards, they will remain in the same locations. Therefore, the site will continue to maintain the same vehicular access. With the addition of the proposed buildings, various on-site drive aisles are proposed to be reconfigured to provide an effective circulation pattern, which has been designed per the City's standard, and will provide the required drive aisle width to accommodate two-way vehicular traffic, as well as trash truck and emergency vehicle access. Current loading docks and loading/unloading areas are located at the rear of the Garden Grove Superstore, and the Target retail store, and will remain unaffected.

A Traffic Study was prepared for the project that reviewed the project's site access and circulation, including the queuing for the drive-thru buildings, and determined the site design is adequate. Moreover, when drive-thru facilities are proposed, the City requires queuing of a minimum of eight (8) vehicles per drive-thru to allow for adequate vehicle backup. Although the applicant has provided queuing for a minimum

of thirty (30) vehicles, in the event queuing issues arise, a Condition of Approval (COA) requires that a queuing analysis be provided for review and approval by the City's Traffic Engineer to minimize any impacts to surrounding streets.

Lastly, the site will be developed with four (4) new trash enclosures to comply with the City's Standard Detail (B-502) for refuse storage enclosures to support the additional uses as required by the City's Public Works Department.

Parking

The existing shopping center is currently improved with 946 parking spaces. Based on the parking requirements of Section 9.18.140.030 (Parking Spaces Required) of Title 9 of the Municipal Code, 857 parking spaces are required, resulting in a surplus of 89 spaces. Without Target's 13,600 square foot garden center and the 5,760 square foot Firestone auto repair shop, the required number of parking spaces is 780. Therefore, an additional 77 parking spaces will become available upon the removal of the two (2) structures to accommodate the expansion. In addition, with the proposed buildings, the site parking layout will be reconfigured and improved to accommodate additional parking stalls to support the new uses. Moreover, additional compact parking is being proposed, up to 19% of the total parking amount, to further support the expansion. The existing and proposed parking breakdown is as follows:

Parking			
Uses	S.F.	Required Spaces (1 space/xxx S.F.)	Spaces Provided
Existing Shopping Center (Uses to remain) ¹			
Superstore			
Retail	59,140 S.F.	1/250 = 236	
Full Service Restaurant	9,191 S.F.	1/100 = 93	
Take-out Restaurant	1,734 S.F.	1/200 = 9	
Target	13,600 S.F.	1/250 = 442	946
Total		780	
Proposed Expansion			
Retail Uses	7,664 S.F.	1/250 = 16	
Bank Uses	4,000 S.F.	1/200 = 20	
Full Service Restaurant	9,936 S.F.	1/100 = 99	
Outdoor Dining Patios	600 S.F.	1/100 = 6	
Total		141	141
Totals		921	921

¹ The removal of the Firestone and the Garden Center generates an additional 77 surplus parking spaces.

Based on the parking requirements of the Municipal Code, 141 additional parking spaces are required to support the new buildings, resulting in a total of 921 parking spaces required for the shopping center with the proposed expansion. With the reconfiguration of the shopping center's parking lot, a total of 921 parking spaces are

proposed, therefore, the proposed project complies with the parking requirements of the Municipal Code.

The future uses within the four (4) new structures will consist of retail, bank, and restaurants. Since the general retail square footage within the shopping center exceeds 40,000 square feet, Section 9.16.040.150 (Parking Spaces Required) of Title 9 of the Municipal Code allows a reduced parking ratio of one (1) parking space per 250 square feet of gross floor area for existing and proposed general retail uses. Parking for additional uses within the new structures must also comply with the following: full-service restaurants shall be parked at one (1) parking space per 100 square feet of gross floor area, and take-out restaurants with less than 300 square feet of customer dining area and 16 seats or less, and banks, shall be parked at one (1) parking space per 200 square feet of gross area. While the applicant has not identified specific uses for the proposed buildings, the project has been designed to consist of no more than 9,936 square feet for restaurant uses, 7,664 square feet for general retail uses, and 4,000 square feet for a bank use to prevent parking deficiencies in the future.

Landscaping

Due to the reconfigured parking layout, the planters are being modified to provide additional landscaping to further comply with Section 9.16.040.070 (Landscaping Requirements) of Title 9 of the Municipal Code. The Code requires a minimum of ten (10%) percent of the total net developable site area to be landscaped, excluding the landscaping provided in required setbacks, with the minimum landscaped area to be counted at 24 square feet. All areas not used for structures, parking spaces, drive aisles, refuse storage areas, or walkways, are to be landscaped with adequate groundcover. The Code also requires that one (1) site tree be located in landscape planters for every eight (8) parking spaces, evenly distributed throughout the parking lot to shade the parking area.

The subject shopping center is currently improved with approximately 25,122 square feet of planting area and 114 trees. Under its current condition, the shopping center is deficient in landscaping and trees as the site was developed under prior development standards and is legal nonconforming. Under the current code, the total net developable area, 456,121 square feet, requires at least 10% of landscaping, which is at least 45,612 square feet. The existing landscaping in the net developable area is 23,058 square feet, or 5%, which is deficient by 22,554 square feet. To satisfy the requirement of one (1) for every eight (8) parking spaces, the total number of trees required for the existing 946 parking spaces is 119 trees, which results in a deficiency of five (5) trees.

The proposed shopping center aims to provide as much landscaping in the net developable area and trees to achieve the most conformance with the requirements of Section 9.16.040.070 (Landscaping Requirements) of Title 9 of the Municipal Code as possible. The setbacks will continue to be fully landscaped with adequate groundcover. In addition, the proposed landscaping improvements include 27 new

trees and an additional 27,160 square feet of new planting area for a total of 141 trees and 52,282 square feet of planting area. With the proposed modification, the shopping center will provide 921 parking spaces, which requires 115 trees minimum to satisfy the requirement of one (1) for every eight (8) parking spaces. Per the 141 trees provided, the total number of trees will exceed the minimum 115 required by 26 trees. The total net developable area, 444,281 square feet, requires at least 10% of landscaping, which is at least 44,428 square feet. The proposed landscaping in the net developable area is 30,640 square feet, or 7%, which is deficient by 13,788 square feet. With the existing improvements and proposed modifications, the City recognizes there are constraints in achieving the 10% of landscaping area in the net developable area. However, the project proposes to lessen the degree of nonconformity by providing more landscaping where possible, while complying with other requirements, such as parking and setbacks, and modifications required to improve on-site vehicular circulation and minimum queuing distances.

The proposed shopping center landscaping is to comply with the landscaping requirements of Title 9 of the Municipal Code, including the City's Landscape Water Efficiency Guidelines. The Planning Division will review the type and location of all proposed plant materials, including irrigation methods, to ensure compliance with state and local water efficient requirements. Moreover, new landscaping and trees will be required to match the existing conditions to provide a consistent plant, tree, and groundcover palette.

Building Architecture

Although the architectural style of the existing shopping center is inconsistent, uniform exterior colors and finishes provide a visual connection within the center. The Garden Grove Superstore has enhanced storefronts with hipped roofs with clay tile, while the Target retail store is contemporary in style with a flat roof and a modern storefront. Therefore, the proposed buildings will match similar styles to provide uniformity within the shopping center. Building A, which will be situated the closest to the Garden Grove Superstore, will match in architectural style, with a hipped roof over the storefront with clay tile roofing, similar stucco exterior finishes and colors, metal awnings, and anodized aluminum storefront systems. Buildings B, C and D will more closely resemble the modern and contemporary design of the Target retail store, with varied flat rooflines, similar stucco exterior finishes and colors, metal awnings, and anodized aluminum storefront systems to match Building A.

Signage

The shopping center is to comply with the requirements of Chapter 9.20 (Sign Standards) of Title 9 of the Municipal Code. The shopping center has three (3) existing pylon signs that will remain. The Garden Grove Superstore has tenant identification on two (2) of the pylon signs along each street frontage, and the Target retail store has tenant identification on one (1) pylon sign along Brookhurst Street. The multi-tenant Garden Grove Superstore also has various tenant spaces with individual wall signage over each storefront. Therefore, to achieve consistent signage between the

existing and new buildings, the conditions of approval will require that a sign program be submitted for review and approval by the Planning Services Division. The sign program, and all future signage, shall comply with Chapter 9.20 (Sign Standards) of Title 9 of the Municipal Code.

California Environmental Quality Act (CEQA):

The proposed project was reviewed and an Initial Study report and Mitigated Negative Declaration (IS/MND) was prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq.). Based on the Initial Study and supporting technical analyses, it was determined that all potentially adverse environmental impacts can be mitigated to a level of less than significant. On this basis, a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) have been prepared. Copies of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are attached to this report along with a CD that contains a complete digital version of the environmental document with the corresponding technical studies. The 20-day public comment period on the Mitigated Negative Declaration occurred from August 4, 2021 to August 23, 2021.

RECOMMENDATION:

Staff recommends that the Planning Commission hold a public hearing and take the following actions:

1. Adopt Resolution No. 6029-21 adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approving Site Plan No. SP-101-2021, subject to the recommended conditions of approval.



Lee Marino
Planning Services Manager

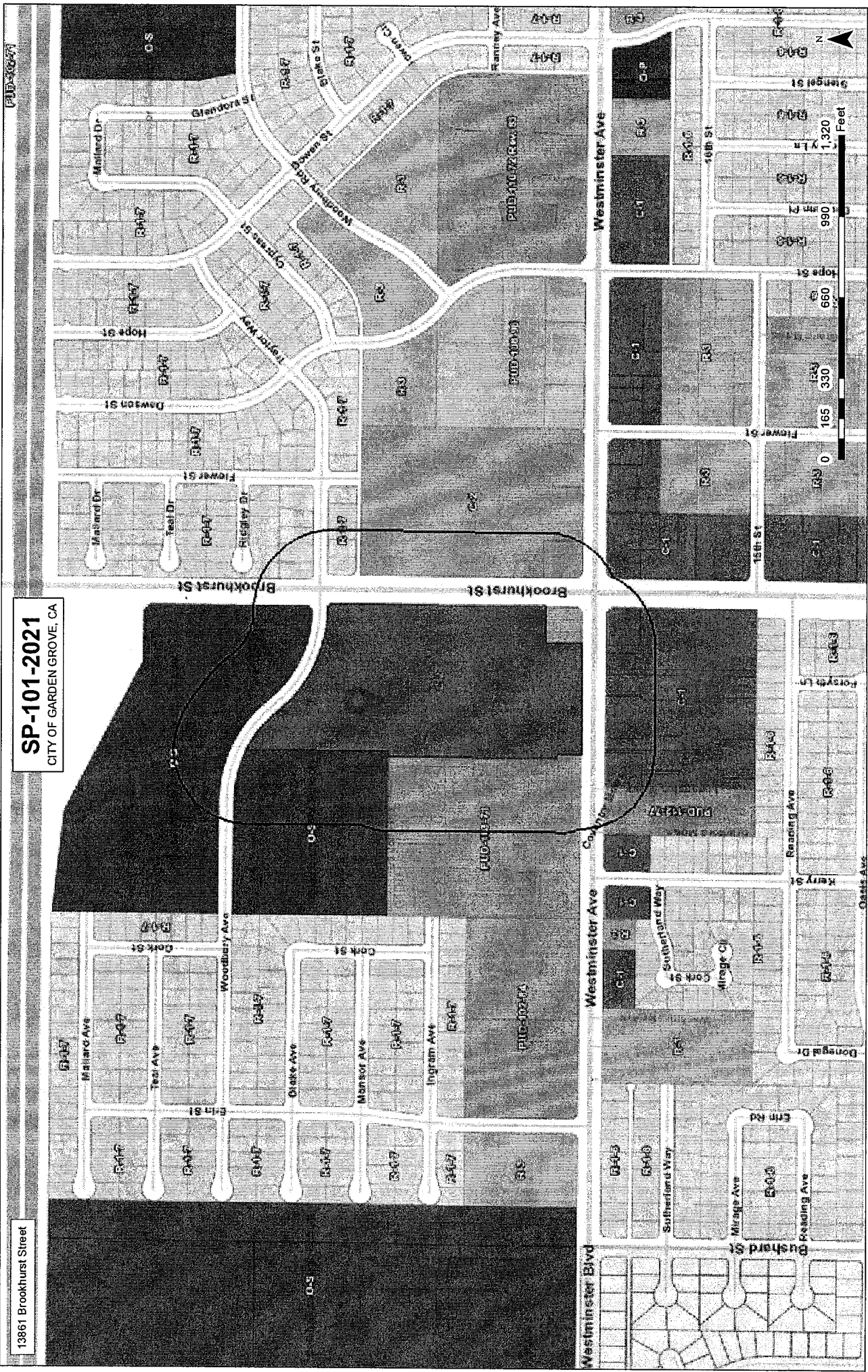


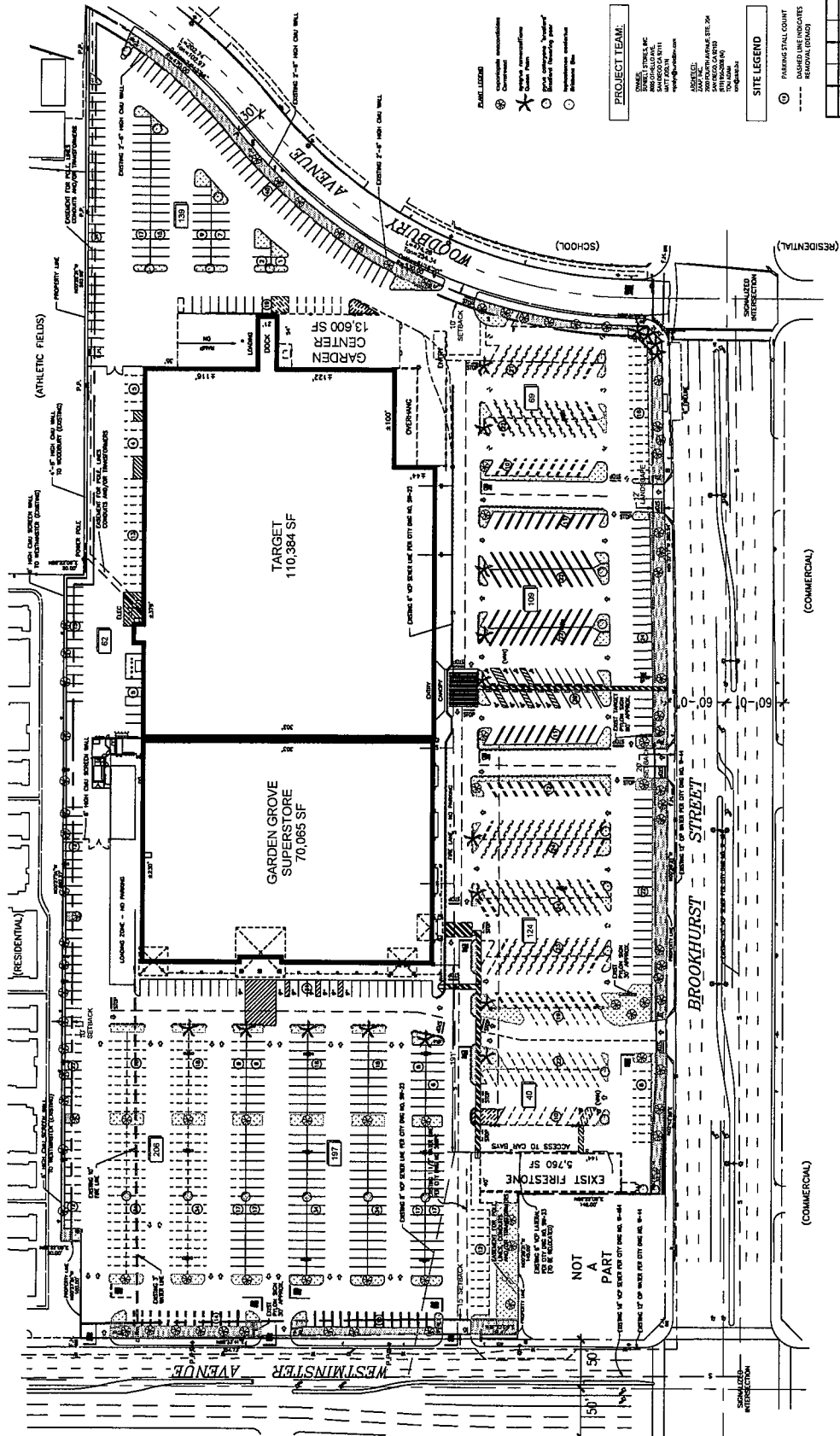
By: Mary Martinez
Associate Planner

Attachment: Draft Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

13861 Brookhurst Street

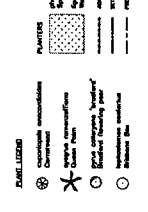
SP-101-2021
CITY OF GARDEN GROVE, CA





EXISTING PLAN SUMMARY

SITE AREA	SQ. FT.	AC.
EXISTING SUPERSTORE	788,738	18.06
RETAIL	47,000	
RESTAURANT	107,000	
< 16 SEAT RESTAURANT	57,000	
EXISTING TARGET	47,000	
EXISTING FIRESTONE (TO BE REMOVED)	5,760	
TOTAL BLDG AREA	1,003,500	
SITE / BLDG RATIO	2.32	
EXISTING GARDEN CENTER (TO BE REMOVED)	13,600	
TOTAL BLDG AREA - GARDEN CENTER	1,017,100	
PARKING PROVIDED	946	
PARKING RATIO PROVIDED	4.81	77,000 SF



PROJECT TEAM:
OWNER: SUNBELT STORES, INC.
ARCHITECT: SUNBELT STORES, INC.
ENGINEER: SUNBELT STORES, INC.
PLANNING: SUNBELT STORES, INC.

SITE INFO:
LOCATION: NORTHWEST CORNER OF BROOKHURST AND WESTMINSTER GARDEN CENTER, CALIFORNIA
ZONING: C-1
SETBACKS: 15'-0" FRONT, 10'-0" SIDE, 15'-0" REAR
MAX. BUILDING HEIGHT: 35' MAX
NO. OF EXISTING OR PROPOSED BUILDINGS: 3
PER GROUND COVERED: 35.0%

BUILDING ADDRESS:
13861 BROOKHURST STREET
APN: 0662-01
LOT COVERAGE: 73%
NET BLDG AREA: 788,738 SF
TOTAL BLDG AREA: 1,003,500 SF
TOTAL SITE AREA: 760,428 SF
NET DEVELOPABLE AREA: 498,321 SF
TOTAL SITE AREA IN ADA: 498,321 SF
% OF ADA: 65.5%
% OF ADA: 65.5%
% OF ADA: 65.5%
BUILDING COVERAGE: 35.0%



PROJECT NO.: 1818-237
DATE: 11/12/2021
SCALE: 1/8" = 1'-0"
PROJECT NAME: 13861 BROOKHURST STREET
PROJECT NO.: 1

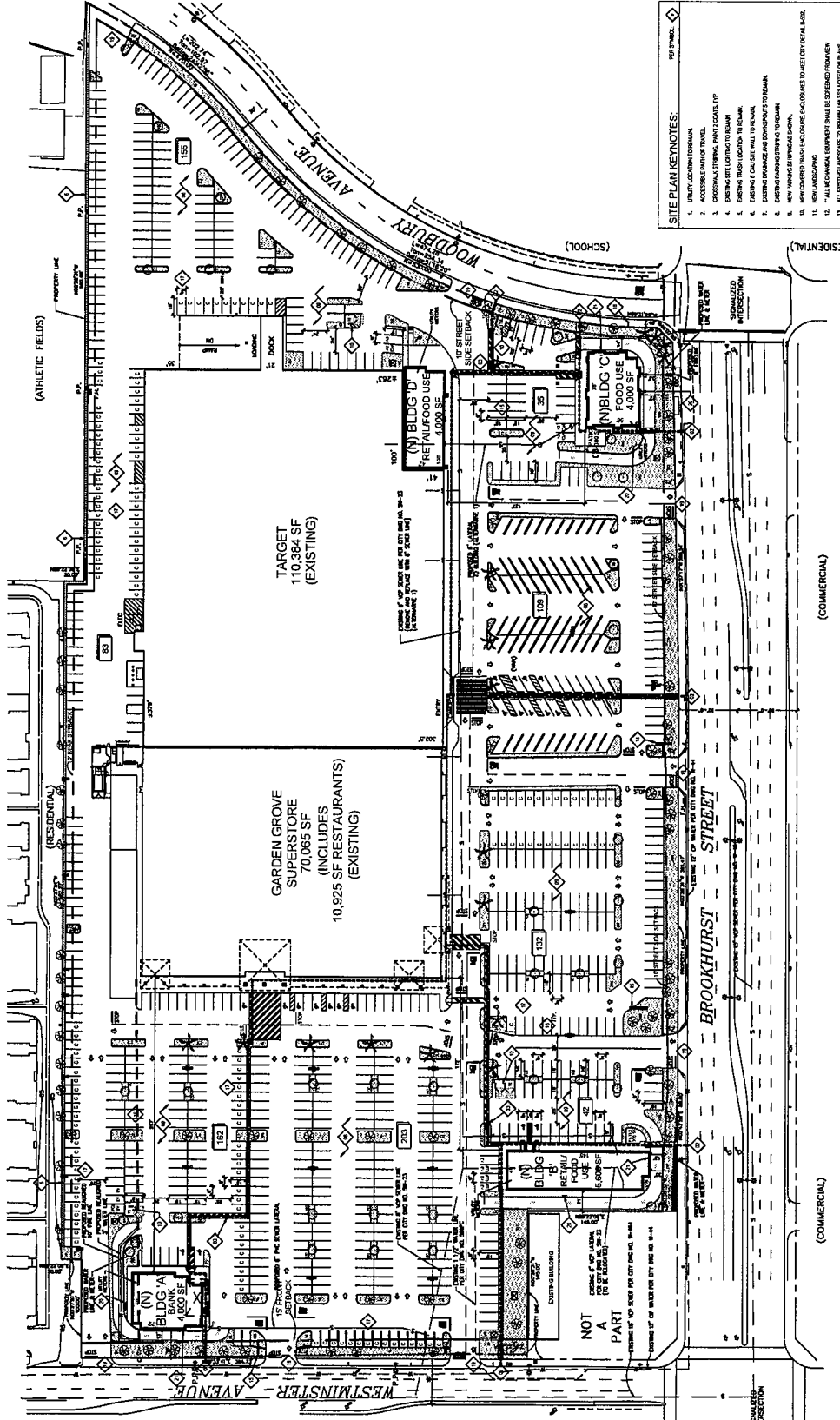
ZA

37 Avenue #204
 19233 SERRA
 233.6468
 ruzs@p-biz

SP-101-2021

EXISTING FACILITIES PLAN
 SCALE: 1/8" = 1'-0"

13861 BROOKHURST STREET
 GARDEN GROVE, CALIFORNIA
 SUNBELT STORES, INC.



PROPOSED PLAN SUMMARY

SITE AREA	SQ. FT.	AC
Existing	738,758	16.96
Superstore	471,000	99.140
Retail	471,000	99.140
Restaurant	307,000	6.714
Subtotal Superstore	471,000	99.140
Retail	471,000	99.140
Restaurant	307,000	6.714
Supermarket	307,000	6.714
Food & Beverage	17,000	0.370
Bank	57,000	1.241
Auto Detail	27,000	0.586
Total New Building Area	1,180,449	25.914
Total Parking Surplus	19%	149
Total New Building Area	17,600	0.385

TOTAL EXISTING SQ. FT. = 180,449 SQ. FT.
TOTAL PROPOSED SQ. FT. = 37,600 SQ. FT.
TOTAL SQ. FT. = 218,049 SQ. FT.

SITE INFO
 NORTHWEST CORNER OF BROOKHURST AND WESTMINSTER
 GARDEN GROVE, CALIFORNIA

LEGAL DESCRIPTION:
 THAT PORTION OF THE SOUTH EAST QUARTER OF SECTION 17, TOWNSHIP 23N, RANGE 11W, COUNTY OF GARDEN GROVE, CALIFORNIA AS PER MAP RECORDED IN THE OFFICE OF THE COUNTY CLERK OF THE COUNTY OF GARDEN GROVE, CALIFORNIA.

BUILDING ADDRESS:
 13861 BROOKHURST STREET
 APT. ONE-G/1

SITE AREA:
 738,758 SQ. FT. (16.96 AC)

LOT COVERAGE:
 NET SIZE OF LOT = 738,758 SQ. FT. (16.96 AC)
 TOTAL SETBACK AREA = 16,435 SQ. FT. (0.36 AC)
 TOTAL SETBACK PERCENTAGE = 2.2%
 TOTAL SETBACK AREA PER SQ. FT. OF LOT = 0.0022%
 TOTAL SETBACK AREA PER AC OF LOT = 0.0022%

NOTES:
 1. ALL MECHANICAL EQUIPMENT SHALL BE EXPOSED FROM THE
 2. ALL EXISTING LANDSCAPE TO REMAIN UNLESS NOTED OTHERWISE.
 3. EXISTING PAVING TO REMAIN UNLESS NOTED OTHERWISE.
 4. EXISTING FENCES SHALL REMAIN UNLESS NOTED OTHERWISE.
 5. EXISTING UTILITIES SHALL REMAIN UNLESS NOTED OTHERWISE.
 6. EXISTING SIGNAGE SHALL REMAIN UNLESS NOTED OTHERWISE.
 7. EXISTING LIGHTING SHALL REMAIN UNLESS NOTED OTHERWISE.
 8. EXISTING TRAILING SHALL REMAIN UNLESS NOTED OTHERWISE.
 9. EXISTING TREES SHALL REMAIN UNLESS NOTED OTHERWISE.
 10. EXISTING FOLIAGE SHALL REMAIN UNLESS NOTED OTHERWISE.
 11. EXISTING PAVER PATTERNS SHALL REMAIN UNLESS NOTED OTHERWISE.
 12. EXISTING SITE FURNITURE SHALL REMAIN UNLESS NOTED OTHERWISE.
 13. EXISTING SITE LIGHTING SHALL REMAIN UNLESS NOTED OTHERWISE.
 14. EXISTING SITE SIGNAGE SHALL REMAIN UNLESS NOTED OTHERWISE.
 15. EXISTING SITE UTILITIES SHALL REMAIN UNLESS NOTED OTHERWISE.
 16. EXISTING SITE FENCES SHALL REMAIN UNLESS NOTED OTHERWISE.
 17. EXISTING SITE FOLIAGE SHALL REMAIN UNLESS NOTED OTHERWISE.
 18. EXISTING SITE PAVING SHALL REMAIN UNLESS NOTED OTHERWISE.
 19. EXISTING SITE TRAILING SHALL REMAIN UNLESS NOTED OTHERWISE.
 20. EXISTING SITE TREES SHALL REMAIN UNLESS NOTED OTHERWISE.
 21. EXISTING SITE FOLIAGE SHALL REMAIN UNLESS NOTED OTHERWISE.
 22. EXISTING SITE PAVING SHALL REMAIN UNLESS NOTED OTHERWISE.
 23. EXISTING SITE TRAILING SHALL REMAIN UNLESS NOTED OTHERWISE.
 24. EXISTING SITE TREES SHALL REMAIN UNLESS NOTED OTHERWISE.

SITE PLAN KEYNOTES:

1. MULTI-LOCATION TO BE MAINTAINED.
2. EXISTING SITE LIGHTING TO REMAIN UNLESS NOTED OTHERWISE.
3. EXISTING SITE SIGNAGE TO REMAIN UNLESS NOTED OTHERWISE.
4. EXISTING SITE FENCES TO REMAIN UNLESS NOTED OTHERWISE.
5. EXISTING SITE UTILITIES TO REMAIN UNLESS NOTED OTHERWISE.
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38. EXISTING SITE PAVING TO REMAIN UNLESS NOTED OTHERWISE.
39. EXISTING SITE TRAILING TO REMAIN UNLESS NOTED OTHERWISE.
40. EXISTING SITE TREES TO REMAIN UNLESS NOTED OTHERWISE.

LEGEND

EXISTING CONCRETE - Diagonal Hatching
 EXISTING ASPHALT - Diagonal \ Hatching
 EXISTING PAVER PATTERNS - Stippled
 EXISTING SIGNAGE - Star
 EXISTING TRAILING - Circle with X
 EXISTING TREES - Circle with T
 EXISTING FOLIAGE - Circle with F
 EXISTING PAVING - Circle with P
 EXISTING TRAILING - Circle with T
 EXISTING TREES - Circle with T
 EXISTING FOLIAGE - Circle with F
 EXISTING PAVING - Circle with P
 EXISTING TRAILING - Circle with T
 EXISTING TREES - Circle with T
 EXISTING FOLIAGE - Circle with F
 EXISTING PAVING - Circle with P

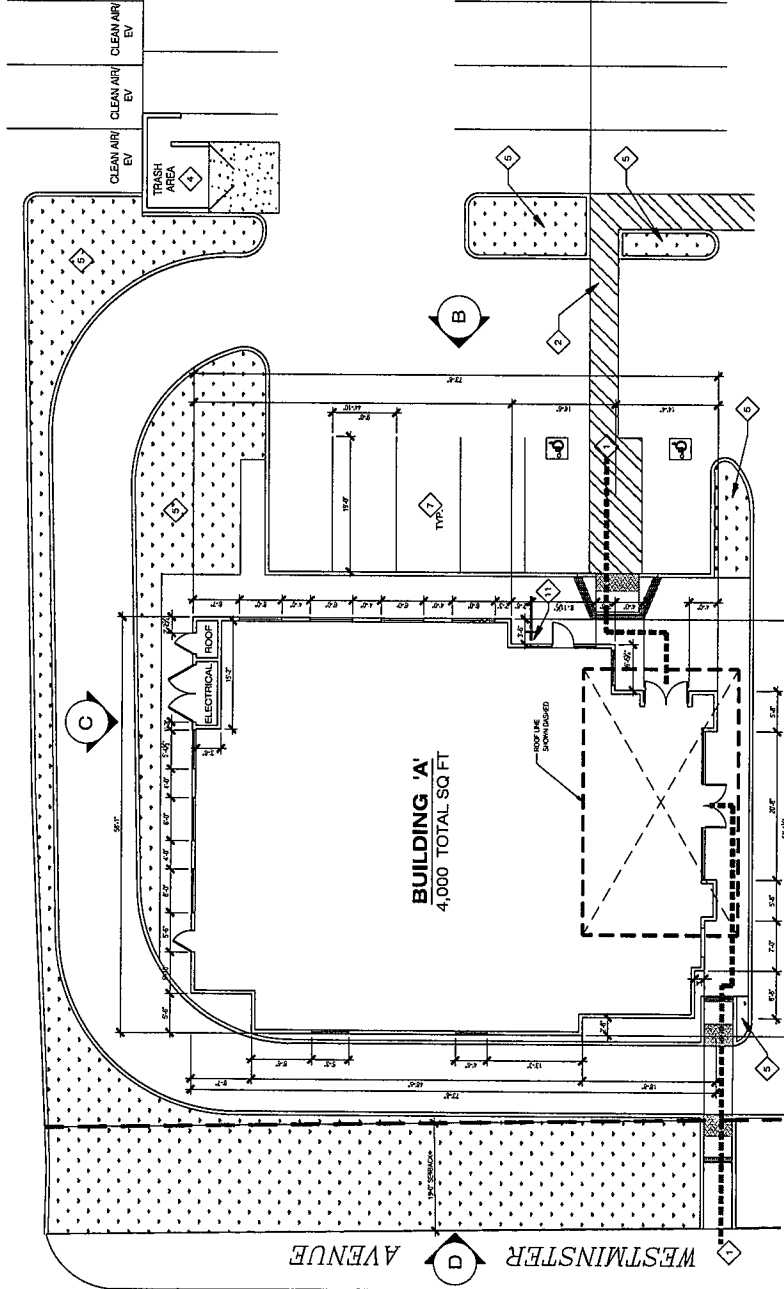
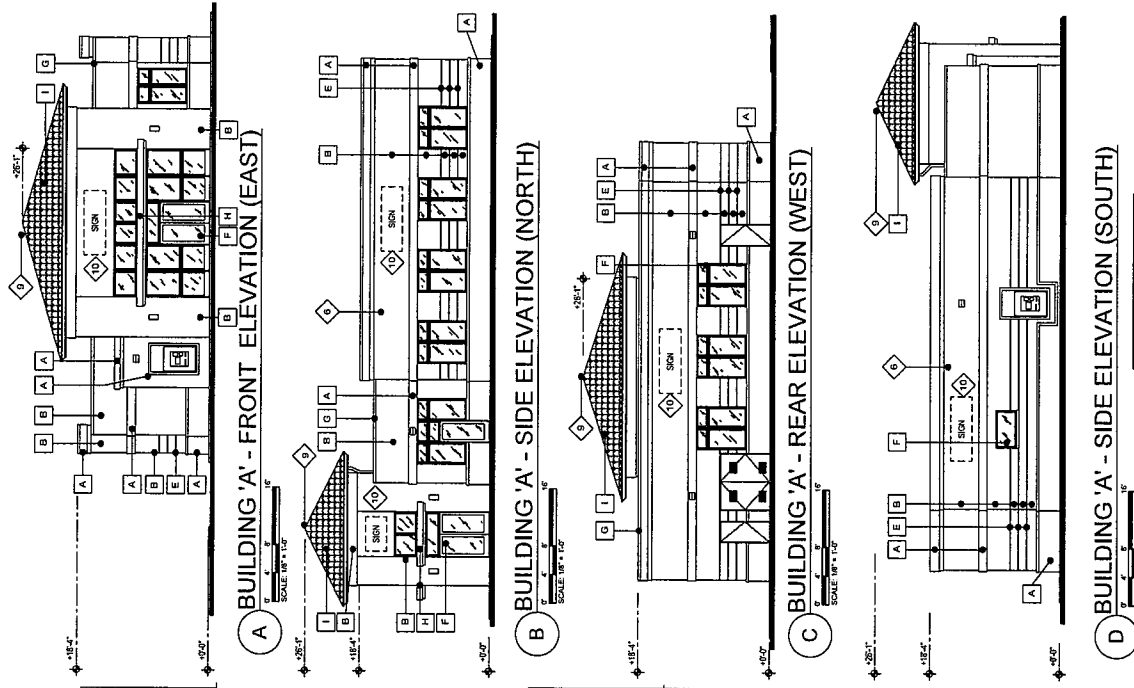
PROJECT NO. 1410-017
 DATE 04/20/2017
 CLIENT SUNBELT STORES, INC.
 PROJECT NAME 13861 BROOKHURST
 SHEET NO. 2



2500 Fourth Avenue #204
 San Diego, CA 92108
 FAX: 619.233.6449
 Web: www.zap.biz

PROPOSED SITE PLAN
 SCALE: 1/8" = 1'-0"

13861 BROOKHURST STREET
 GARDEN GROVE, CALIFORNIA
 SUNBELT STORES, INC.



NOTES:

- ACCESSIBLE PATH OF TRAVEL.
- CRACKS SHALL BE REPAIRED WITH EPOXY FILLING.
- NEW PARKING STIPING AS SHOWN.
- NEW COATED TRASH ENCLOSURE.
- NEW LANDSCAPING.
- ALL MECHANICAL EQUIPMENT SHALL BE INSTALLED FROM NEW.
- PROVIDED STAIRWAY HANDRAILS SHALL MEET ALL LOCAL AND STATE CODES.
- PROVIDED COMPACT PARKING SHALL MEET ALL LOCAL AND STATE CODES.
- BUILDING HEIGHT SHALL BE PER LOCAL AND STATE CODES.
- WALL SPIN TO COMPLY WITH LOCAL SEISMIC AND BLAZE. WALL SPIN SIZE LIMITED TO 5/8" PER 1' UNLESS OTHERWISE NOTED. ALL SPIN SHALL BE PERMITTED SPINNABLE.
- SEWER RISE: 18" CYCLE CAPACITY.
- ALL MECHANICAL AND ELECTRICAL EQUIPMENT SHALL COMPLY WITH ALL LOCAL AND STATE CODES.
- ALL MECHANICAL AND ELECTRICAL EQUIPMENT SHALL COMPLY WITH ALL LOCAL AND STATE CODES.
- ALL MECHANICAL AND ELECTRICAL EQUIPMENT SHALL COMPLY WITH ALL LOCAL AND STATE CODES.
- ALL MECHANICAL AND ELECTRICAL EQUIPMENT SHALL COMPLY WITH ALL LOCAL AND STATE CODES.

MATERIALS:

PER SYMBOL	PER SYMBOL
A	EXTERIOR WALL FINISH
B	EXTERIOR WALL FINISH
C	EXTERIOR WALL FINISH
D	EXTERIOR WALL FINISH
E	EXTERIOR WALL FINISH
F	EXTERIOR WALL FINISH
G	EXTERIOR WALL FINISH
H	EXTERIOR WALL FINISH
I	EXTERIOR WALL FINISH
J	EXTERIOR WALL FINISH
K	EXTERIOR WALL FINISH
L	EXTERIOR WALL FINISH
M	EXTERIOR WALL FINISH
N	EXTERIOR WALL FINISH
O	EXTERIOR WALL FINISH

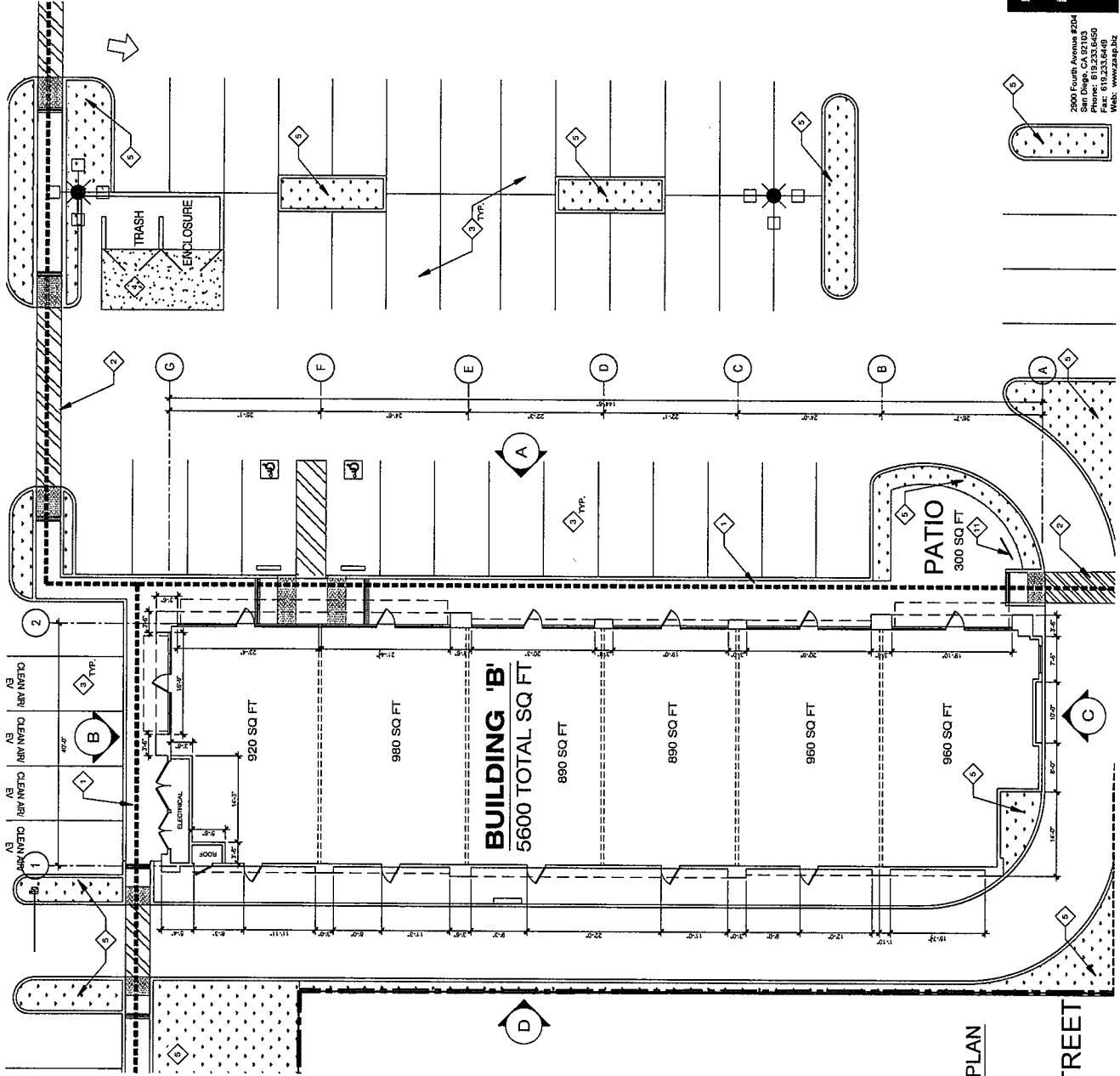
BUILDING 'A' - FLOOR PLAN
SCALE: 1/8" = 1'-0"

13861 BROOKHURST STREET
GARDEN GROVE, CALIFORNIA
SUNBELT STORES, INC.



2900 Fourth Avenue #204
San Diego, CA 92103
Tel: 619.591.8800
Fax: 619.233.6449
Web: www.zap.biz

PROJECT NO.	18089-277
DATE	11/11/11
DESIGNER	ZAP
CLIENT	SUNBELT STORES, INC.
PROJECT NAME	13861 BROOKHURST
SHEET NO.	3



- NOTES:**
1. ACCESSIBLE PART OF FRAME.
 2. ACCESSIBLE STOPPING POINT 2 CORNERS, TYP.
 3. NEW FINISHING STOPPING AS SHOWN.
 4. NEW FINISHED TRASH ENCLOSURE.
 5. NEW LANDINGING.
 6. ALL MECHANICAL COMPONENTS SHALL BE LOCATED FROM NEW 3/16" RADIUS.
 7. PROPOSED STANDARD FINISHING SHALL BE 3/16" PER CODE.
 8. PROPOSED COMPACT FINISHING SHALL BE 3/16" PER CODE.
 9. 3/16" RADIUS.
 10. BUILDING FRONT SHALL BE 35'-0" PER CODE. 1/4" RADIUS.
 11. WALL SHALL TO CORNER WITH CORNER RADIUS AND FINISHING WALL FINISHING SHALL BE 3/16" PER CODE. 1/4" RADIUS.
 12. FINISHING SHALL BE 3/16" PER CODE. 1/4" RADIUS.
 13. FINISHING SHALL BE 3/16" PER CODE. 1/4" RADIUS.
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 100. FINISHING SHALL BE 3/16" PER CODE. 1/4" RADIUS.

ZAP

ZAP ARCHITECTURE + PLANNING

PROJECT NO.: 11111_217
DATE: 11/11/11
OWNER: SUNBELT STORES, INC.
ARCHITECT: ZAP ARCHITECTURE + PLANNING
PLANNING: ZAP ARCHITECTURE + PLANNING
PROJECT NAME: 13861 BROOKHURST STREET

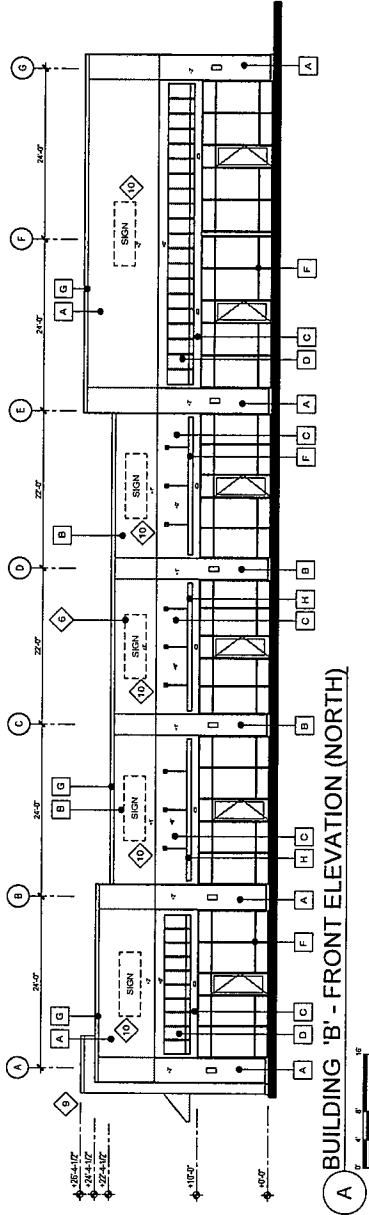
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2900 Fourth Avenue #204
San Diego, CA 92104
Tel: (619) 533-6468
Fax: (619) 533-6468
Web: www.zap.net

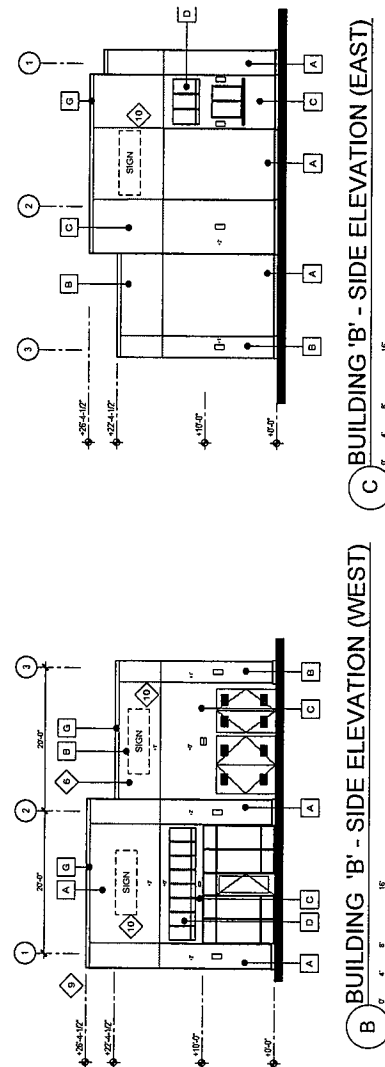
BUILDING 'B' - FLOOR PLAN

SCALE: 1/8" = 1'-0"

13861 BROOKHURST STREET
GARDEN GROVE, CALIFORNIA
SUNBELT STORES, INC.

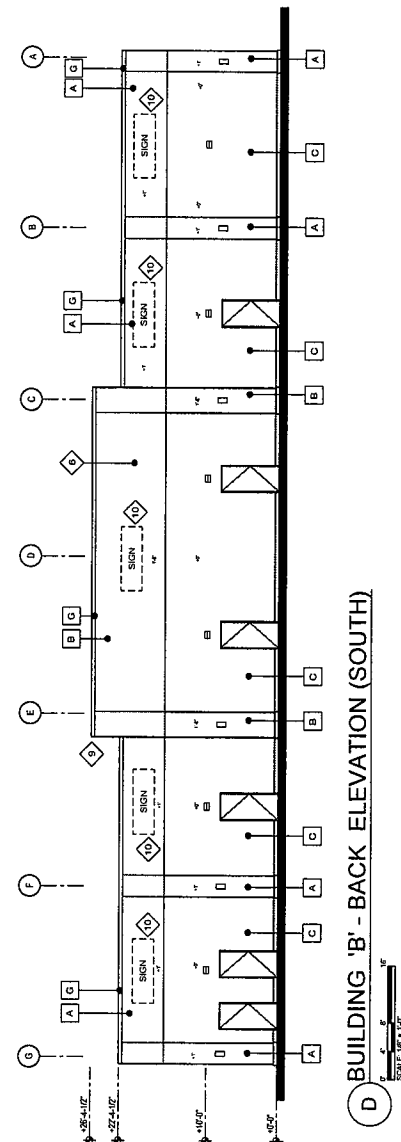


A BUILDING 'B' - FRONT ELEVATION (NORTH)



B BUILDING 'B' - SIDE ELEVATION (WEST)

C BUILDING 'B' - SIDE ELEVATION (EAST)



D BUILDING 'B' - BACK ELEVATION (SOUTH)

NOTES:

1. ACCESSIBLE PAINT OF TRIM.
2. EXTERIOR FINISH, PAINT FINISH TYPE.
3. INTERIOR FINISH, PAINT FINISH TYPE.
4. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES.
5. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES.
6. ALL MECHANICAL EQUIPMENT SHALL BE SPECIFIED FROM VES.
7. PROPOSED STAIRWELL SHALL BE 5'0\"/>

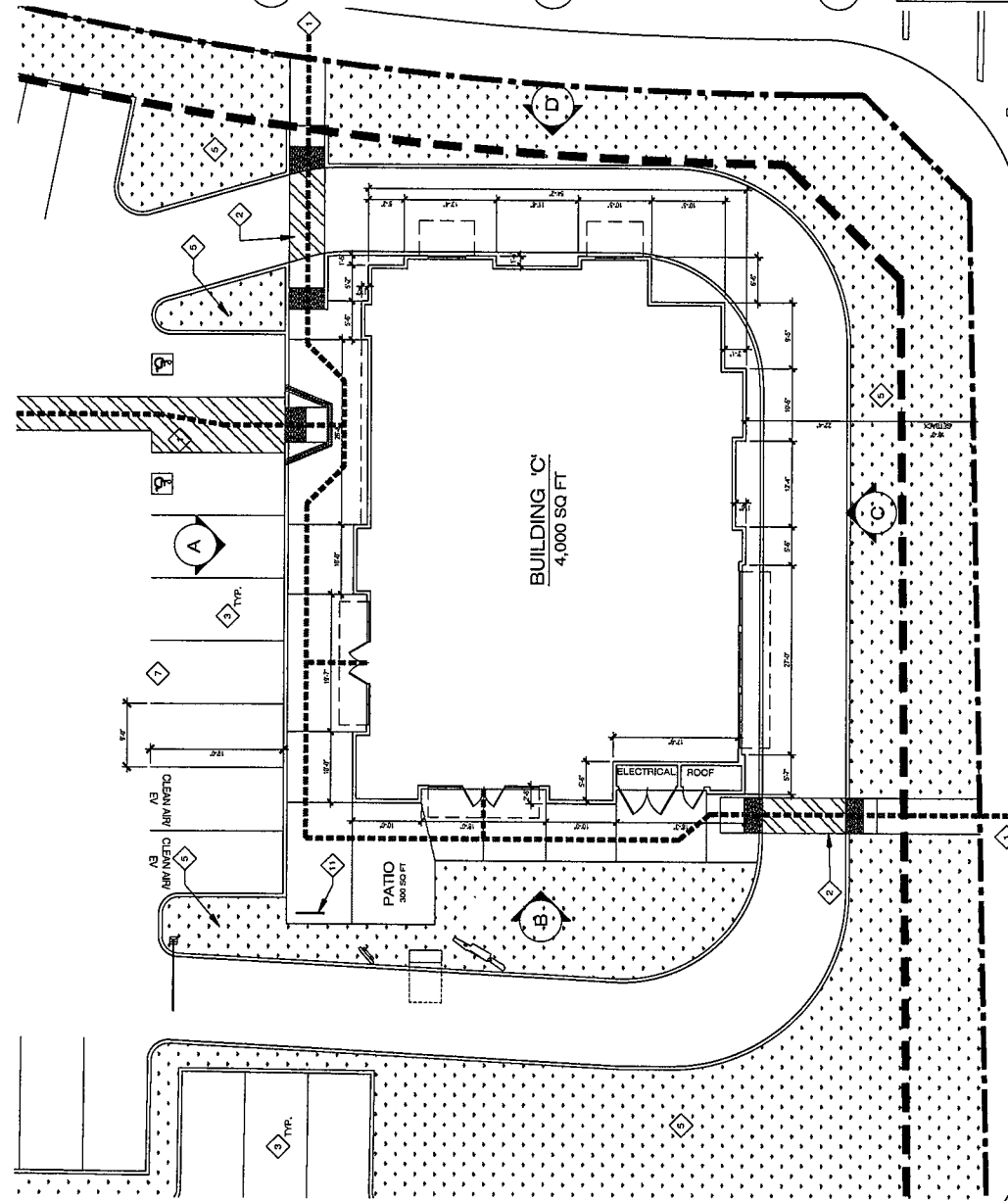
MATERIALS:

ITEM	DESCRIPTION
A	INTERIOR COLOR STUCCO TO MATCH.
B	SPRINKLER RELIEF VALVE "B" FINISH.
C	SPRINKLER RELIEF VALVE "C" FINISH.
D	INTERIOR COLOR STUCCO TO MATCH.
E	SPRINKLER RELIEF VALVE "E" FINISH.
F	SPRINKLER RELIEF VALVE "F" FINISH.
G	SPRINKLER RELIEF VALVE "G" FINISH.
H	SPRINKLER RELIEF VALVE "H" FINISH.



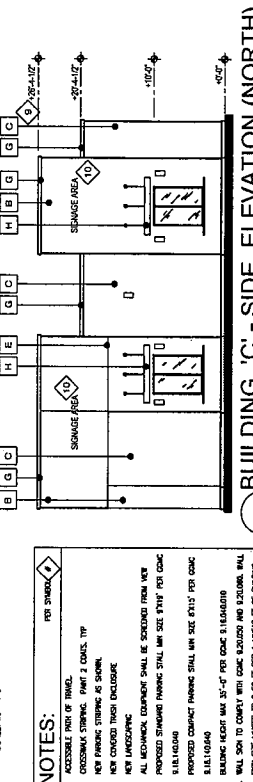
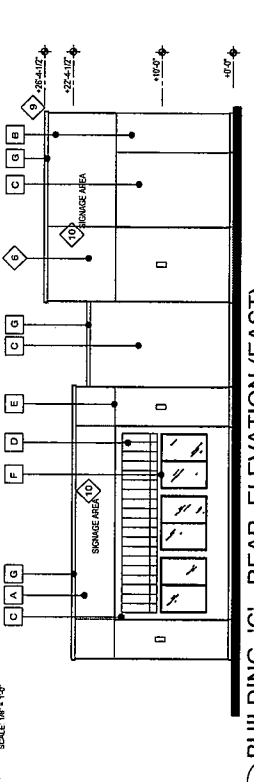
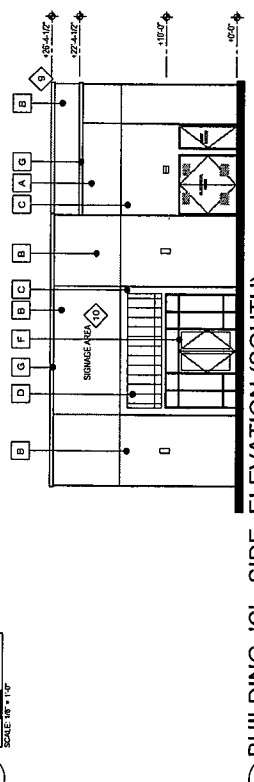
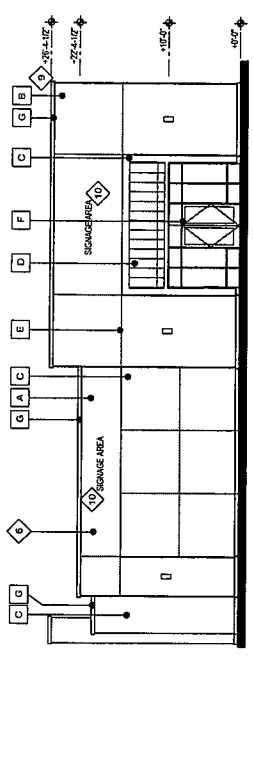
2900 Fourth Avenue #204
 San Diego, CA 92103
 Phone: 619.233.6449
 Fax: 619.233.6449
 Web: www.zap.biz

13861 BROOKHURST STREET
 GARDEN GROVE, CALIFORNIA
 SUNBELT STORES, INC.



- MATERIALS:** FOR SYMBOL
- A METAL CLAD STEEL IN MATCH SHEPPARD BLINDS, "MATCH" OR R13
 - B METAL CLAD STEEL IN MATCH SHEPPARD BLINDS, "MATCH" OR R13
 - C METAL CLAD STEEL TO MATCH SHEPPARD BLINDS, "MATCH" OR R13
 - D SHAPING STEEL WITH FINISH COLOR TO MATCH SHEPPARD BLINDS, "MATCH" OR R13
 - E EXTERIOR JAMB/SLICHT
 - F ANODIZED ALUMINUM STOREFRONT SYSTEM
 - G GALVANIZED SHEET METAL FLASHING PART TO MATCH ADJACENT SURFACE
 - H METAL CLAD STEEL TO MATCH SHEPPARD BLINDS, "MATCH" OR R13
 - I WALL STONE LIGHT
 - J WALL PINK LIGHT

- NOTES:** FOR SYMBOL
1. ACCESSIBLE PARK OF TRIMM.
 2. CROSSWALK STRIPING PER 2 CODES, TYP.
 3. NEW PARKING STRIPING AS SHOWN.
 4. NEW COLORED TRUCK ENCLOSURE.
 5. NEW LANDSCAPING.
 6. ALL MECHANICAL EQUIPMENT SHALL BE SCHEDULED FROM NEW SCHEDULE.
 7. PROPOSED SIGNAGE SHALL MEET SEC 6110.7 FOR CONC. SIGNAGE.
 8. PROPOSED SIGNAGE SHALL MEET SEC 6110.7 FOR CONC. SIGNAGE.
 9. SIGNAGE HEIGHT MAX 3'-0" FOR CONC. SIGNAGE.
 10. WALL SIGN TO COMPLY WITH CONC. SIGNAGE AND EXPOSURE. WALL SIGN SIZE LIMITED TO 2 1/2 FT UNIFORM FT OF BUILDING FRONTAGE. ALL SIGNAGE TO BE PERMITTED SIGNAGE.
 11. SIGNAGE PANEL - 3 MINUTE EGRESS.
 12. SIGNAGE PANEL SHALL BE COLORED AS "YOUR REAR FLOOR".
 13. ALL SIGNAGE SHALL BE ACCESSIBLE PERMITTED SHALL COMPLY WITH ADA COMPLIANT.
- PROJECT SHALL COMPLY WITH THE FOLLOWING 2018 CODES:
 CA BUILDING CODE (CBC)
 CA ELECTRICAL CODE (CEC)
 CA FIRE ALARMS AND SIGNALING CODE (FASC)
 CA MECHANICAL CODE (CMC)
 CA PLUMBING CODE (CPC)



ZAP
ZAP ARCHITECTURE + PLANNING

2500 Fourth Avenue #204
San Diego, CA 92108
Fax: 619.233.6449
Web: www.zap-bb

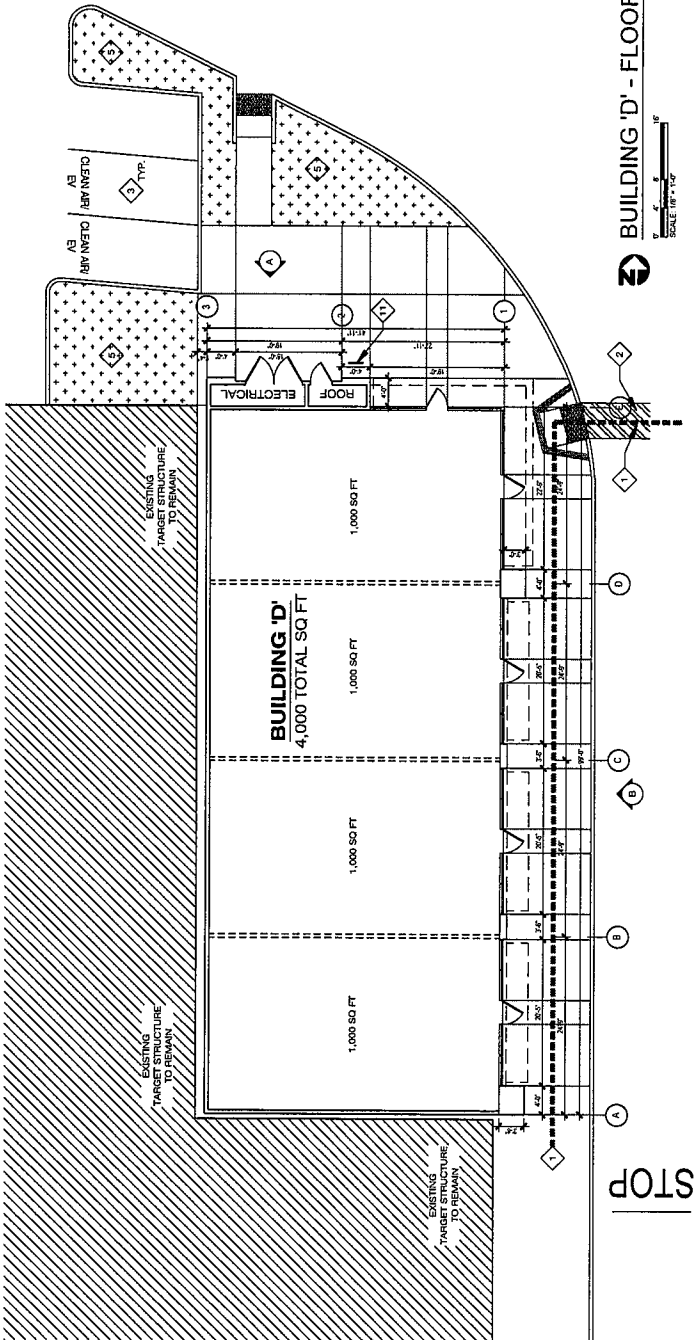
PROJECT NO.	141847
DATE	ADDITION
ISSUE	DATE
ISSUE	DATE
ISSUE	DATE
ISSUE	DATE
PROJECT NAME	13861 BROOKHURST
SHEET NO.	6

13861 BROOKHURST STREET
GARDEN GROVE, CALIFORNIA
SUNBELT STORES, INC.

- NOTES:**
1. ACCESSIBLE PART OF TRAIL.
 2. CROSSWALK STRIPING, PAINT 2 CODE, TYP.
 3. NEW PARKING STRIPING AS SHOWN.
 4. NEW CONCRETE TRASH ENCLOSURE.
 5. NEW LANDSCAPING.
 6. ALL MECHANICAL EQUIPMENT SHALL BE SCHEDULED FROM NEW.
 7. PROPOSED SIGNAGE PARKING SHALL USE SIZE 8X11" PER CODE 8.16.14.04.00.
 8. PROPOSED COMPACT PARKING SHALL USE SIZE 8X11" PER CODE 8.16.14.04.00.
 9. BREASTING HEIGHT MAX 35'-0" PER CODE 8.16.04.01.00.
 10. WALL SIGN TO COMPLY WITH CODE 8.20.05.01 AND 8.20.06. WALL SIGN SIZE LIMITED TO 7.50 FT PER 1 LINEAR FT OF BUILDING FRONTAGE. ALL SIGNAGE TO BE PERMITTED SEPARATELY.
 11. BICYCLE RACK - 3 BICYCLE CAPACITY.
- ALL INTERIOR AND EXTERIOR ACCESSIBLE ROUTES SHALL COMPLY WITH ADA. ALL ROOF AREAS SHALL BE IDENTIFIED AS 'SOLAR READY ZONE'.
- PROPOSED SHALL COMPLY WITH THE FOLLOWING 2016 CODES:
- CA BUILDING CODE (CBC)
 - CA MECHANICAL CODE (CMC)
 - CA ELECTRICAL CODE (CEC)
 - CA PLUMBING CODE (CPC)
 - CA FIRE CODE (CFC)
 - CA LANDMARK PRESERVATION STANDARDS (CPLS)
 - CA ELECTRICAL CODE (CEC)

MATERIALS:

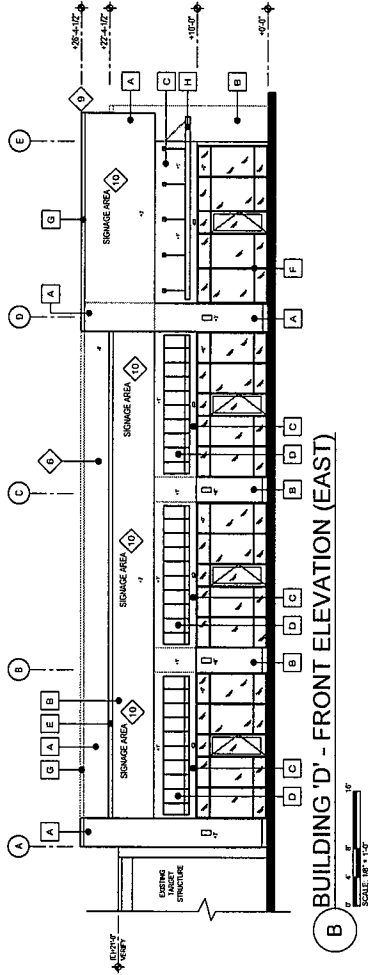
- | ITEM | DESCRIPTION |
|------|---|
| A | SYSTEM WALL, 12" X 8" X 8" CMU |
| B | SYSTEM WALL, 12" X 8" X 8" CMU |
| C | MECHANICAL COLOR STUCCO TO MATCH EXISTING |
| D | SYSTEM WALL, 12" X 8" X 8" CMU |
| E | SYSTEM WALL, 12" X 8" X 8" CMU |
| F | EXPANDED JOINT/FILLER |
| G | MODIFIED ALUMINUM FINISHMENT SYSTEM |
| H | CORROSION RESISTANT METAL FLASHING |
| I | METAL FLASHING, COLOR TO MATCH EXISTING |
| J | WALL SOURCE LIGHT |
| K | WALL PANEL LIGHT |



BUILDING 'D' - FLOOR PLAN

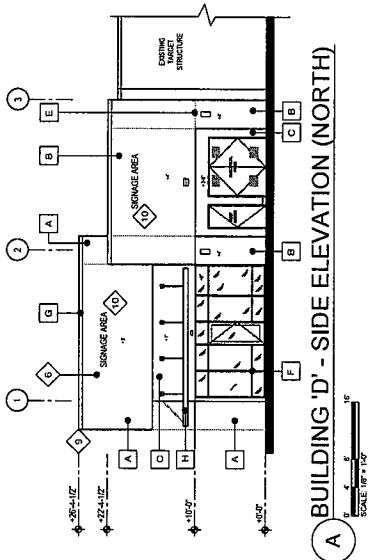


SCALE: 1/8" = 1'-0"



BUILDING 'D' - FRONT ELEVATION (EAST)

SCALE: 1/8" = 1'-0"



BUILDING 'D' - SIDE ELEVATION (NORTH)

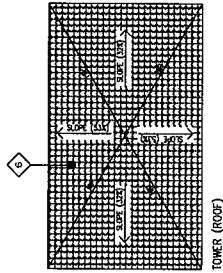
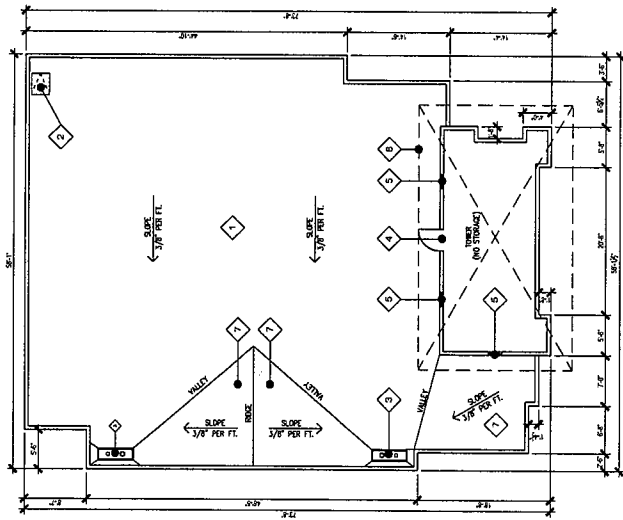
SCALE: 1/8" = 1'-0"



PROJECT NO.	DATE	SCALE	DATE	SCALE
13861 BROOKHURST	04/18/2017	1/8" = 1'-0"		
		1/8" = 1'-0"		
		1/8" = 1'-0"		
		1/8" = 1'-0"		
		1/8" = 1'-0"		
		1/8" = 1'-0"		
		1/8" = 1'-0"		
		1/8" = 1'-0"		
		1/8" = 1'-0"		
		1/8" = 1'-0"		

2900 Fourth Avenue #204
 San Diego, CA 92103
 Tel: 619.233.6449
 Fax: 619.233.6449
 Web: www.zapinc.com

13861 BROOKHURST STREET
 GARDEN GROVE, CALIFORNIA
 SUNBELT STORES, INC.

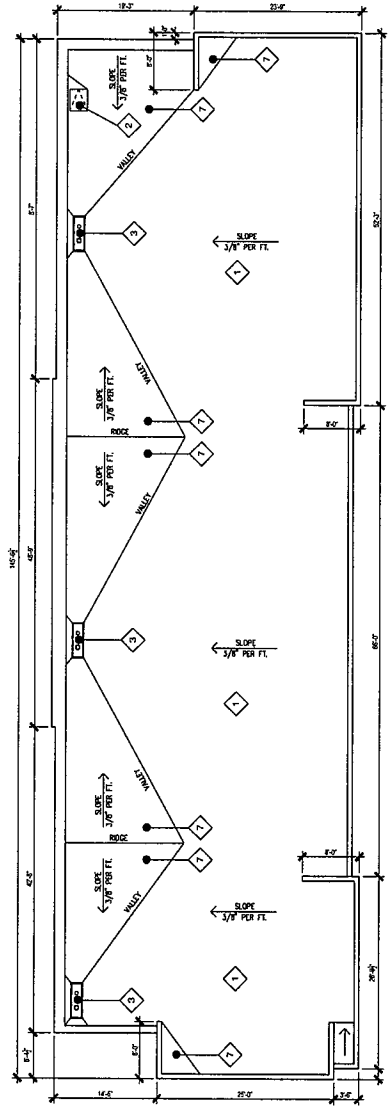


TOWER (ROOF)

BUILDING 'A' - ROOF PLAN

SCALE: 1/8" = 1'-0"

- NOTES:**
1. SINGLE PLY MEMBRANE OVER RIGID INSULATION
 2. ROOF ACCESS HATCH
 3. ROOF DRAIN WITH OVERFLOW
 4. ACCESS DOOR
 5. ATTES/VENT IN EXTERIOR WALL
 6. SPANISH OR CONCRETE ROOF TILE
 7. ROOF CREST (UNFURRED INSULATION)
 8. ROOF OUTLINE ABOVE SHOWN LARGER REFER TO TOWER ROOF



BUILDING 'B' - ROOF PLAN

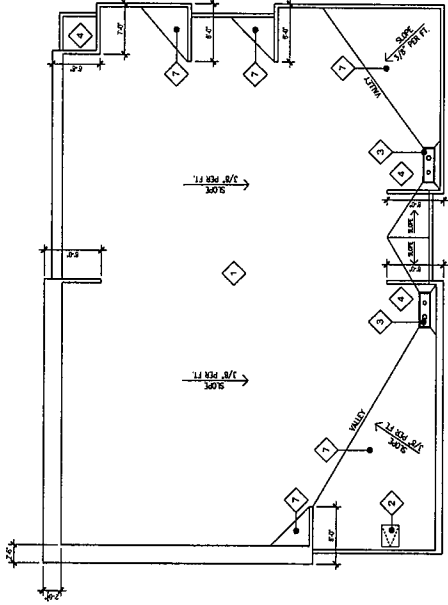
SCALE: 1/8" = 1'-0"

13861 BROOKHURST STREET
 GARDEN GROVE, CALIFORNIA
 SUNBELT STORES, INC.



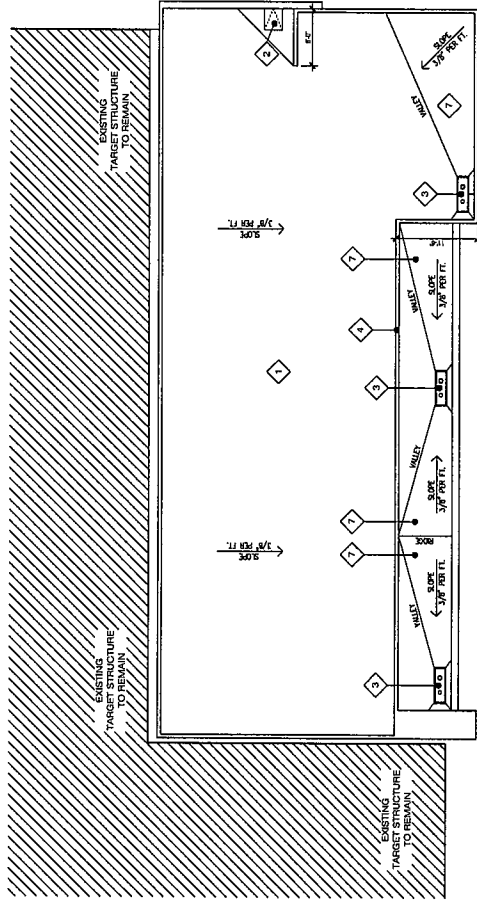
2800 Fourth Avenue #204
 San Diego, CA 92108
 Phone: 619.233.6480
 Fax: 619.233.6448
 Web: www.zaap.biz

PROJECT NO.	11102_277
DATE	04/20/2011
DESIGNED BY	AA
CHECKED BY	AA
DATE	AA
PROJECT NAME	13861 BROOKHURST
SHEET NO.	8



BUILDING 'C' - ROOF PLAN

SCALE: 1/8" = 1'-0"



BUILDING 'D' - ROOF PLAN

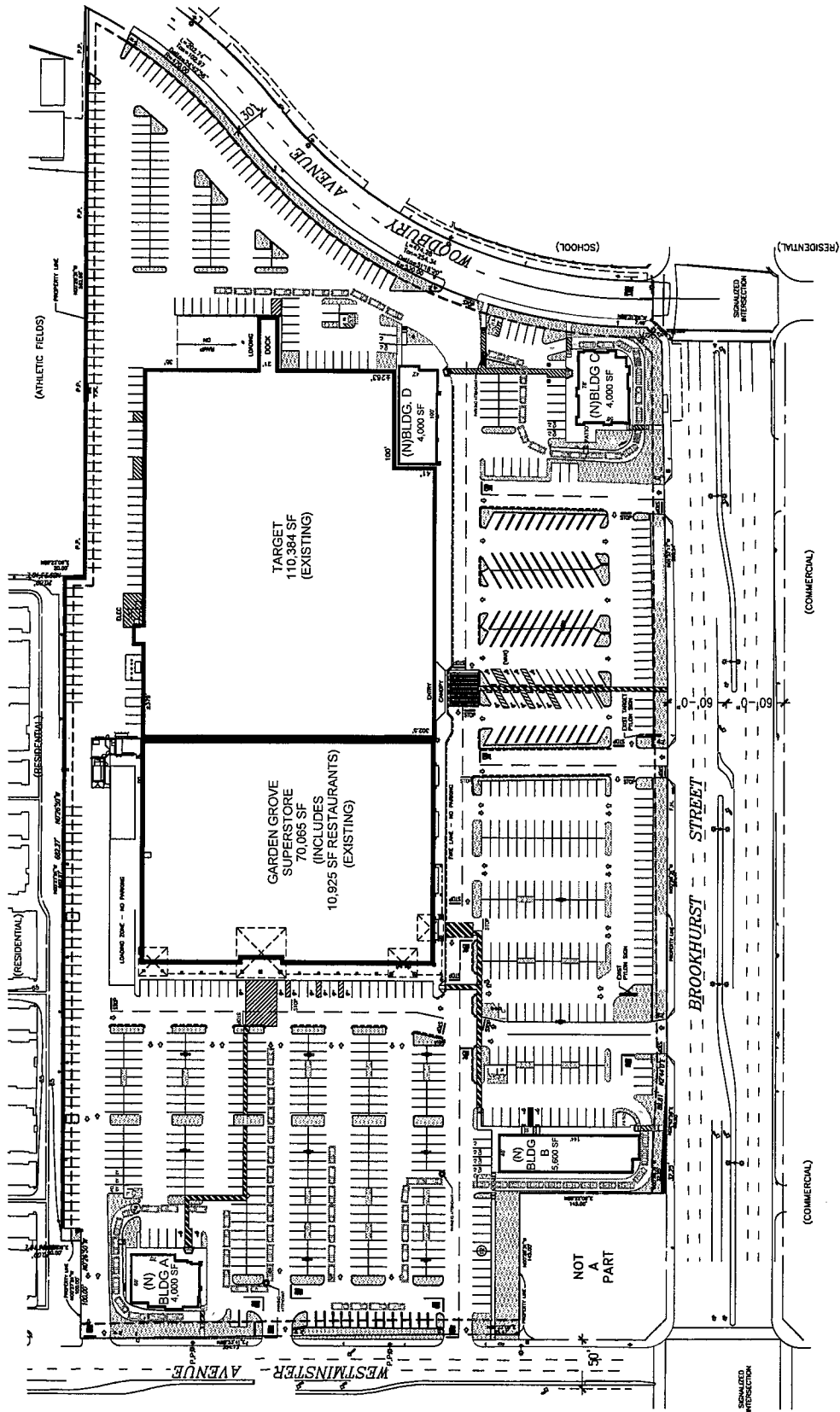
SCALE: 1/8" = 1'-0"

- NOTES:**
1. SLOPE TO BE MAINTAINED OVER NEW INSULATION
 2. ROOF ACCESS ONLY
 3. ROOF DOWN WITH DIRECTION
 4. MAINTAIN EXISTING ROOF LEVEL FOR WATER TABLE (1/8")
 5. 1/4" SLOPE
 6. 1/8" SLOPE
 7. ROOF GABLE (1/8" SLOPE) OVER 1/4" SLOPE
 8. ROOF GABLE ABOVE DOWN SLOPE, REFER TO TOWER ROOF

ZAP
 ZACHARY J. AND J. J. ZAP
 ARCHITECTS + PLANNERS

2500 Fourth Avenue #204
 San Diego, CA 92103
 Tel: 619.233.6449
 Fax: 619.233.6449
 Web: www.zap.biz

PROJECT NO.	11818-37
DATE	01/27/2010
DESIGNER	ZAP
DATE	01/27/2010
PROJECT NAME	13861 BROOKHURST
PROJECT NO.	9



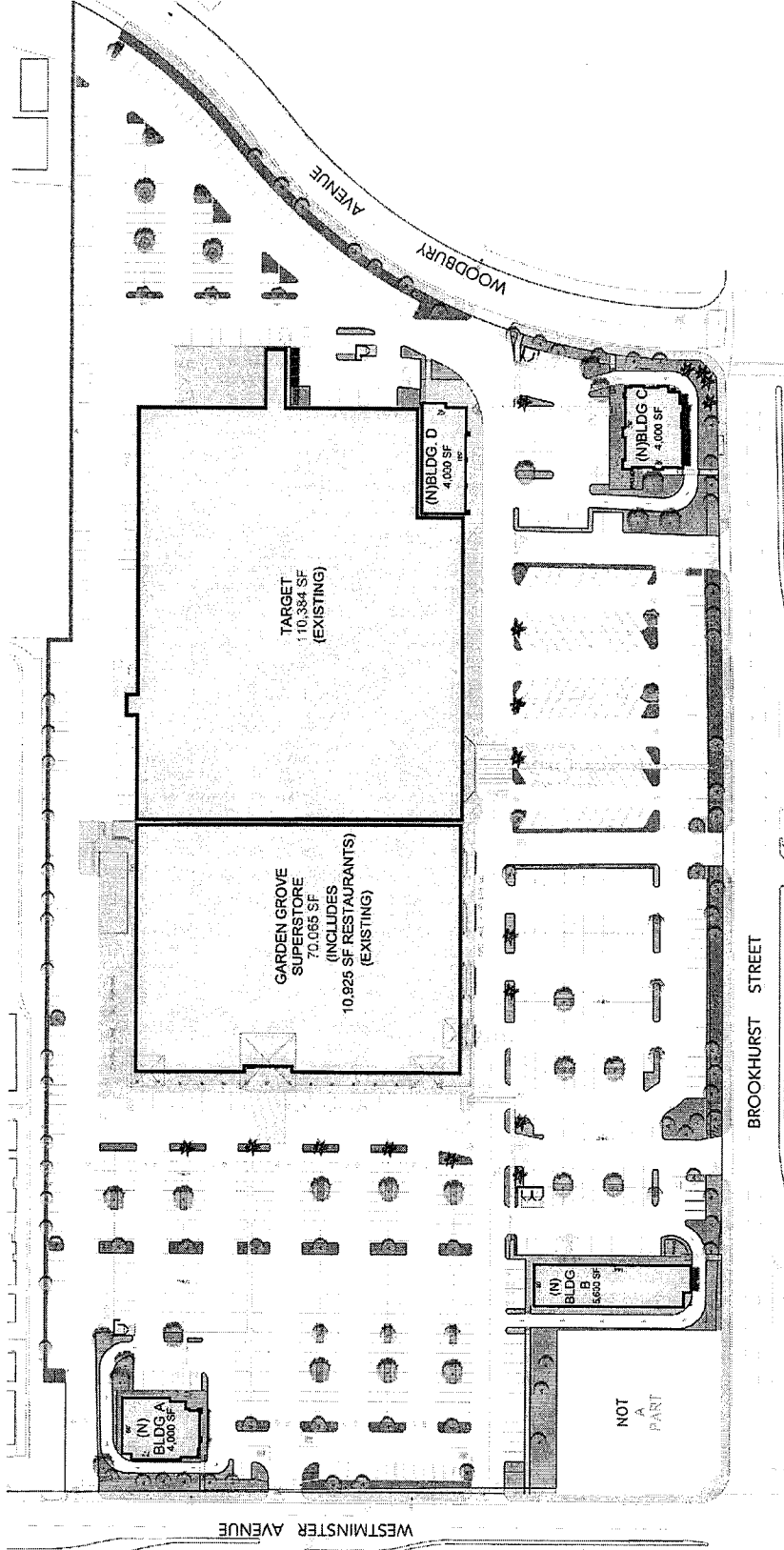
DRIVE-THRU QUEUING ANALYSIS

SCALE: 1" = 50'-0"

13861 BROOKHURST STREET
 GARDEN GROVE, CALIFORNIA
 SUNBELT STORES, INC.

PROJECT NO. - 13861-07
 DATE - 04/20/07
 DESIGNER - ZAP ENGINEERS - CIVIL
 PROJECT NAME - 13861 BROOKHURST
 10

2500 Fourth Avenue #204
 San Diego, CA 92108
 Fax: 619.233.6449
 Web: www.zap.biz



EXISTING PLANTS

PLANT	QUANTITY	LOCATION	SIZE	REMARKS
...

PROPOSED PLANT SCHEDULE

PLANT	QUANTITY	LOCATION	SIZE	REMARKS
...



LANDSCAPE PLAN
 0' 25' 50'
 SCALE 1" = 25'

13861 BROOKHURST STREET
 GARDEN GROVE, CALIFORNIA
 SUNBELT STORES, INC.



2000 Fourth Avenue #204
 San Diego, CA 92103
 Phone: 619.233.6450
 Fax: 619.233.6450
 Web: www.ziap.com

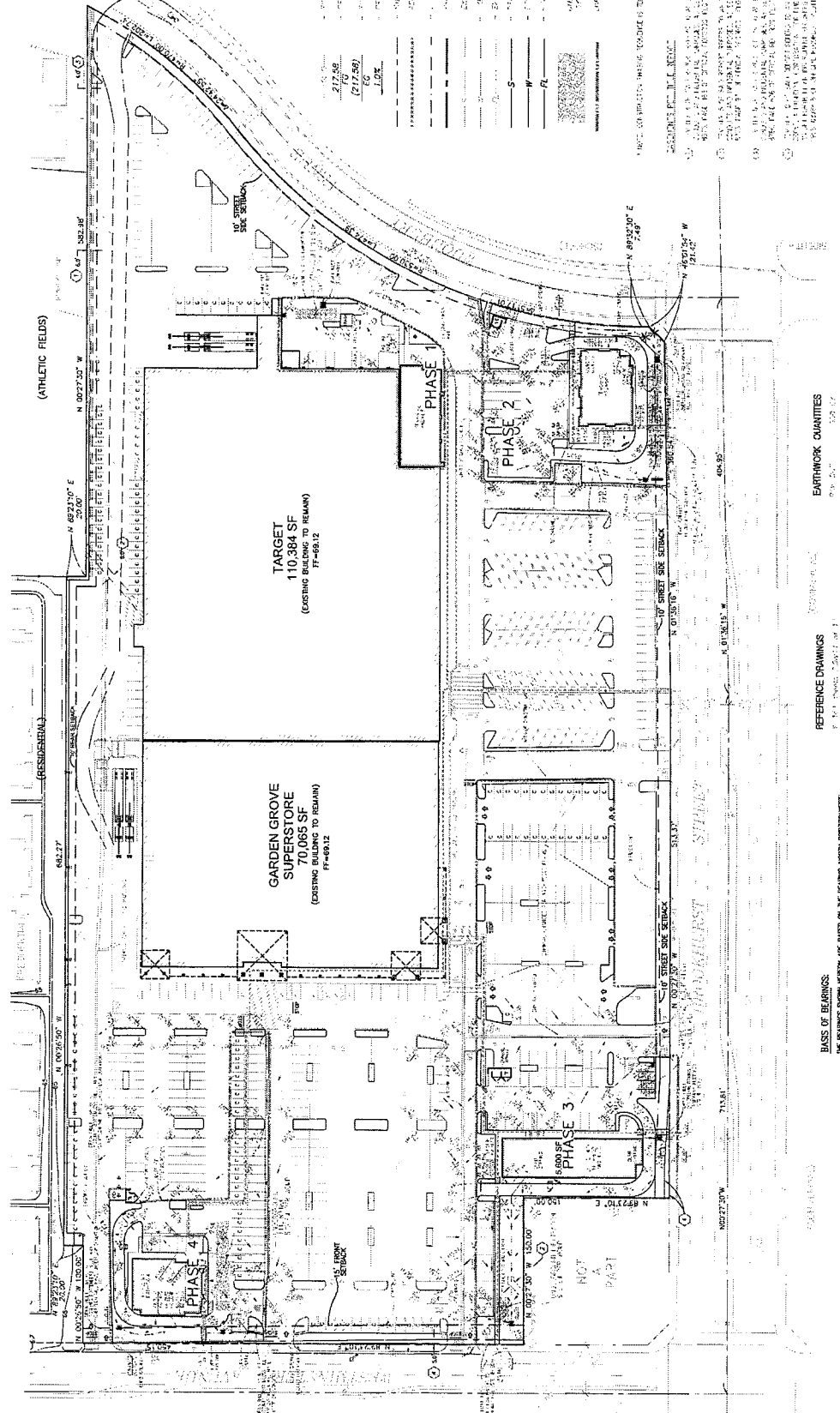
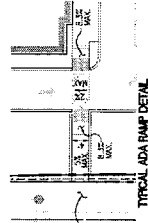
PROJECT NO.	DATE	REVISION #	DATE	REVISION #	DATE
13861 BROOKHURST					

13831 BROOKHURST, TARGET CENTER EXPANSION PRELIMINARY GRADING STUDY

CITY OF GARDEN GROVE-COUNTY OF ORANGE
PLANNING CASE NUMBER SP-089-2020

UTILITY CONTRACTS

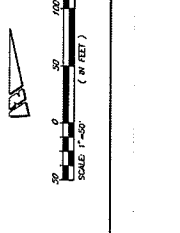
SEWER: CITY OF GARDEN GROVE - 441 N. LAKEWAY, SUITE 100, GARDEN GROVE, CA 92645
WATER: CITY OF GARDEN GROVE - 441 N. LAKEWAY, SUITE 100, GARDEN GROVE, CA 92645
GAS: CITY OF GARDEN GROVE - 441 N. LAKEWAY, SUITE 100, GARDEN GROVE, CA 92645
ELECTRICITY: CITY OF GARDEN GROVE - 441 N. LAKEWAY, SUITE 100, GARDEN GROVE, CA 92645



LEGEND

1	EXISTING SIDEWALK
2	EXISTING DRIVEWAY
3	EXISTING DRIVEWAY
4	EXISTING DRIVEWAY
5	EXISTING DRIVEWAY
6	EXISTING DRIVEWAY
7	EXISTING DRIVEWAY
8	EXISTING DRIVEWAY
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95	EXISTING DRIVEWAY
96	EXISTING DRIVEWAY
97	EXISTING DRIVEWAY
98	EXISTING DRIVEWAY
99	EXISTING DRIVEWAY
100	EXISTING DRIVEWAY

NOTES: 1. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.
2. THE SURFACE FINISH SHALL BE 1/2" SAND AND 1 1/2" GRAVEL ON A 4" CONCRET SLAB ON GROUND.
3. THE GRADE SHALL BE FINISHED TO THE GRADE SHOWN ON THIS PLAN.
4. THE GRADE SHALL BE FINISHED TO THE GRADE SHOWN ON THIS PLAN.
5. THE GRADE SHALL BE FINISHED TO THE GRADE SHOWN ON THIS PLAN.



PROACTIVE
ENGINEERING CONSULTANTS
3000 STEVENSON ROAD, SUITE 200
COSTA MESA, CALIFORNIA 92626
DATE: 1/11/2021

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	1/11/2021
2	ISSUED FOR PERMIT	1/11/2021
3	ISSUED FOR PERMIT	1/11/2021
4	ISSUED FOR PERMIT	1/11/2021
5	ISSUED FOR PERMIT	1/11/2021
6	ISSUED FOR PERMIT	1/11/2021
7	ISSUED FOR PERMIT	1/11/2021
8	ISSUED FOR PERMIT	1/11/2021
9	ISSUED FOR PERMIT	1/11/2021
10	ISSUED FOR PERMIT	1/11/2021
11	ISSUED FOR PERMIT	1/11/2021
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13	ISSUED FOR PERMIT	1/11/2021
14	ISSUED FOR PERMIT	1/11/2021
15	ISSUED FOR PERMIT	1/11/2021
16	ISSUED FOR PERMIT	1/11/2021
17	ISSUED FOR PERMIT	1/11/2021
18	ISSUED FOR PERMIT	1/11/2021
19	ISSUED FOR PERMIT	1/11/2021
20	ISSUED FOR PERMIT	1/11/2021

BASES OF BEHAVIOR: 1. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.
2. THE SURFACE FINISH SHALL BE 1/2" SAND AND 1 1/2" GRAVEL ON A 4" CONCRET SLAB ON GROUND.
3. THE GRADE SHALL BE FINISHED TO THE GRADE SHOWN ON THIS PLAN.
4. THE GRADE SHALL BE FINISHED TO THE GRADE SHOWN ON THIS PLAN.
5. THE GRADE SHALL BE FINISHED TO THE GRADE SHOWN ON THIS PLAN.

SHEET NO. **1** OF **2**
DATE: 1/11/2021

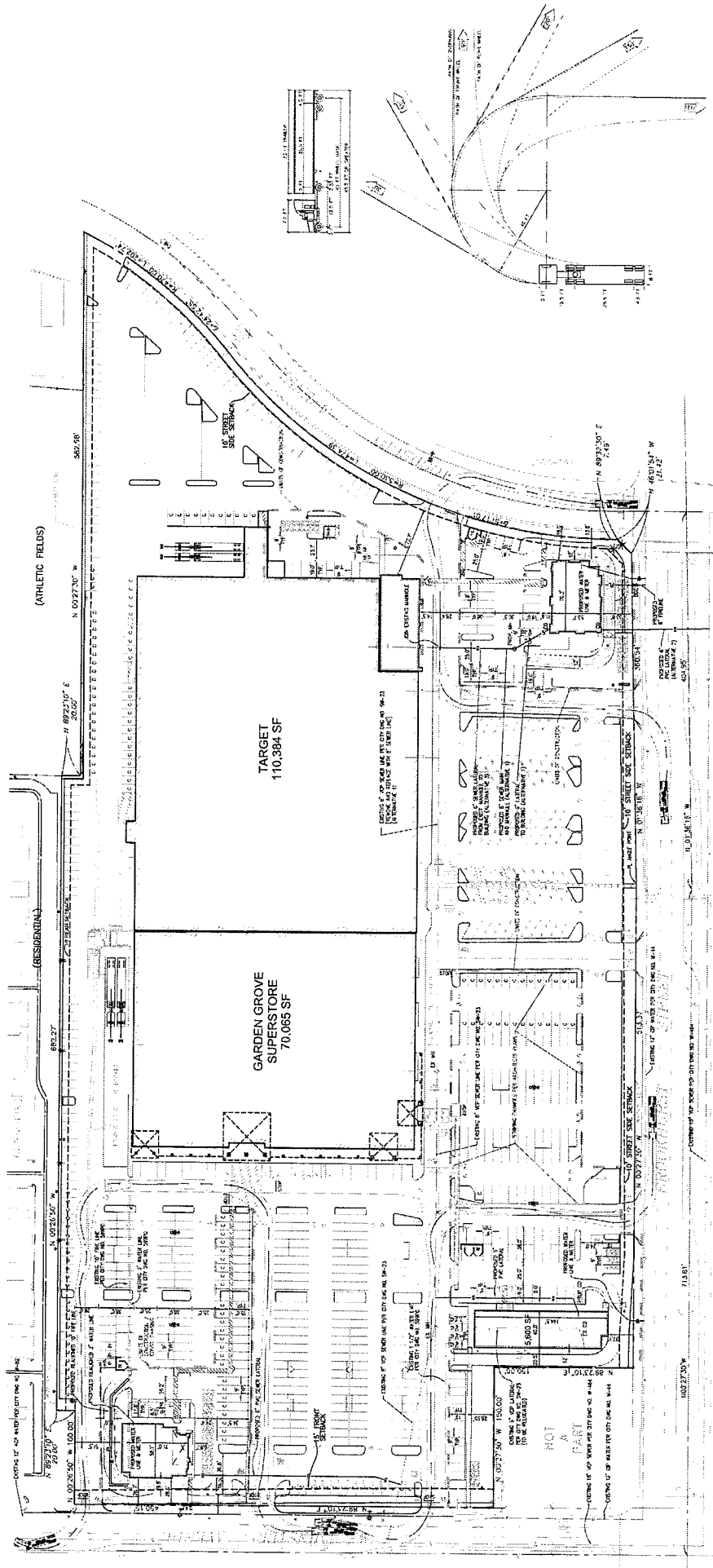
PROACTIVE ENGINEERING CONSULTANTS
3000 STEVENSON ROAD, SUITE 200
COSTA MESA, CALIFORNIA 92626
DATE: 1/11/2021

SUMBELT STORES, INC.
SAN DIEGO, CA 92111
(619) 774-7088
CONTACT: DEANIS O'NEIL

**13861 BROOKHURST STREET
TARGET CENTER EXPANSION
PRELIMINARY GRADING STUDY**
PLANNING CASE NUMBER SP-089-2020
CITY OF GARDEN GROVE

13831 BROOKHURST, TARGET CENTER EXPANSION CONCEPTUAL UTILITIES AND HORIZONTAL CONTROL PLAN

CITY OF GARDEN GROVE-COUNTY OF ORANGE
PLANNING CASE NUMBER SP-085-2020



AAASHTO WB-40 SEMITRAILER TURNING RADIUS TEMPLATE
SCALE: 1"=20'

REFERENCE DRAWINGS

DATE: 1/11/2021

SHEET NO. **2**

OF **2** SHEETS

13861 BROOKHURST STREET
TARGET CENTER EXPANSION
CONCEPTUAL UTILITIES &
HORIZONTAL CONTROL
"PHASE I EXPANSION"
PLANNING CASE NUMBER SP-085-2020
CITY OF GARDEN GROVE

DESIGNED BY: SUNBET STORES, INC.
3005 ORCHARD AVENUE
SAN DIEGO, CA 92111
(619) 776-7888
CONTACT: DENNIS O'NEIL

DATE: 1/11/2021

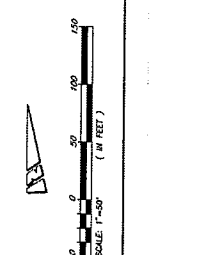
PROJECT NO. 2020-001

SCALE: 1"=20'

DATE: 1/11/2021

SCALE: 1"=20'

NO.	REVISION	DATE	BY	CHK
1	ISSUE FOR PERMITS	1/11/2021	TRAVIS T. BISHOP	DNE
2	ISSUE FOR PERMITS	1/11/2021	TRAVIS T. BISHOP	DNE



BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING NORTH 0077.30 WEST 100.00 FEET AS SHOWN ON A FACED MAP RECORDING IN PARCEL AND BOOK 24, PAGE 24, RECORDS OF ORANGE COUNTY, CALIFORNIA.

BENCH MARK:
ORANGE COUNTY EXPANSION 10-11-08, ORANGE COUNTY SUPERSTORE 1-1/4' ALTIMETER STATIONED 10-11-08, SET IN THE TOP OF A 4" X 4" CONCRETE POST 100.00 FEET AS SHOWN ON A FACED MAP RECORDING IN PARCEL AND BOOK 24, PAGE 24, RECORDS OF ORANGE COUNTY, CALIFORNIA.

ORANGE COUNTY EXPANSION 10-11-08, ORANGE COUNTY SUPERSTORE 1-1/4' ALTIMETER STATIONED 10-11-08, SET IN THE TOP OF A 4" X 4" CONCRETE POST 100.00 FEET AS SHOWN ON A FACED MAP RECORDING IN PARCEL AND BOOK 24, PAGE 24, RECORDS OF ORANGE COUNTY, CALIFORNIA.

PROACTIVE ENGINEERING CONSULTANTS
300 South Main Street, Suite 300
Costa Mesa, CA 92626 (949) 261-3300



15 Suisun Blvd
Folsom
CA 95630
Tel: 916.752.1410
Fax: 916.752.4321
Palm Springs
CA 92264
Tel: 760.321.4990

DATE SHOWN: 8/20/08
REVISIONS:
1. PER SITE PLAN, DIMENSIONS AND
AREA CALCULATED AND COMPARED
TO 2007 COUNTY RECORDS. THIS
REVISION IS FOR INFORMATION ONLY.
NO CHANGES TO THE PLAN OR
DIMENSIONS OR AREA CALCULATIONS
WERE MADE. THE DIMENSIONS AND
AREA CALCULATIONS ARE BASED ON
THE 2007 COUNTY RECORDS. THE
DIMENSIONS AND AREA CALCULATIONS
WERE OBTAINED FROM THE 2007
COUNTY RECORDS. THE DIMENSIONS
AND AREA CALCULATIONS ARE
BASED ON THE 2007 COUNTY RECORDS.
NO CHANGES TO THE PLAN OR
DIMENSIONS OR AREA CALCULATIONS
WERE MADE.

PROJECT:
#237 Brookhurst

DEVELOPER:

ARCHITECT:
ZAP Architecture & Planning

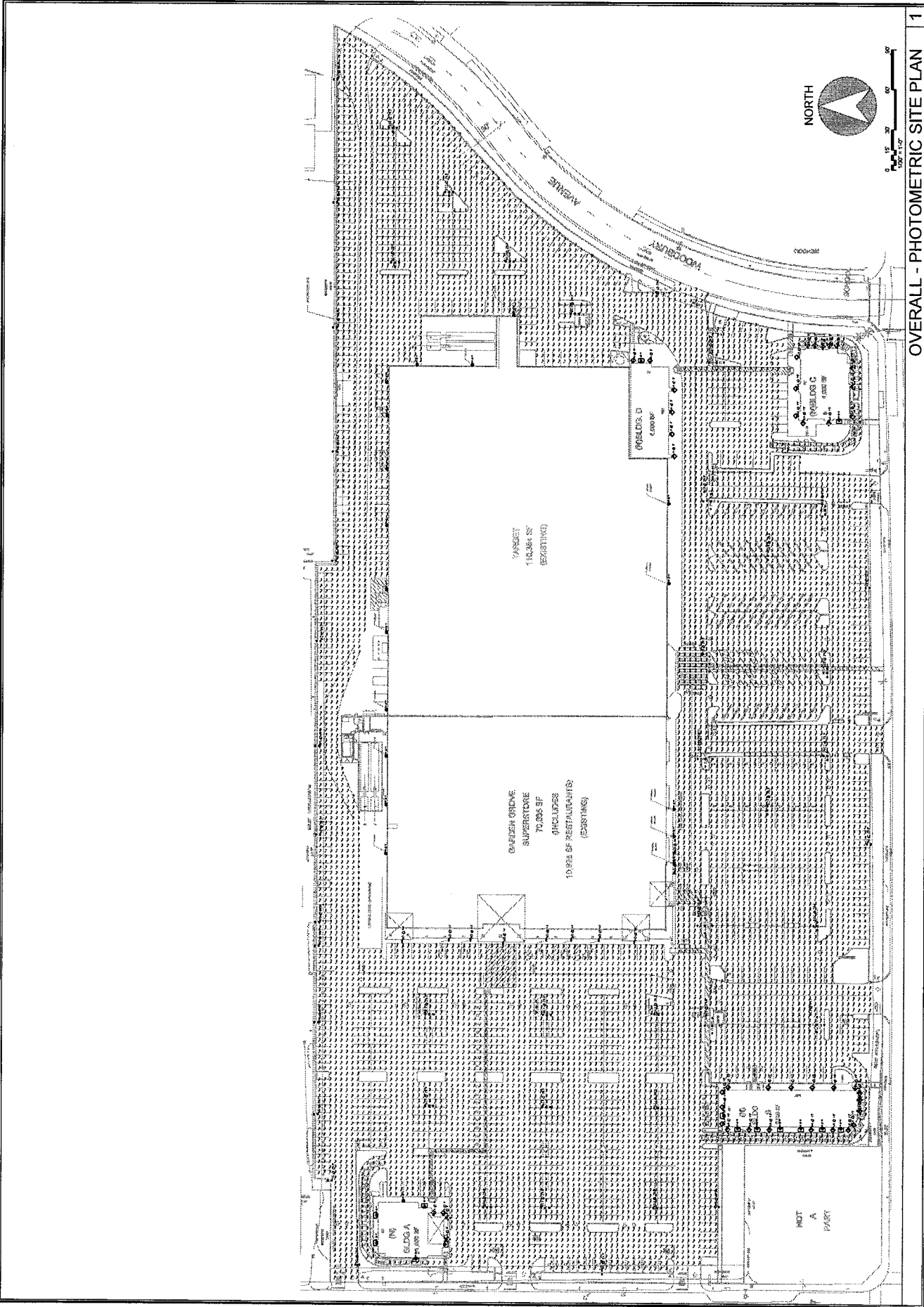
LOCATION:
Garden Grove
CA

RELATIONS:
DATE DESCRIPTION

SHEET NAME:
PHOTOMETRIC SITE PLAN
R13/A

PROJECT NUMBER:
66553
ENGINEER:

SHEET NUMBER:
LP-1



OVERALL - PHOTOMETRIC SITE PLAN 1

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Factor	Wattage
<O>	S/A	42	PEICO	CMPSR03120M41K	CMPSR, 03S1 20W COB, WIDE REFLECTOR	1	2364	1	21.08
<O>	S/B	33	Lithonia Lighting	CSXV1 LED 30C 1000-40K 14W	CONTOUR SERIES LED WALL-MOUNT WITH 30 4000K LEDS OPERATED AT 1000mA AND PRECISION MOLDED ACrylic TYPE IV LENS EGGS WITH ONE RIVWLED ARRAY, TYPE V OPTICS, CLEAR GLASS LENS	1	10854	1	104
<O>	S/D	10	PEICO	EG250F1Y81U5KC		1	10095	1	84.2

Statistics

Designation	Symbol	Avg	Max	Min	Max/min	Height
Building A Driveway	+ 6.4' 6"	13.8' 0"	2.0' 0"	6.0' 1"	3.2'	
Building A Walkway	+ 9.5' 0"	24.8' 0"	2.7' 0"	9.2' 1"	3.4'	
Building B	+ 13.4' 0"	24.8' 0"	2.0' 0"	10.5' 1"	6.1'	
Building B Walkway	+ 16.8' 0"	28.2' 0"	2.3' 0"	13.5' 1"	7.5'	
Building C	+ 8.8' 0"	15.7' 0"	2.0' 0"	7.0' 1"	3.4'	
Building C Walkway	+ 8.3' 0"	22.3' 0"	2.0' 0"	11.2' 1"	4.2'	
Code Zone #14	+ 8.4' 0"	15.4' 0"	2.0' 0"	7.7' 1"	3.2'	

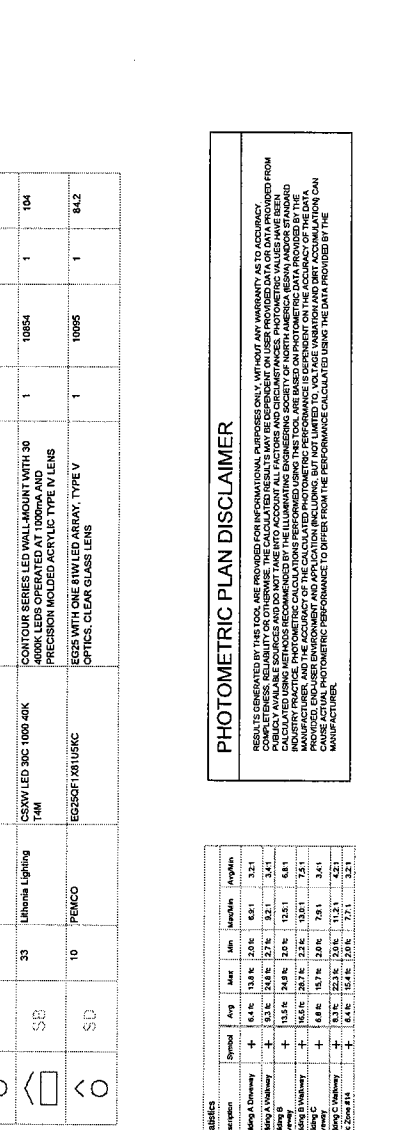
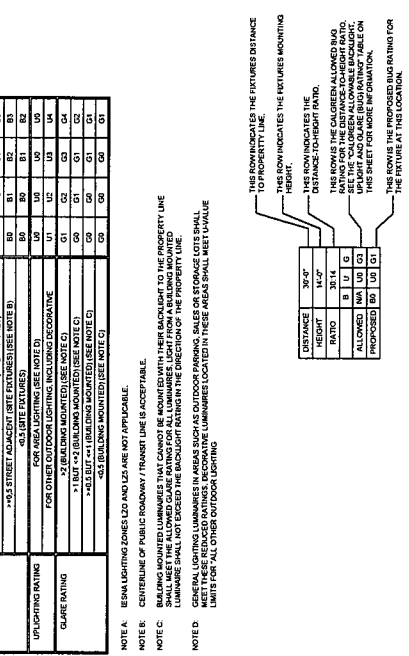
PHOTOMETRIC PLAN DISCLAIMER

RESULTS GENERATED BY THIS TOOL ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY. WITHOUT ANY WARRANTY, AS TO ACCURACY, COMPLETENESS, RELIABILITY OR OTHERWISE. THE CALCULATED RESULTS MAY BE DEPENDENT ON USER PROVIDED DATA OR DATA PROVIDED FROM MANUFACTURERS. THE USER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED TO THE ENGINEER. THE ENGINEER'S CALCULATIONS PERFORMED USING THIS TOOL ARE BASED ON PHOTOMETRIC DATA PROVIDED BY THE MANUFACTURER AND THE CALCULATED RESULTS ARE APPROXIMATE. THE ENGINEER'S CALCULATIONS PERFORMED USING THIS TOOL ARE NOT LIMITED TO VOLTAGE VARIATION AND DEBT ACCUMULATION. CAN PROVIDED, ENVELOPE ENVIRONMENT AND APPLICATION INCLUDING BUT NOT LIMITED TO, VOLTAGE VARIATION AND DEBT ACCUMULATION. CAN MANUFACTURER'S PHOTOMETRIC PERFORMANCE TO DIFFER FROM THE PERFORMANCE CALCULATED USING THE DATA PROVIDED BY THE MANUFACTURER.

CALGREEN MAXIMUM ALLOWABLE BACKLIGHT, UP-LIGHT AND GLARE (BUG) RATINGS (SEE NOTE A)

BUILDING OR AREA	FUTURE LOCATION (IND. TRSLS)	LIGHTING ZONE											
		U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12
BACKLIGHT RATING	→ 1 BUT < 2 (SEE TABLES)	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12
	→ 2 BUT < 3 (SEE TABLES)	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12
	→ 3 STREET ADJACENT (SEE TABLES) (SEE NOTE B)	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12
UP-LIGHT RATING	→ 1 BUT < 2 (SEE TABLES)	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12
	→ 2 BUT < 3 (SEE TABLES)	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12
	→ 3 BUT < 4 (SEE TABLES)	U1	U2	U3	U4	U5	U6	U7	U8	U9	U10	U11	U12
GLARE RATING	→ 1 BUT < 2 (BUILDING MOUNTED) (SEE NOTE C)	G1	G2	G3	G4	G5	G6	G7	G8	G9	G10	G11	G12
	→ 2 BUT < 3 (BUILDING MOUNTED) (SEE NOTE C)	G1	G2	G3	G4	G5	G6	G7	G8	G9	G10	G11	G12
	→ 3 BUILDING MOUNTED (SEE NOTE C)	G1	G2	G3	G4	G5	G6	G7	G8	G9	G10	G11	G12

NOTE A: IESNA LIGHTING ZONES L10 AND L12 ARE NOT APPLICABLE.
NOTE B: CENTERLINE OF PUBLIC ROADWAY / TRAVEL LANE IS ACCEPTABLE.
NOTE C: BUILDING MOUNTED LUMINAIRES THAT CANNOT BE MOUNTED WITH THEIR BACKLIGHT TO THE PROPERTY LINE SHALL MEET THE ALLOWED GLARE RATING FOR ALL LUMINAIRE LIGHT FROM A BUILDING MOUNTED LUMINAIRE. THE CENTERLINE OF THE PROPERTY LINE SHALL BE USED TO DETERMINE THE PROPERTY LINE.
NOTE D: GENERAL LIGHTING LUMINAIRES IN AREAS SUCH AS DRIVING PATHS OR SIGNAGE SHALL MEET THESE REDUCED RATINGS. INCREASE LUMINAIRE LOCATED IN THESE AREAS SHALL MEET WALL LIMITS FOR ALL OTHER OUTDOOR LIGHTING.



DEVELOPER:
ARCHITECT: ZAAP Architecture & Planning
LOCATION: Garden Grove, CA

REVISIONS

NO.	DATE	DESCRIPTION

SHEET NAME: PHOTOMETRIC SITE PLAN
SHEET NUMBER: 65653
ENGINEER:

PROJECT: #237 Brookhurst

DATE ISSUED: #9/09
REVISIONS:

THIS DRAWING INDICATES THE FIXTURES DISTANCE TO PROPERTY LINE.
THIS ROW INDICATES THE FIXTURES MOUNTING DISTANCE-TO-HEIGHT RATIO.
THIS ROW INDICATES THE FIXTURES MOUNTING HEIGHT.
THIS ROW INDICATES THE DISTANCE-TO-HEIGHT RATIO.
THIS ROW INDICATES THE DISTANCE-TO-HEIGHT RATIO.
THIS ROW INDICATES THE DISTANCE-TO-HEIGHT RATIO.
THIS ROW INDICATES THE DISTANCE-TO-HEIGHT RATIO.
THIS ROW INDICATES THE DISTANCE-TO-HEIGHT RATIO.
THIS ROW INDICATES THE DISTANCE-TO-HEIGHT RATIO.



GOUVIS
 15 Sausalito
 CA 94965
 TEL: 415.441.1000
 FAX: 415.441.1001

DATE SHOWN: 06/09
REVISIONS:
 1. ALL WORKS SHOWN ARE TO BE COMPLETED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL DIMENSIONS AND CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

PROJECT:
#237 Brookhurst

DEVELOPER:

ARCHITECT:
 ZAP Architecture & Planning

LOCATION:
 Garden Grove
 CA

REVISIONS	
NO.	DESCRIPTION

PROJECT NUMBER:
 65533

ENGINEER:

SHEET NUMBER:
 LP-3

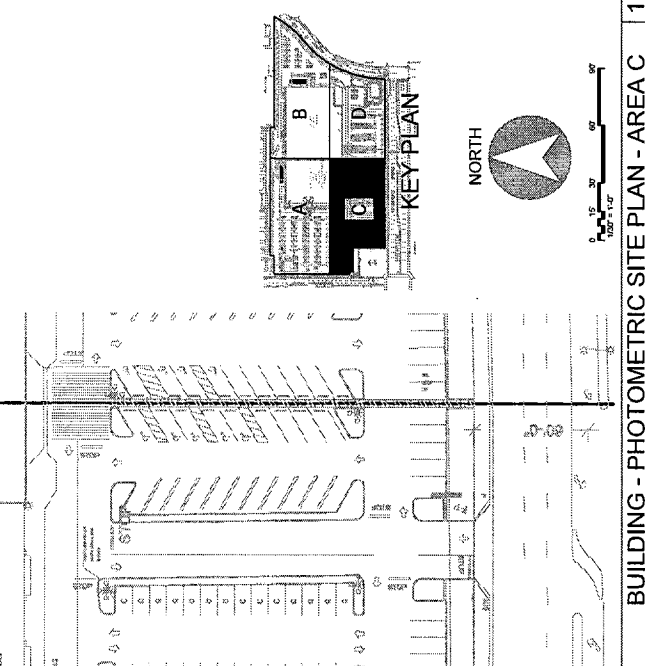
CALGREEN MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE(BUG) RATINGS (SEE NOTE A)	
RATING	FIXTURE LOCATION (PROPERTY LINE)
BACKLIGHT RATING	1. BUT +1.1 (SITE FEATURES)
	2. BUT +1.1 (SITE FEATURES)
	3. BUT +1.1 (SITE FEATURES)
UPLIGHT RATING	1. BUT +1.1 (SITE FEATURES)
	2. BUT +1.1 (SITE FEATURES)
	3. BUT +1.1 (SITE FEATURES)
GLARE RATING	1. BUT +1.1 (SITE FEATURES)
	2. BUT +1.1 (SITE FEATURES)
	3. BUT +1.1 (SITE FEATURES)

NOTE A: ESMA LIGHTING ZONES L20 AND L24 ARE NOT APPLICABLE.

NOTE B: CENTERLINE OF PUBLIC ROADWAY / TRAVEL LANE IS ACCEPTABLE.

NOTE C: BUILDING MOUNTED LUMINAIRE THAT CANNOT BE MOUNTED WITH THEIR BACKLIGHT TO THE PROPERTY LINE SHALL MEET THE ALLOWED GLARE RATING FOR ALL LUMINAIRE LIGHT FROM A BUILDING MOUNTED LUMINAIRE.

NOTE D: GENERAL LIGHTING LUMINAIRE HAS BEEN CLASSIFIED AS EXTERIOR LUMINAIRE BASED ON FIXTURE SIZE SHALL MEET THESE REDUCED RATINGS. ACCORDING LUMINAIRE LOCATED IN THESE AREAS SHALL MEET U-VALUE LIMITS FOR ALL OTHER OUTDOOR LIGHTING.



Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
◊	SA	42	PENCO	CHPREBC3120U41K	CMFPRS, GSSI C3 20W COB, WIDE REFLECTOR	1	2364	1	21,08
◊	SB	33	Urbana Lighting	CSXVI LED 30C 1000-40K 14W	CONTOUR SERIES LED WALL-MOUNT WITH 30 4000K LEDS OPERATED AT 1000mA AND PRECISION INCLINED ACrylic TYPE IV LENS EGGS WITH ONE 91W LED ARRAY, TYPE V OPTICS, CLEAR GLASS LENS	1	10854	1	104
◊	SD	10	PENCO	EG250F1381U5KC	OPTICS, CLEAR GLASS LENS	1	10095	1	84.2

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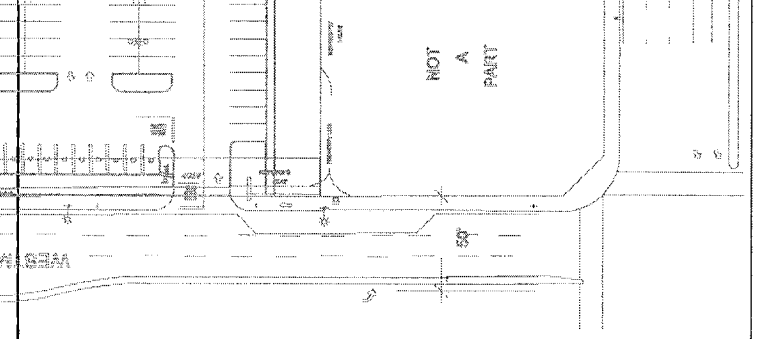
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Direction	Symbol	Avg	Min	Max	Avg	Min	Max
Building A Driveway	+	6.4 E	1.8 N	2.8 N	6.5 E	1.9 N	3.2 E
Building A Walkway	+	6.2 E	2.0 N	2.7 N	6.3 E	1.9 N	3.1 E
Building B Driveway	+	13.2 E	2.0 N	2.8 N	12.8 E	1.8 N	6.8 E
Building B Walkway	+	16.6 E	1.7 N	2.8 N	16.0 E	1.5 N	7.5 E
Building C Driveway	+	6.4 E	1.7 N	2.8 N	7.5 E	1.5 N	3.1 E
Building C Walkway	+	8.1 E	2.2 N	2.8 N	11.2 E	2.1 N	4.2 E
Site Zone #14	+	6.2 E	1.6 N	2.8 N	7.1 E	1.7 N	3.2 E

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
◊	SA	42	PENCO	CHPREBC3120U41K	CMFPRS, GSSI C3 20W COB, WIDE REFLECTOR	1	2364	1	21,08
◊	SB	33	Urbana Lighting	CSXVI LED 30C 1000-40K 14W	CONTOUR SERIES LED WALL-MOUNT WITH 30 4000K LEDS OPERATED AT 1000mA AND PRECISION INCLINED ACrylic TYPE IV LENS EGGS WITH ONE 91W LED ARRAY, TYPE V OPTICS, CLEAR GLASS LENS	1	10854	1	104
◊	SD	10	PENCO	EG250F1381U5KC	OPTICS, CLEAR GLASS LENS	1	10095	1	84.2

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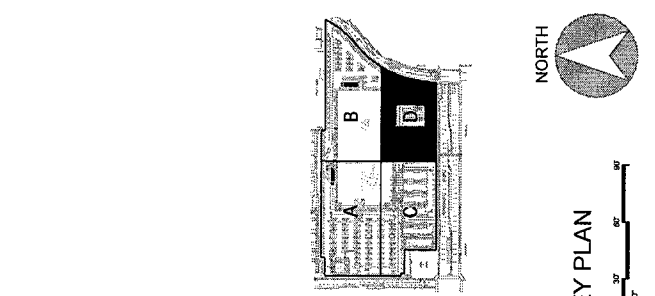


BUILDING - PHOTOMETRIC SITE PLAN - AREA C 1

NO.	DATE	DESCRIPTION

CALGREEN MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE(BUG) RATINGS (SEE NOTE A)	LIGHTING ZONE	
	U1	U2
BACKLIGHT RATINGS	121	122
UPLIGHT RATINGS	31	32
GLARE RATINGS	01	02

NOTE A: BEWA LIGHTING ZONES U1 AND U2 ARE NOT APPLICABLE.
NOTE B: CENTERLINE OF PUBLIC ROADWAY / TRAVEL LANE IS ACCEPTABLE.
NOTE C: BUILDING MOUNTED LUMINAIRES THAT CANNOT BE MOUNTED WITH THEIR BACKLIGHT TO THE PROPERTY LINE SHALL USE THE ALLOWED GLARE RATING FOR ALL LUMINAIRE LIGHT FROM A BUILDING MOUNTED LUMINAIRE LOCATED ON THE PROPERTY LINE.
NOTE D: GENERAL LIGHTING LUMINAIRE RANGES SUCH AS RECESSED, TRACK, PENDANT AND SUSPENDED LUMINAIRE FOR ALL OTHER OUTDOOR LIGHTING.
NOTE E: THIS ROW INDICATES THE DISTANCE FROM THE PROPERTY LINE TO THE LUMINAIRE.
NOTE F: THIS ROW INDICATES THE DISTANCE TO THE HEIGHT.
NOTE G: THIS ROW INDICATES THE DISTANCE TO THE HEIGHT RATIO.
NOTE H: THIS ROW IS THE CALGREEN ALLOWED BUG RATING.
NOTE I: THIS ROW IS THE CALGREEN ALLOWED UPLIGHT AND GLARE RATING TABLE ON THE PROPERTY LINE.
NOTE J: THIS ROW IS THE CALGREEN ALLOWED UPLIGHT AND GLARE RATING TABLE ON THE PROPERTY LINE.
NOTE K: THIS ROW IS THE CALGREEN ALLOWED UPLIGHT AND GLARE RATING TABLE ON THE PROPERTY LINE.
NOTE L: THIS ROW IS THE CALGREEN ALLOWED UPLIGHT AND GLARE RATING TABLE ON THE PROPERTY LINE.

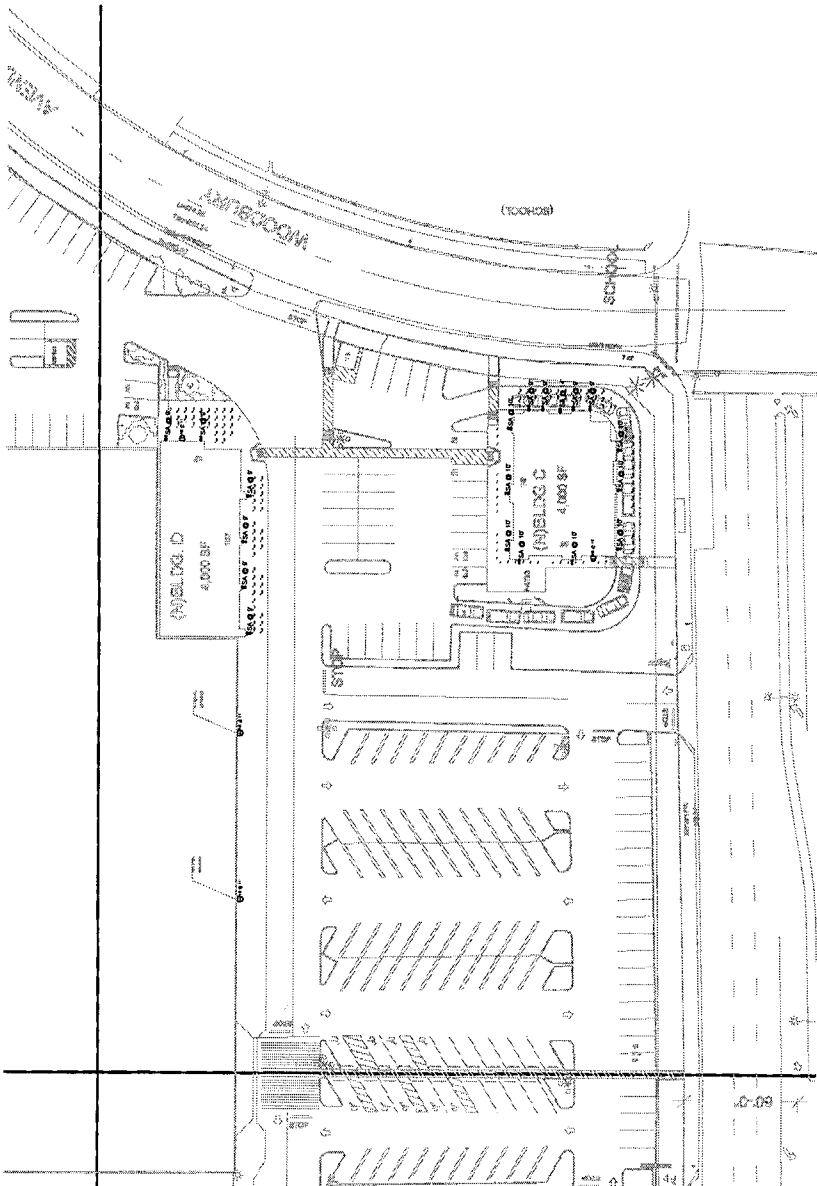


Symbol	Label	Quantity	Manufacturer	Category Number	Description	Number Lenses	Lumens Per Lamp	Light Loss Factor	Wattage
SA	SA	42	PEMCO	CMPRSC31702U41K	CMPRS 0351 C3 20W COB WIDE REFLECTOR	1	2384	1	21.08
SB	SB	33	Lithonia Lighting	CSXW LED 30C 1000 40K	CONTOUR SERIES LED WALL-MOUNT WITH 30° BEAM ANGLE, PRECISION MOLDED ACRYLIC TYPE IV LENS	1	10054	1	104
SD	SD	10	PEMCO	EG20DF1M81USKC	EG25 WITH ONE 81W LED ARRAY, TYPE V OPTICS, CLEAR GLASS LENS	1	10095	1	84.2

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Direction	Symbol	Avg	Max	Min	Max/Min	Footcandle
Building A Walkway	+	6.4%	15.8%	2.8%	5.51	3.21
Building B Walkway	+	3.2%	24.8%	2.7%	3.21	3.41
Building C Walkway	+	13.5%	24.8%	2.8%	15.51	6.81
Building D Walkway	+	16.8%	28.2%	2.2%	10.01	7.51
Building E Walkway	+	6.8%	18.2%	2.8%	7.51	3.41
Building F Walkway	+	8.2%	22.3%	2.8%	11.21	4.21
Calc. Zone #1	+	6.4%	15.4%	2.8%	7.71	3.21



**DRAFT
INITIAL STUDY &
MITIGATED NEGATIVE DECLARATION**

**13861 Brookhurst Street
Shopping Center Expansion Project
Garden Grove, California**



GARDEN GROVE

Lead Agency

City of Garden Grove
Community Development Department
Planning Services Division
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Garden Grove, California 92840
Contact: Mary Martinez, Associate Planner

Prepared By

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August 2021

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study (IS) with supporting environmental studies, pursuant to the California Environmental Quality Act (CEQA) for the 13861 Brookhurst Street Shopping Center Expansion Project (Project).

The Initial Study is a public document to be used by the City of Garden Grove (City), acting as the CEQA lead agency, to determine whether the Project may have a significant effect on the environment pursuant to CEQA. Generally, if the lead agency finds substantial evidence that any aspect of the Project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, the lead agency is required to prepare an environmental impact report (EIR) (Public Resources Code Sections 21080(d) and 21082.2(d)).

If the agency finds no substantial evidence that the Project or any of its aspects may cause a significant impact on the environment with the incorporation of mitigation, a Mitigated Negative Declaration (MND) shall be prepared with a written statement describing the reasons why the proposed Project, which is not exempt from CEQA, would not have a significant effect on the environment and therefore does not require the preparation of an EIR (CEQA Guidelines Section 15371).

According to CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

- 1) *The IS shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or*
- 2) *The initial study identifies potentially significant effects, but:*
 - a) *Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed MND and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
 - b) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

This IS/MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the CEQA Guidelines Title 14 California Code of Regulations (CCR) Section 15000 et seq.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a project. As the proposed Project is located within the City of Garden Grove and the City has sole discretion over Project entitlements, the lead agency for the proposed Project is the City of Garden Grove. Refer also to Table 2, Required Approvals and Permits, below.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this document is to evaluate the potential environmental impacts of the proposed 13861 Brookhurst Street Shopping Center Expansion Project. Mitigation measures have also been established that reduce or eliminate any significant and/or potentially significant impacts. This document is divided into the following sections:

1.0 Introduction

This section provides an introduction and describes the purpose and organization of this document.

2.0 Project Description

This section provides a detailed description of the proposed Project, the environmental setting, and lists the various agency approvals required.

3.0 Environmental Checklist

This section describes the environmental setting for each of the environmental subject areas; evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," or "potentially significant impact" in response to the environmental checklist; provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination of the proposed Project.

4.0 Document Preparers and References

This section identifies staff and consultants responsible for preparation of this document. It also lists the resources used in the preparation of this document.

Appendices

The appendices to this report include various technical reports, database records, and modeling printouts that were prepared during the course of the Initial Study.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Project site is located in the southernmost portion of the City of Garden Grove in northwestern Orange County. The site is bounded by Woodbury Avenue to the north; Brookhurst Street to the east; Westminster Avenue to the south; and existing residential and school land uses to the west. The subject property is located at the northwest corner of Brookhurst Street and Westminster Avenue. The affected County Assessor Parcel Number (APN) is 098-621-01.

Regional access to the Project vicinity is provided via Interstate 405 (I-405), which is located approximately 2.7 miles to the southwest at its closest point, and Interstate 5 (I-5), which is located approximately 4.3 miles to the northeast at its closest point. State Route 22 (SR 22), the Garden Grove Freeway, trends east-west between I-405 and I-5 in the vicinity of the Project site and provides direct access to Brookhurst Street approximately 0.2 mile to the north. Refer to Figure 1, Regional/Local Vicinity Map.

2.2 PROJECT DESCRIPTION

Existing Setting and Surrounding Land Uses

Regional Setting

The City of Garden Grove is located in northwestern Orange County. The City is bordered to the north by the City of Anaheim; the City of Orange to the east; the City of Santa Ana to the southeast; the Cities of Fountain Valley and Westminster to the south/southwest; and the Cities of Stanton, Cypress, Los Alamitos, and Seal Beach to the northwest and west.

The City of Garden Grove, as well as other surrounding cities, is highly urbanized in character and largely built out, with limited vacant land available for new development. As stated above, regional access to the City of Garden Grove is provided via I-5 and I-405. The Pacific Ocean lies approximately 7 miles to the west/southwest. The United States Joint Forces Training Base Los Alamitos is located approximately 5.8 miles northwest of the Project site.

Local Setting

The Project site lies within an urbanized area in the City of Garden Grove; refer to Figure 2, Aerial Photograph/Surrounding Land Uses. The site is bounded by Woodbury Avenue to the north; Brookhurst Street to the east; Westminster Avenue to the south; and residential and school uses to the west.

The site is currently developed and supports a large commercial retail shopping center, anchored by a Target retail store and the Garden Grove "Superstore" which serves as a supermarket also offering restaurant/dining services. Other smaller retail businesses in the shopping mall include a variety of commercial uses (flower shop, wellness store, bakery, etc.), multiple restaurants, and service-oriented uses (barber shop, wireless services store, etc.). A large surface parking lot extends around the shopping center, with a loading dock provided on the northern side to allow for the delivery of goods; refer to Figure 2, Aerial Photograph/Surrounding Land Uses.

In the southeast corner of the surface parking lot are an existing auto-services retailer and a restaurant; refer to Figure 3, Site Plan.

2.0 PROJECT DESCRIPTION

Surrounding Land Uses

To the east of the Project site, across Brookhurst Street, is a large-scale strip mall offering a variety of commercial retail uses, served by a surface parking lot. Several stand-alone retail uses are also present within the parking lot. To the southeast and south, across Westminster Avenue, are similar commercial retail uses. To the southwest, across Westminster Avenue, are multi-family residential and commercial (restaurant) uses. To the west are multi-family uses, along with Cook Elementary School and associated landscaped/undeveloped playing fields. Several other schools are also in the site vicinity, including the Donald S. Jordan Intermediate School, located to the northwest across Woodbury Avenue, and the Jordan Secondary Learning Center, located to the north across Woodbury Avenue, along with associated landscaped/undeveloped playing fields.

Applicable Land Use Regulations

The subject property has a City of Garden Grove General Plan land use designation of LC (Light Commercial) and is zoned C-2 (Community Commercial). No change in the existing land use designation or zoning classification is required to allow for expansion of the existing shopping center as proposed.

Proposed Project

The Project proposes expansion of the existing on-site shopping center to include approximately 17,600 SF of new commercial and restaurant uses. One existing on-site structure (automotive service store – i.e., tire, brake, battery, and alignment maintenance and repair) would be demolished to accommodate the proposed uses. Associated parking and drainage improvements, utility connections, landscaping, lighting, and signage improvements would also occur. The Project as proposed is described in greater detail below.

Table 2-1, Project Summary, identifies the various components of the Project. Refer also to Figure 3, Site Plan, which illustrates the proposed improvements. Figures 4A to 4D provide plans and elevations of the proposed development.

Table 2-1. Project Summary

Land Use	Details	Parking Code	Square Feet (SF)	Parking Required
Existing				
Superstore	Retail	4/1,000	59,140	237
	Restaurant	10/1,000	9,191	92
	<16 Seat Restaurant	5/1,000	1,734	9
Subtotal Superstore	--	--	70,065	338
Target	--	4/1,000	110,384	442
Total	--	--	180,449	780
Proposed				
Commercial Uses				
Retail Use	--	4/1,000	3,664	15
Bank Use	--	5/1,000	4,000	20
Restaurant Use	--	10/1,000	9,936	100

2.0 PROJECT DESCRIPTION

Table 2-1, continued

Land Use	Details	Parking Code	Square Feet (SF)	Parking Required
Parking				
Parking Ratio for Outdoor Patio	--	1/100	600	6
Total Proposed Parking Required (Includes Patio)	--	--	18,200	141
EV Clean Air Parking (Table 5.106.5.2) Vehicular Parking Spaces = 141 (FC) = Future Charger	--	--	11 spaces provided	11 required
EV Charging Spaces (Future) (Table 5.106.5.3.3) Vehicular Parking Spaces = 141 (FC) = Future Charger	--	--	7 spaces provided	7 required
Bicycle Parking/Rack (5% of 141)	--	--	12 spaces provided	7 spaces required
Total Parking Required	921 spaces			
Parking Provided	921 spaces			
Standard	81%	772	--	--
Compact	19%	149	--	--
Total Parking Surplus	--	--	--	0
Parking Ratio Provided/1,000 SF	--	7.7/1,000 SF	--	--
New Buildings (up to 9,936 SF Restaurant Use; 4,000 SF Bank Use; Remainder as Retail Use)				
Building A	--	--	4,000	--
Building B	--	--	5,600	--
Building C	--	--	4,000	--
Building D	--	--	4,000	--
Total New Building Area	--	--	17,600	--
TOTAL SITE	--	--	738,758	16.96 Acres
TOTAL EXISTING SF	--	--	180,449	--
TOTAL PROPOSED SF	--	--	17,600	--
TOTAL SF	--	--	198,049	--

Retail Commercial

The Project would result in the addition of approximately 17,600 SF of varied commercial retail and restaurant uses to the 180,449 SF of commercial uses currently operating on the subject site. Four new buildings would be constructed. The proposed square footage of the four buildings is as follows: Building A - 4,000 SF; Building B - 5,600 SF; Building C - 4,000 SF; and Building D - 4,000 SF. It is anticipated that the uses occupying the new on-site buildings may include a bank (Building A; 4,000 SF) and up to 9,936 SF of restaurant space. The remaining square footage proposed with the Project is anticipated to be occupied by retail uses. The existing on-site building currently occupied by the automotive service store would be demolished to allow for future construction of Building B (on a similar building pad).

Access and Internal Circulation

Main access to the Project site would be provided from three existing access points located along Brookhurst Street to the east. Secondary access would also continue to be provided from several access points along Woodbury Avenue to the north and Westminster Avenue to the south. No new access drives are proposed to serve the proposed development on-site. All existing access drives would remain in their current state.

Internal circulation would be provided via a series of linked internal drive aisles within the existing surface parking lot. All existing internal drive aisles have been designed consistent with City and fire department design requirements to ensure that adequate on-site circulation and access for emergency vehicles is provided; refer to Figure 3, Site Plan. No new off-site circulation improvements (i.e., lane striping, turn lanes, or road widenings) would be required with Project implementation to accommodate Project-generated traffic.

Parking

Parking for the Project would be provided via additional parking spaces in the existing surface parking lot; refer to Figure 3, Site Plan, and Table 1, Project Summary, above. Under the existing C-2 (Community Commercial) zone, the provision of 921 parking spaces would be required with the shopping center expansion. With implementation of the Project as proposed, 921 parking spaces would be provided.

In addition to the parking spaces currently on the subject site, the Project would provide 15 new spaces for the retail uses; 20 spaces for the bank use; 100 spaces for the restaurant use(s); and 6 spaces for the outdoor patio use (associated with the restaurant space) for a total of 141 new parking spaces. This total would include 11 parking spaces for electric vehicles (11 spaces required per Building Code) as well as 7 charging stations for electric vehicles (7 spaces required per Building Code).

Additionally, the Project would provide 12 bicycle parking spaces on-site; 7 bicycle parking spaces are required per Building Code.

Landscaping, Lighting, and Signage

Landscaping would be provided within the on-site parking areas; refer to Figure 5, Conceptual Landscape Plan. Proposed landscaping would be consistent with City requirements for coverage and plant types, as well as irrigation systems. Project design is anticipated to include the use of drought-tolerant landscaping and water-efficient irrigation systems to reduce water demands.

The Project would include features such as exterior building lighting and signage, as necessary for safety, security, and informational purposes. All features would comply with applicable City design standards and nighttime lighting regulations.

Utilities

Water

The City's water supply comes from two sources: imported water from Metropolitan Water District of Southern California and local groundwater. Water for the Project would be supplied by the City's public water system, similar to the existing uses present on-site. Two connections are proposed to an existing 12-inch water line within Brookhurst Street. An additional connection would be made to the same 12-inch water line for fire flow purposes. No upgrades to the existing

2.0 PROJECT DESCRIPTION

public water infrastructure system are required or proposed to serve the Project as designed. All proposed uses would connect to existing water infrastructure currently serving the shopping center site.

Sewer

The Garden Grove Sanitary District is responsible for the City's wastewater facilities. Sewer operations are maintained by the City's Water Services Division of the Public Works Department. The Sanitation Section of the Sanitary District maintains and services over 312 miles of sewer lines, 9,700 manholes, and four lift stations located throughout the City. Once wastewater passes through the City's sewer system, the Orange County Sanitation District is responsible for its treatment. The treated water is then recycled for commercial use (reclaimed water) or is deposited into the Pacific Ocean.

Wastewater treatment for the Project would be provided by the City's existing public sewer system. One connection is proposed to an existing 15-inch sewer line within Brookhurst Street via extension of a 6-inch lateral from the Project site. No upgrades to the existing public sewer infrastructure system are required or proposed to serve the Project as designed. All proposed uses would connect to existing sewer infrastructure currently serving the shopping center.

Stormwater Facilities

The City's storm drain system is composed of 4 municipal flood control channels, over 1,000 catch basins, and over 600 miles of curb and gutter. The Project site currently sheet flows along the surface parking lot and onto concrete gutters which discharge runoff to the adjacent public streets. Existing on-site drainage patterns would be maintained with the proposed improvements. Runoff from the areas proposed for improvement would flow to on-site drain inlets that would accommodate stormwater flows. Proposed storm drain infrastructure includes the construction of grated inlets, filter insert structures, and five underground infiltration system consisting of Stormtech chambers or an approved equal encased in gravel. Brooks Boxes would be provided upstream of the underground infiltration systems to convey runoff to the underground infiltration systems.

No upgrades to the City's storm drain system would be required to accommodate stormwater runoff from the subject site with Project implementation. Best management practices (BMPs) would be implemented during the construction and operational phases to ensure that stormwater quality leaving the site is maintained and that no adverse effects to off-site properties or downstream waterbodies would occur.

Electricity and Natural Gas

Electrical and natural gas lines are present in the surrounding area and currently serve the shopping center site. As needed, the Project would tie into these existing services. No additional transmission lines or system upgrades would be necessary to convey electricity or natural gas to the site.

Energy Efficiency

The Project would be designed to meet the requirements of the 2019 California Green Building Code. Energy saving measures incorporated into the Project design are anticipated to include such features as low-flow fixtures (i.e., faucets and toilets), energy-efficient (LED) lighting, drought tolerant landscaping, water-efficient irrigation, and/or other such measures. Additionally, the Project would be subject to state and local regulations pertaining to solid waste recycling.

2.0 PROJECT DESCRIPTION

As noted above in Table 1, the Project would include surface parking as well as charging stations for electric vehicles. The Project would also provide on-site parking for bicycles.

2.3 PROJECT CONSTRUCTION

Schedule and Phasing

Project construction of each proposed building pad and structure would take approximately 6.5 months from initial grading through final construction. Construction of the four proposed buildings may occur on an individual basis or in combination with the other proposed buildings, and may be staggered or may occur all at one time, depending on the need of the potential tenant at the time. However, as actual Project construction timing is unknown at this time, a worst-case scenario where all Project construction would occur concurrently was assumed for the analysis herein to determine potential impacts.

It is anticipated that the work would be completed in 8- or 10-hour shifts, with a total of five shifts per week (Monday-Friday). Overtime and weekend work may occur as necessary to meet scheduled milestones or accelerate the schedule and would comply with all applicable California labor laws as well as local City regulations regulating construction activities.

Site Preparation

As the subject site is fairly level and currently developed with the existing commercial retail uses, Project grading is expected to be minor. Some minor grading is anticipated to be required for the building pads including 550 cubic yards of cut and 500 cubic yards of fill. It is estimated that the remaining 50 cubic yards of soil generated by Project grading would be used on-site in landscape areas, as appropriate.

2.4 OPERATIONAL CHARACTERISTICS

The Project would result in the construction of four individual buildings that are anticipated to support commercial retail or restaurant operations within the existing shopping center. It is anticipated that the future occupants would operate within normal operating hours, depending on the use type (i.e., bank, restaurant, retail), and in conformance with applicable City zoning regulations.

2.0 PROJECT DESCRIPTION

2.5 ANTICIPATED DISCRETIONARY ACTIONS AND APPROVALS

Project entitlements/discretionary actions and other approvals required for the Project are anticipated to include, but may not be limited to, those identified in Table 2-2, Required Approvals and Permits.

Table 2-2. Required Approvals and Permits

Permit/Action Required	Approving Agency	Lead/Trustee/Responsible Agency
Site Plan	City	Lead Agency
Landscape Plan	City	Lead Agency
Improvement Plans	City	Lead Agency
Mitigated Negative Declaration	City	Lead Agency
General Construction Stormwater Permit	Santa Ana Regional Water Quality Control Board (RWQCB)	Responsible Agency
Stormwater Quality Management Plan/ Drainage Plan	City	Lead Agency
Construction Permit and/or Encroachment Permit	City	Lead Agency
Grading Permit	City	Lead Agency
Building Permit	City	Lead Agency
Permit to Construct	South Coast Air Quality Management District	Responsible Agency

2.6 TECHNICAL STUDIES

The following technical studies were prepared as a part of this IS/MND and are included as appendices:

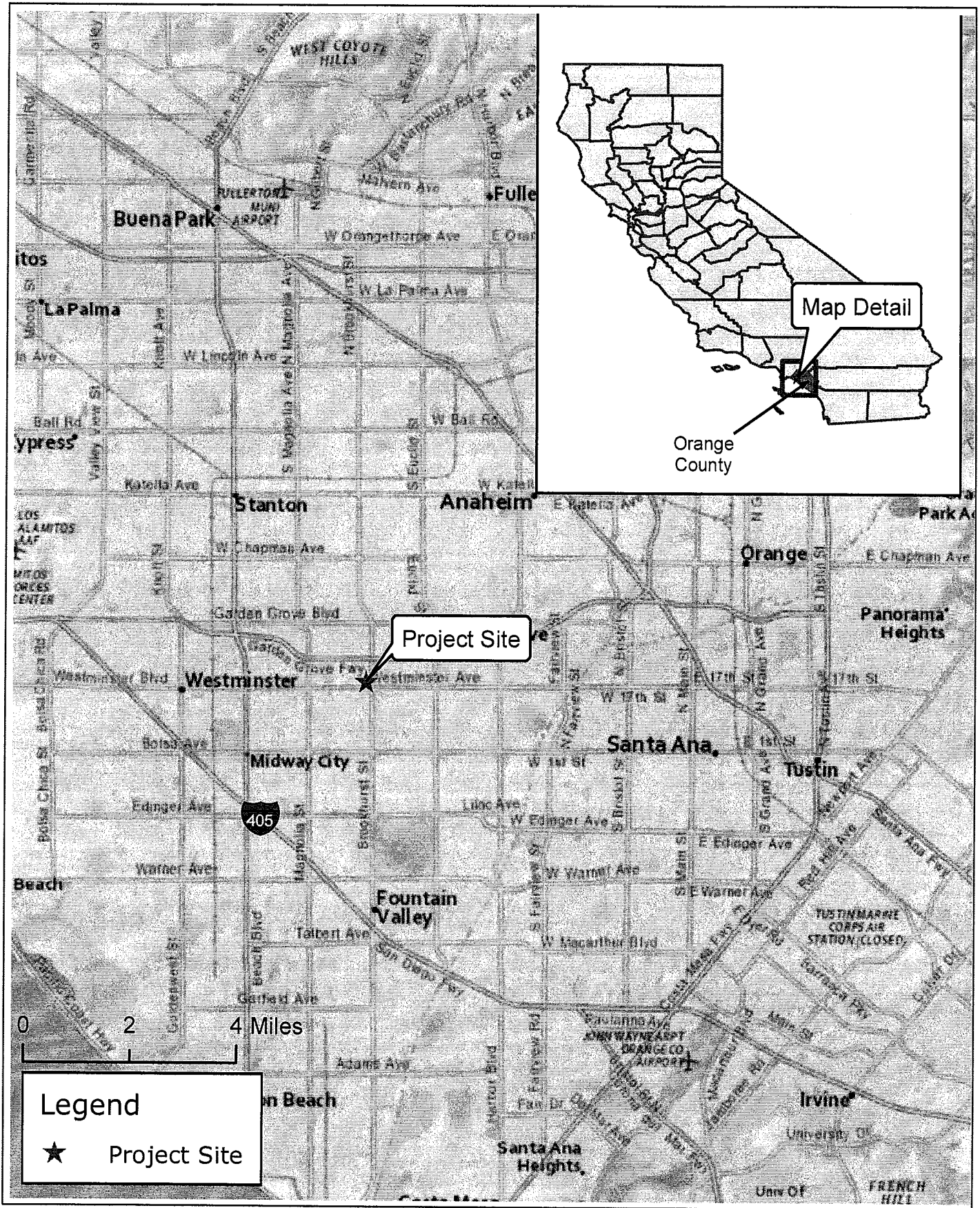
- Air Quality, Greenhouse Gas, and Energy Modeling Worksheets, prepared by Michael Baker International, dated January 2021 (see Appendix A)
- Cultural Resources Identification Report, prepared by Michael Baker International, dated March 2021 (see Appendix B)
- Phase I Environmental Site Assessment, prepared by Royal Environmental Services, Inc., dated February 2021 (see Appendix C)
- Percolation Test Results – Garden Grove Redevelopment, prepared by Geocon West, Inc. dated May 2018 (see Appendix D)
- Preliminary Drainage Report, prepared by Proactive Engineering Consultants, Inc., dated July 2020 (see Appendix E-1)
- Preliminary Water Quality Management Plan, prepared by Proactive Engineering Consultants, Inc. dated July 2020 (see Appendix E-2)

2.0 PROJECT DESCRIPTION

- Noise Modeling Worksheets, prepared by Michael Baker International, dated January 2021 (see Appendix F)
- Transportation Impact Study, prepared by Michael Baker International, June 2021 (see Appendix G)

2.0 PROJECT DESCRIPTION

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13861 BROOKHURST STREET ■ SHOPPING CENTER EXPANSION
 GARDEN GROVE, CALIFORNIA

Regional/Local Vicinity Map

Figure 1



2.0 PROJECT DESCRIPTION

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13861 BROOKHURST STREET ■ SHOPPING CENTER EXPANSION
GARDEN GROVE, CALIFORNIA

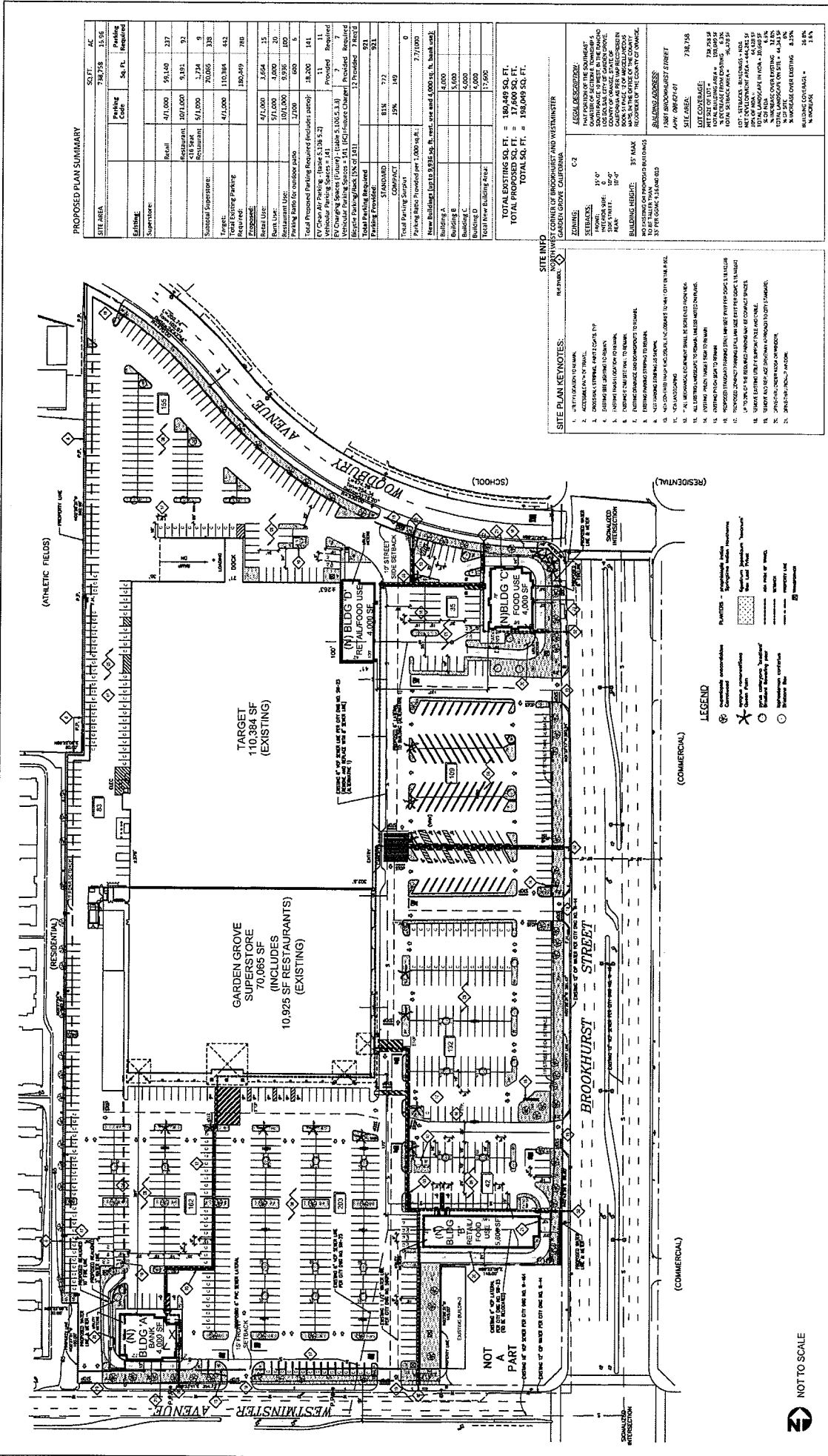


Aerial Photograph/Surrounding Land Uses

Figure 2

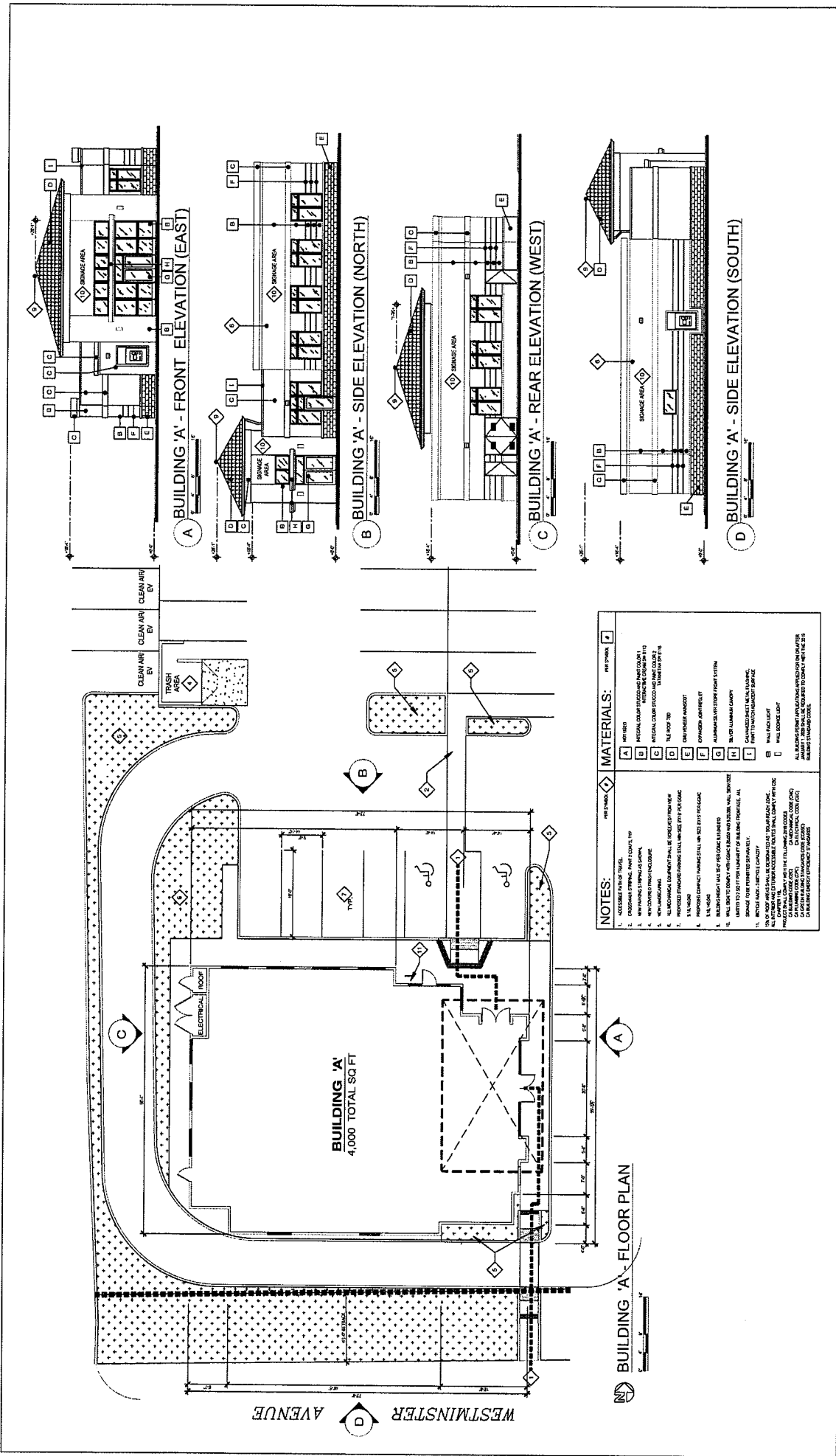
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 GARDEN GROVE, CALIFORNIA

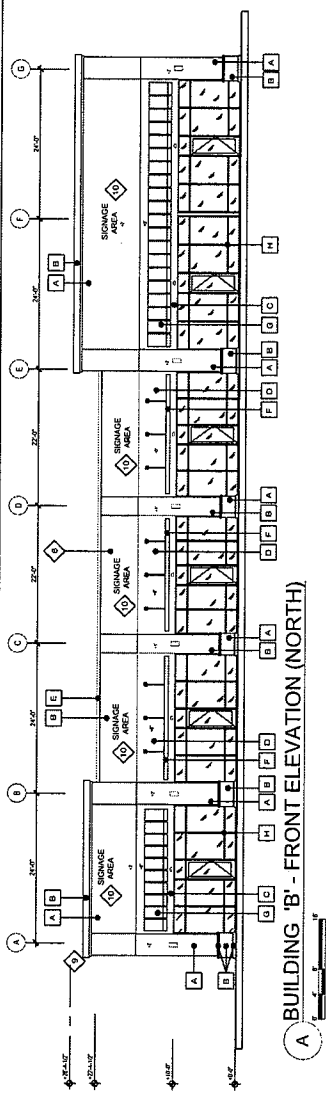
Conceptual Elevations: Building A

Figure 4A

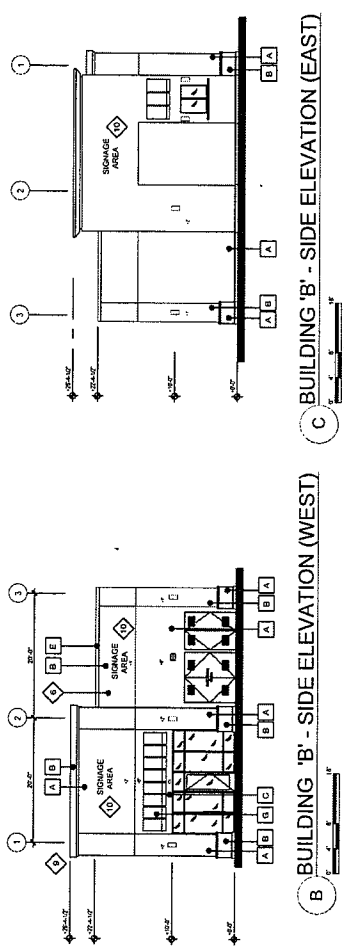
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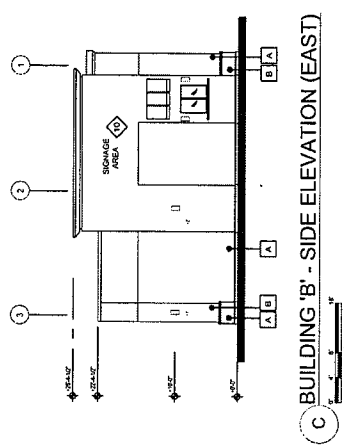
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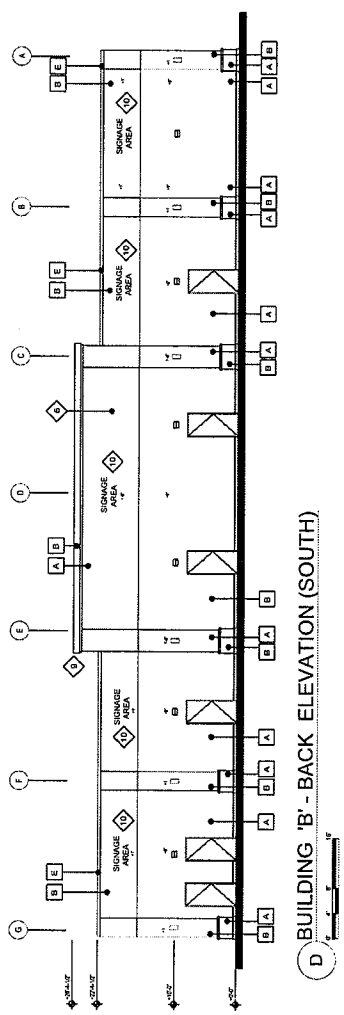
A BUILDING 'B' - FRONT ELEVATION (NORTH)



B BUILDING 'B' - SIDE ELEVATION (WEST)



C BUILDING 'B' - SIDE ELEVATION (EAST)

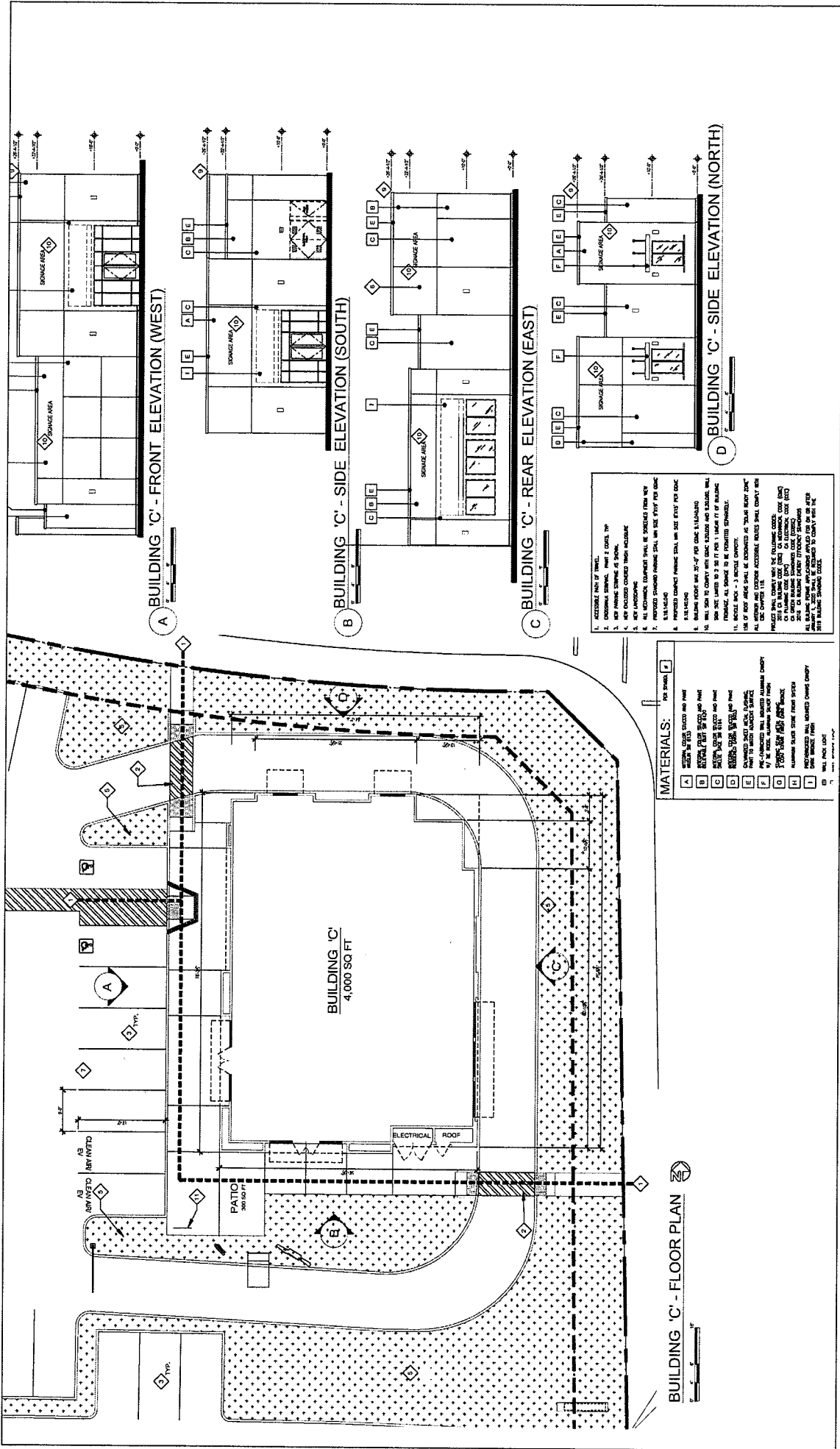


D BUILDING 'B' - BACK ELEVATION (SOUTH)

NOTES:	
1.	SEE FINISH SCHEDULE FOR FINISHES.
2.	CONCRETE FINISHES SHALL BE AS SHOWN.
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2.0 PROJECT DESCRIPTION

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13861 BROOKHURST STREET ■ SHOPPING CENTER EXPANSION
GARDEN GROVE, CALIFORNIA

Conceptual Elevations: Building C

Figure 4C

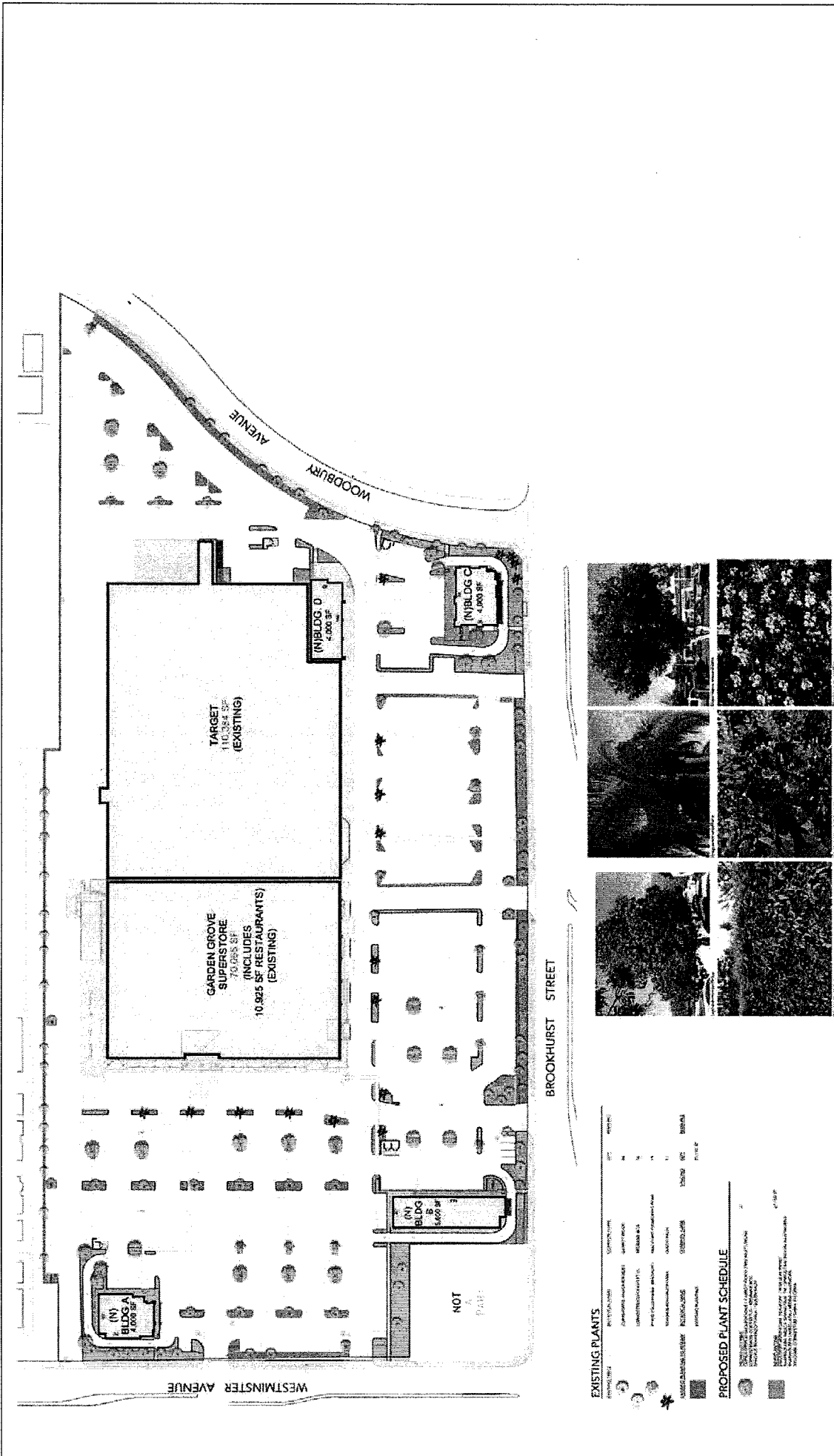
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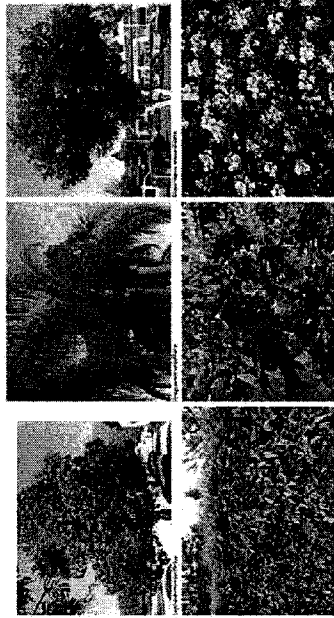
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13861 BROOKHURST STREET ■ SHOPPING CENTER EXPANSION
 GARDEN GROVE, CALIFORNIA
Conceptual Landscape Plan
 Figure 5



EXISTING PLANTS

PLANT CODE	PLANT NAME	TYPE	STATUS
1	SPRING BLOSSOM	SHRUB	EXISTING
2	ORANGE BLOSSOM	SHRUB	EXISTING
3	RED BLOSSOM	SHRUB	EXISTING
4	FRUIT BLOSSOM	SHRUB	EXISTING
5	ORANGE BLOSSOM	SHRUB	EXISTING
6	ORANGE BLOSSOM	SHRUB	EXISTING
7	ORANGE BLOSSOM	SHRUB	EXISTING
8	ORANGE BLOSSOM	SHRUB	EXISTING
9	ORANGE BLOSSOM	SHRUB	EXISTING
10	ORANGE BLOSSOM	SHRUB	EXISTING
11	ORANGE BLOSSOM	SHRUB	EXISTING
12	ORANGE BLOSSOM	SHRUB	EXISTING
13	ORANGE BLOSSOM	SHRUB	EXISTING
14	ORANGE BLOSSOM	SHRUB	EXISTING
15	ORANGE BLOSSOM	SHRUB	EXISTING
16	ORANGE BLOSSOM	SHRUB	EXISTING
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48	ORANGE BLOSSOM	SHRUB	EXISTING
49	ORANGE BLOSSOM	SHRUB	EXISTING
50	ORANGE BLOSSOM	SHRUB	EXISTING

PROPOSED PLANT SCHEDULE

PLANT CODE	PLANT NAME	TYPE	STATUS
1	SPRING BLOSSOM	SHRUB	PROPOSED
2	ORANGE BLOSSOM	SHRUB	PROPOSED
3	RED BLOSSOM	SHRUB	PROPOSED
4	FRUIT BLOSSOM	SHRUB	PROPOSED
5	ORANGE BLOSSOM	SHRUB	PROPOSED
6	ORANGE BLOSSOM	SHRUB	PROPOSED
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49	ORANGE BLOSSOM	SHRUB	PROPOSED
50	ORANGE BLOSSOM	SHRUB	PROPOSED

2.0 PROJECT DESCRIPTION

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**3.0 ENVIRONMENTAL
CHECKLIST**

3.0 ENVIRONMENTAL CHECKLIST

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.


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

3.0 ENVIRONMENTAL CHECKLIST

3.2 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.



Signature
Mary Martinez

Printed Name

7/27/2021

Date
Associate Planner

Title

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.
- 3) A "Less Than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- 4) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 5) "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

3.0 ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL CHECKLIST – SUMMARY

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB). Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. ENERGY. Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an existing community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. TRIBAL CULTURAL RESOURCES. Would the project cause substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?; or,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 3024.1. In applying the criteria set for in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or reconstruction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. WILDFIRE. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.0 ENVIRONMENTAL CHECKLIST

1. Aesthetics

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

DISCUSSION OF IMPACTS

a) *Have a substantial adverse effect on a scenic vista?* **Less than Significant Impact.**

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and disturbed areas, such as a scenic vista of a rural town and surrounding agricultural lands.

The City of Garden Grove General Plan does not identify any scenic vistas within the City boundaries. The proposed Project is therefore not located near or within, or visible from, a scenic vista. As a result, the proposed Project would not substantially change the composition of an existing scenic vista in a way that would adversely alter the visual quality or character of the view.

The Project site is located in a highly urbanized area in the City. The Project site is generally flat and, as an existing commercial retail shopping center, does not support any scenic resources or features. The Project would result in the construction of several small-scale commercial uses on the subject site and would not result in development that would substantially change the existing setting or restrict any existing views within the vicinity.

As such, implementation of the proposed Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

b). *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* **No Impact.**

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic. Generally, the area defined within a state scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary

3.0 ENVIRONMENTAL CHECKLIST

is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

The Project site is not located within a scenic corridor, nor are there any designated state or county scenic highways within the vicinity. The nearest officially designated state scenic highway in Orange County is a portion of State Route (SR) 91 commencing at SR 55 at Santiago Boulevard and extending eastward to Weir Canyon Road, approximately 9.4 miles northeast of the Project site (Caltrans 2021).

Additionally, the Project site is fully built out with an existing commercial shopping center and does not support any rock outcroppings or historic buildings. A limited number of ornamental trees are present on-site, but they are not considered scenic resources.

As the Project site is not located in the vicinity of a designated scenic highway, implementation of the Project would not substantially damage scenic resources, including trees, rock outcroppings, or historic buildings within a state scenic highway. No impact would occur.

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

The Project site is located in an urbanized area within the City of Garden Grove. The site is currently fully developed with existing commercial uses with similar commercial uses to the east and south, multi-family to the west, and several school sites to the north. The site does not support features of high visual quality, such as any natural features or scenic views.

The Project would result in the construction of approximately 17,600 SF of commercial retail space within an existing surface parking lot that currently supports similar commercial retail uses. The Project would be designed in accordance with the City of Garden Grove Municipal Code for the existing C-2 (Community Commercial) zone (i.e., in terms of height, maximum square footage, building coverage) to ensure compatibility with the character of existing on-site uses as well as established surrounding land uses. Refer also to Figures 4A to 4D, Conceptual Elevations, which provide an illustrative view of the proposed structures.

The City's General Plan Community Design Element indicates that the southeastern portion of the Project site is located within the City's "Little Saigon" District, which supports a large number of Vietnamese businesses. The City intends to further identify this District through the use of signage guidelines, enhanced pedestrian mobility, and development of a streetscape and architecture program (City of Garden Grove 2008a). Additionally, Brookhurst Street is designated as a Primary Corridor, and Westminster Avenue is identified as a Secondary Corridor, with the intersection of Brookhurst Street and SR 22 identified as a Primary Entry to the City. Project improvements would therefore be respective of the goals and policies identified in the City's General Plan Community Design Element, as applicable.

Based on the above discussion, development of the proposed commercial uses would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* **Less than Significant Impact.**

Development of the proposed commercial uses would result in the introduction of new nighttime lighting sources and/or glare in the area. An increase in nighttime lighting effects may become significant if a proposed Project substantially increases ambient lighting conditions beyond its

3.0 ENVIRONMENTAL CHECKLIST

property line, or if the Project lighting routinely spills over into adjacent light-sensitive land use areas.

The Project site is fully developed with similar commercial retail and restaurant uses that generate nighttime lighting from signage and interior and exterior sources. Implementation of the proposed Project would not substantially increase nighttime lighting levels over existing conditions, due to the limited scale of the anticipated uses and operating hours. Additionally, the proposed uses would be located within the interior of the site, and generally distanced from any off-site land uses that may be considered light-sensitive (i.e., the school sites to the north and/or the multi-family residential uses to the west). Therefore, it is not anticipated that the Project would have the potential to contribute to adverse effects due to light "spillover" onto adjacent properties.

Additionally, all exterior Project lighting would be designed and installed in conformance with City zoning regulations (City Zoning Ordinance Section 9.08.020.050.A.7) which states: "All lights provided to illuminate any parking area or building on such site shall be so arranged as to direct the light away from any adjoining premises." Project lighting would be shielded and directed downward as appropriate to avoid potential "sky glow" conditions. Further, the Project would be subject to City discretionary review to ensure that potential adverse nighttime lighting effects are minimized.

Additionally, the proposed buildings would not incorporate large expanses of glass or other elements that would have the potential to produce adverse glare effects. Refer also to Figures 4A to 4D.

Therefore, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

3.0 ENVIRONMENTAL CHECKLIST

2. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<p>2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB). Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?* **No Impact.**

The Project site is located in a highly urbanized area in the City of Garden Grove. The site is currently developed with an existing commercial shopping center, including big box retail and other restaurant, retail, and service uses (i.e., auto service); no undeveloped land or open space is present on-site.

According to available maps published by the California Department of Conservation (DOC) as part of the Farmland Mapping and Monitoring Program (FMMP), the Project site is designated as Urban and Built-Up Land, which is land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel (DOC 2020). Common examples of Urban and Built Up Land include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. As there is no FMMP-designated farmland on-site, the Project would not convert any such lands to non-agricultural use. No impact would occur.

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b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* **No Impact.**

The subject property has a City of Garden Grove General Plan land use designation of LC (Light Commercial) and is zoned C-2 (Community Commercial). As such, the site is not zoned for agricultural use and is not subject to a Williamson Act contract. No agricultural uses are present on or adjacent to the property. Therefore, the Project would not create a conflict with existing agricultural zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?* **No Impact.**

There are no lands zoned for forest or timber production within the City of Garden Grove limits or on the Project site. Therefore, no impact would occur.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?* **No Impact.**

There are no designated forestlands on or adjacent to the Project site, and therefore, the Project would not convert any such lands to non-forest uses. No impact would occur with regard to this issue.

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?* **No Impact.**

As stated, the Project site is not located within an agricultural use area and does not support any designated farmland. Thus, implementation of the Project would not result in changes in the environment that would result in the conversion of farmland to non-agricultural use. No impact would occur.

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3. Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Where relevant, the following evaluation is based upon air quality modeling performed by Michael Baker International in January 2021 (Michael Baker International 2021 a). The results of the modeling runs are provided in Appendix A of this document for reference.

DISCUSSION OF IMPACTS

- a) *Would the project conflict with or obstruct implementation of the applicable air quality plan? **Less than Significant Impact.***

The Project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD's 2016 Air Quality Management Plan for the South Coast Air Basin (2016 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2016 AQMP that are designed to achieve federal and state air quality standards. Additionally, the 2016 AQMP utilized information and data from the Southern California Association of Governments (SCAG) and its 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). While SCAG has recently adopted the 2020-2045 RTP/SCS, SCAQMD has not released an updated AQMP that utilizes information from the 2020-2045 RTP/SCS. As such, this consistency analysis is based on the 2016 AQMP and the 2016-2040 RTP/SCS. According to the SCAQMD CEQA Air Quality Handbook, in order to determine consistency with the 2016 AQMP, two main criteria must be addressed:

Criterion 1

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

- i. *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the proposed Project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating Project consistency. As discussed in Response

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3(c) below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_x), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}) would be less than significant during Project construction and operations.¹ Therefore, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations.

- ii. *Would the project result in an increase in the frequency or severity of existing air quality violations?*

As discussed in Response 3(b) below, construction and operations of the proposed Project would result in emissions that would be below the SCAQMD construction and operational thresholds. Therefore, the proposed Project meets this 2016 AQMP consistency criterion and impacts would be less than significant.

- iii. *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As discussed in Responses 3(b) and 3(c), the proposed Project would result in less than significant impacts with regard to localized concentrations during Project operations. As such, the proposed Project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not a project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below.

- i. *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the City of Garden Grove General Plan, SCAG's Growth Management Chapter of the Regional Comprehensive Plan (RCP), and SCAG's 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS also provides socioeconomic forecast projections of regional population growth.

The Project site is designated LC (Light Commercial) by the General Plan. The Project would result in expansion of the existing shopping center and would not require a General Plan Amendment. As discussed in Section 14, Population and Housing, the Project would not directly induce substantial unplanned population growth in the area and would primarily serve community members that have been visiting the existing shopping center and the City of Garden Grove. The proposed Project would not alter the types, intensity, and patterns of land use envisioned for the site in the 2016-2040 RTP/SCS. Additionally, as the SCAQMD has incorporated these same land use projections into the 2016 AQMP, it can be concluded that the proposed Project would be consistent with the 2016 AQMP.

¹ Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

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- ii. *Would the project implement all feasible air quality mitigation measures?*

The Project would not require mitigation and would result in less than significant air quality impacts; refer to Responses 3(b) and 3(c). In addition, the Project would comply with all applicable SCAQMD rules and regulations, including Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site; Rule 403, which requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures; and Rule 1113, which regulates the volatile organic compound (VOC) content of paints used for architectural coating. As such, the proposed Project would meet this 2016 AQMP consistency criterion.

- iii. *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

As discussed in Section 8, Greenhouse Gas Emissions, the Project would be consistent with SCAG policies and is considered an infill development. Further, the Project would be consistent with the goals of Senate Bill (SB) 375 in that it would be located within a half-mile of Orange County Transportation Authority (OCTA) bus stops (Lines 35 and 60) and would include on-site bicycle parking and electric vehicle (EV) parking, as well as EV charging stations, which would incentivize residents to take alternative transportation methods and therefore lower criteria pollutant emissions. In addition, the Project would be consistent with the General Plan LC designation for the site. As such, the proposed Project would meet this 2016 AQMP consistency criterion.

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

Criteria Pollutants

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

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O₃ layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a photochemical pollutant, and needs VOCs, NO_x, and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure

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(lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, and increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). NO₂ (often used interchangeably with NO_x) are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃ and react in the atmosphere to form acid rain. NO₂ is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (SB 25).

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

Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO₂ is often used interchangeably with sulfur oxides (SO_x) and lead. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). OCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium

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carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms VOC and reactive organic gases (ROG) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

Short-Term Construction Emissions

Short-term air quality impacts are predicted to occur during grading and construction activities associated with implementation of the proposed Project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

The Project involves construction activities associated with grading, paving, building construction, and architectural coating applications. The Project would be constructed over approximately 6.5 months, assuming that all four proposed buildings would be constructed concurrently as a conservative analysis. As the areas where the improvements are proposed are currently developed and/or paved, disturbance of on-site soils would be limited (i.e., versus a vacant, undeveloped site). Grading is anticipated to total approximately 550 cubic yards of cut and 500 cubic yards of fill. Therefore, soil exported from the site following required grading or excavation activities would total approximately 50 cubic yards. Such soils would be transported from the site for off-site disposal at an approval facility. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A for the CalEEMod outputs and results. Table 3-1, Construction-Related Emissions, presents the anticipated daily short-term construction emissions.

Table 3-1. Construction-Related Emissions

Emissions Source	Pollutants (pounds per day) ^{1,2}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	18.73	29.27	31.15	0.05	2.92	2.03
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes:

- 1) Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD. Winter emissions represent worst-case scenario and are therefore considered to be conservative.
- 2) The reduction/credits for construction emissions are based on adjustments to CalEEMod and are required by the SCAQMD Rules. The adjustments applied in CalEEMod include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads to 15 miles per hour.

Source: CalEEMod Version 2016.3.2. Refer to Appendix A for assumptions used in this analysis.

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Fugitive Dust Emissions

Construction activities are a source of fugitive dust in the form of particulate matter (PM₁₀ and PM_{2.5}) emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, grading, and construction is expected to be short term and would cease upon Project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM₁₀ generated as a part of fugitive dust emissions. PM₁₀ poses a serious health hazard alone or in combination with other pollutants. PM_{2.5} is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and resuspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM_{2.5} is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and SO_x combining with ammonia. PM_{2.5} components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Construction activities would comply with SCAQMD Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site, and Rule 403, which requires that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. Adherence to SCAQMD Rules 402 and 403 would greatly reduce PM₁₀ and PM_{2.5} concentrations. It should be noted that these estimated reductions were applied in CalEEMod. As depicted in Table 3-1, total PM₁₀ and PM_{2.5} emissions would not exceed the SCAQMD thresholds during construction. Therefore, particulate matter impacts during Project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site. Standard SCAQMD regulations, such as maintaining all construction equipment in proper tune and shutting down equipment when not in use for extended periods of time, would be implemented. As noted in Table 3-1, construction equipment exhaust emissions would not exceed SCAQMD thresholds. Therefore, impacts are less than significant in this regard.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Rule 1113, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG (also refer to as VOC) content of paint. ROG emissions associated with the proposed Project would be less than significant; refer to Table 3-1.

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Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. As indicated in Table 3-1, criteria pollutant emissions during construction of the proposed Project would not exceed the SCAQMD significance thresholds. Thus, total construction-related air emissions impacts would be less than significant.

Long-Term Operational Emissions

Long-term air quality impacts would consist of mobile source emissions generated from Project-related traffic, and emissions from stationary area and energy sources. Emissions generated by the proposed Project were calculated and are discussed below.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

The Project-generated vehicle emissions have been estimated using CalEEMod. According to the Transportation Impact Study prepared by Michael Baker International (2021d; see Appendix G), the Project would generate a net increase of 2,324 daily trips, including 197 trips during the a.m. peak hour and 160 trips during the p.m. peak hour. Table 3-2, Operational-Related Emissions, presents the anticipated mobile source emissions.

Table 3-2. Operational-Related Emissions

	Pollutants (pounds per day) ^{1,2}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Project Summer Emissions						
Area	0.39	<0.01	0.02	0.00	<0.01	<0.01
Energy	0.07	0.65	0.54	<0.01	0.05	0.05
Mobile	5.16	11.39	51.59	0.16	15.22	4.17
Total Summer Emissions³	5.63	12.03	52.15	0.16	15.27	4.22
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Project Winter Emissions						
Area	0.39	<0.01	0.02	0.00	<0.01	<0.01
Energy	0.07	0.65	0.54	<0.01	0.05	0.05
Mobile	5.37	12.00	50.14	0.15	15.22	4.17
Total Winter Emissions³	5.84	12.65	50.70	0.16	15.27	4.22
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes:

- 1) Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD. It should be noted that the existing tire shop that would be demolished generates a negligible amount of emissions. As such, as a conservative analysis, emissions for the existing use were not modeled or subtracted from proposed Project emissions.

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- 2) The reduction/credits for operational emissions are based on adjustments to CalEEMod and are required by 2019 Title 24 Standards. The emissions shown in this table represent the mitigated emissions shown in Appendix A.
- 3) The numbers may be slightly off due to rounding.

Source: CalEEMod Version 2016.3.2. Refer to Appendix A for assumptions used in this analysis.

Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas, consumer products, area architectural coatings, and landscaping equipment associated with the development of the proposed Project; refer to Table 3-2.

Energy Source Emissions

Operational energy source emissions are generated as a result of electricity and natural gas usage associated with a project; refer to Table 3-2. The primary use of electricity and natural gas by the proposed Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Total Operational Emissions

As shown in Table 3-2, total operational emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O₃ precursors, VOCs and NO_x, affect air quality on a regional scale. Health effects related to O₃ are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations; as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, a project's less than significant increases in regional air pollution from criteria air pollutants would have negligible impacts on human health.

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

The SCAQMD acknowledges that health effects quantification from O₃, as an example, is correlated with the increases in ambient level of O₃ in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O₃ levels over the entire region. The SCAQMD states that based on its own modeling in the SCAQMD's 2012 *Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O₃ levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O₃

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related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the proposed Project would not exceed SCAQMD thresholds for construction and operational air emissions, the Project would have a less than significant impact for air quality health impacts.

Cumulative Construction Impacts

With respect to the proposed Project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to federal Clean Air Act mandates. As such, the proposed Project would comply with SCAQMD Rules 402 and 403 requirements and implement all other feasible SCAQMD rules to reduce construction air emissions to the extent feasible. Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site, while Rule 403 requires that fugitive dust be controlled with the best available control measures so that dust does not remain visible in the atmosphere beyond the property line of the proposed Project. In addition, the proposed Project would comply with adopted 2016 AQMP emissions control measures. Pursuant to SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on construction projects throughout the Basin, which would include related projects.

As discussed above, the Project's short-term construction emissions would be below the SCAQMD thresholds and would result in a less than significant impact. Thus, it can be reasonably inferred that the Project's construction emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. Thus, a less than significant impact would occur in this regard.

Cumulative Operational Impacts

As discussed previously and shown in Table 3-2, the Project would not result in long-term air quality impacts, as emissions would not exceed SCAQMD-adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed Project would not contribute to a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed Project would be less than significant.

- c) *Would the project expose sensitive receptors to substantial pollutant concentrations?* **Less than Significant Impact.**

Localized Significance Thresholds

Localized significance thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003, revised 2008) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_x, PM_{2.5}, and/or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The Project is located within Source Receptor Area (SRA) 17, Central Orange County. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200,

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and 500 meters. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction and operational impacts (stationary sources only).

Sensitive Receptors

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The closest sensitive receptors are the multi-family residences west of the Project site, approximately 65 feet (19.8 meters) from the nearest construction area (i.e., proposed Building A) on the Project site.

Nonresidential Receptors

Commercial and industrial uses (i.e., nonresidential receptors) are not included in the definition of sensitive receptor because employees and patrons do not typically remain on-site for a full 24 hours and are usually on-site for eight hours or less. However, the LST methodology states that "LSTs based on shorter averaging periods, such as the NO₂ and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours" (SCAQMD 2008). The closest commercial use is located adjacent to the south of the nearest construction area (i.e., proposed Building B).

Construction LST

The SCAQMD's guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. Based on default information provided by CalEEMod, the proposed Project is anticipated to disturb less than one acre during the grading phase. Therefore, the LST thresholds for one acre were utilized for the construction LST analysis. The nearest sensitive receptors are residences located approximately 65 feet (19.8 meters) from the construction area of proposed Building A and commercial use adjacent to the construction area of proposed Building B. According to the SCAQMD LST methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LST mass rate screening thresholds for receptors located at 25 meters. Therefore, LST values for 25 meters were used.

Table 3-3, *Localized Emissions Significance*, shows the localized construction-related emissions for NO_x, CO, PM₁₀, and PM_{2.5} compared to the LSTs for SRA 17. It is noted that the localized emissions presented in Table 3-3 are less than those in Table 3-1 because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities). As shown in Table 3-3, the Project's localized construction emissions would not exceed the LSTs for SRA 17. Therefore, localized significance impacts from Project-related construction activities would be less than significant.

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Table 3-3. Localized Emissions Significance

	Pollutants (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction On-Site Emissions				
Year 1 ^{1,2}	28.10	29.88	2.47	1.90
<i>Localized Significance Threshold</i> ³	81	485	4	3
Thresholds Exceeded?	No	No	No	No

Notes:

- 1) The building construction phase would generate the largest amount of on-site NO_x emissions of all construction phases. The grading phase would generate the largest amount of on-site CO, PM₁₀, and PM_{2.5} emissions of all construction phases.
- 2) The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; and limit speeds on unpaved roads to 15 miles per hour.
- 3) The LST was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO_x, CO, PM₁₀, and PM_{2.5}. The LST was based on the anticipated daily acreage disturbance for construction (less than one acre; therefore the one-acre threshold was used) and SRA 17.

Source: CalEEMod Version 2016.3.2. Refer to Appendix A for assumptions used in this analysis.

Operation LST

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed Project if the Project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Project includes the addition of approximately 17,600 square feet of varied commercial retail uses (anticipated uses include a bank, restaurants, and retail uses) to the existing commercial uses on-site. As such, a nominal amount of truck trips is anticipated at the Project site. These truck activities would be intermittent and would not include extended periods of idling time; therefore, idling emissions from truck trips would be minimal. Additionally, potential emergency vehicle trips to and from the Project site would be sporadic and would not idle on-site or along adjacent roadways for long periods of time. Thus, due to the lack of such emissions, no long-term LST analysis is necessary. Operational LST impacts would be less than significant.

Carbon Monoxide Hot Spots

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

The Basin is designated as an attainment/maintenance area for the federal CO standards and an attainment area for state standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased nationwide; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions (EPA 2018). Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide (CO Plan)* for the SCAQMD's 2003 *Air Quality Management Plan*, which is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations.

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Thus, the CO analysis in the CO Plan is compared to the proposed Project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles County experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm one-hour CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily trip volume of approximately 100,000 vehicles per day. As CO hot spots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hot spots would not be experienced at any intersections in the City of Garden Grove near the Project site due to the comparatively low volume of traffic, a maximum of 2,324 daily trips, including 197 trips during the a.m. peak hour and 160 trips during the p.m. peak hour, that would occur as a result of Project implementation. Impacts would be less than significant in this regard.

Localized Air Quality Health Impacts

As evaluated above, the Project's air emissions would not exceed the SCAQMD's LST thresholds, and CO hot spots would not occur as a result of the proposed Project. Therefore, the Project would not exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, or PM_{2.5}. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (e.g., children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, an air quality health impact would be less than significant in this regard.

Conclusion

In conclusion, the Project would not expose sensitive receptors to substantial pollutant concentrations as the Project would not exceed the SCAQMD LST thresholds, would not cause a CO hot spot, and would not create a localized air quality health impact. A less than significant impact would occur in this regard.

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

According to the SCAQMD CEQA Air Quality Handbook (1993), land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors. Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short term in nature and cease upon Project completion (within 6.5 months). In addition, the Project would be required to comply with the CCRT Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The Project would also comply with the SCAQMD Rule 1113, which would minimize odor impacts from VOC emissions during architectural coating. As such, any impacts to existing adjacent land uses would be short term and would be less than significant.

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4. Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The Project site is highly developed and does not support any sensitive habitat, including any sensitive natural community or native habitat. Land cover is characterized by existing structures, pavement, and ornamental landscaped areas that generally require irrigation; native vegetation is no longer supported, and as such, the site does not support any natural habitat that would be potentially utilized by sensitive or special-status species. Such conditions cover the entirety of the Project site under current conditions. In addition, the underlying soils have been previously disturbed to accommodate construction of the existing shopping center. Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans,

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policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be less than significant.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? **Less than Significant Impact.***

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, Section 1600 of the Fish and Game Code, and Section 404 of the Clean Water Act. The Project site is located within an urbanized neighborhood and is currently built out with existing commercial uses. Vegetation on-site consists of ornamental landscaping. No riparian habitat or other sensitive natural community identified in local or regional plans (including the City of Garden Grove General Plan), policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service are present on the subject site. Refer also to Response 4(a), above. Impacts would be less than significant.

- c) *Would the project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means? **No Impact.***

Implementation of the proposed Project would not result in the loss of any wetlands or jurisdictional Waters of the State and waters of the United States. No such Waters of the State or of the United States occur within or adjacent to the Project site as the site is currently fully built out and supports a large-scale commercial shopping center with limited ornamental landscaping. As a result, no impact to State or federally protected wetlands would occur as a result of Project implementation.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? **Less than Significant Impact.***

Project implementation would not interfere substantially with the movement of native resident or migratory fish or wildlife species. No established migratory routes are identified on or adjacent to the Project site. Due to the highly urbanized nature of land uses in the Project vicinity, combined with an absence of natural open space or undeveloped lands, it is unlikely that any significant wildlife corridors exist in the Project vicinity.

However, there are a number of existing mature trees on and adjacent to the Project site. The Project would be subject to the requirements of the Migratory Bird Treaty Act (MBTA), which prohibits activities that would result in the direct take (i.e., killing or possession) of a migratory bird. This includes active nests of all bird species, including common species. Section 3503, Section 3502.5, and Section 3513 of the California Fish and Game Code also include measures aimed at the protection of nesting birds and avian species.

Vegetation on-site and in adjacent areas is generally limited, and it is unlikely that nesting birds would be present. Although not anticipated, Project construction may result in the disturbance or removal of a limited number of ornamental trees (i.e., landscaping) within the on-site parking lot or within the adjoining roadway rights-of-way to accommodate the proposed improvements. Any Project construction activities occurring during the nesting season (approximately February 1 to August 31) would be required to conform with the MBTA regulatory requirements to ensure that active nests are not disturbed. Conformance with the MBTA and applicable sections of the California Fish and Game Code would be made a condition of Project approval to ensure compliance.

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With conformance to the requirements of the MTBA and California Fish and Game Code, the Project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and would result in less than significant impacts to nesting birds.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **No Impact.***

There are currently no adopted or proposed local policies or ordinances protecting biological resources that affect the Project site. Chapter 11.32, Trees, of the City's Municipal Code, regulates the planting, maintenance, and removal of trees in public locations, including the public right-of-way. Chapter 11.32 also requires that existing public trees be protected from injury during construction. The Project does not propose to remove any trees within adjacent roadway rights-of-way or otherwise interfere with the preservation of any existing trees. Therefore, no impact would occur.

- f) *Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? **No Impact.***

There are currently no adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that affect the Project site. Therefore, the Project would not conflict with the provisions of any such plans. No impact would occur.

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5. Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Where relevant, the following evaluation is based upon the Cultural Resources Identification Report prepared by Michael Baker International (2021 b). The study is provided as Appendix B of this document for reference.

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- a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5? **Less than Significant Impact.**

Per CEQA, a "historical resource" is defined as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5[a]).

Additionally, a "historical resource" is defined by the California Register as meeting one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

As stated above, an archaeological and historical resources assessment was prepared for the Project by Michael Baker International (2021b; see Appendix B). As part of the investigation, Michael Baker completed a South Central Information Center (SCCIC) records search, archival research, field survey, literature review, historical map review, historical society consultation, and California Register of Historical Resources (California Register) evaluation to determine whether the Project could result in a significant adverse change to historical resources in accordance with CEQA.

Michael Baker International conducted a records search (File No. 21921.8087) on October 29, 2020. The SCCIC, as part of the California Historical Resources Information System, California State University, Fullerton, an affiliate of the California Office of Historic Preservation, is the official state

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repository of cultural resources records and reports for Orange County. As part of the records search, the following federal and California inventories were reviewed:

- California Inventory of Historic Resources
- California Points of Historical Interest
- California Historical Landmarks
- Archaeological Determinations of Eligibility
- Built Environmental Resource Database. The directory includes resources evaluated for listing and listed in the National Register of Historic Places, National Historic Landmarks, California Register, California Historical Landmarks, and California Points of Historical Interest.

No historical resources were identified within the Project area. Additionally, no historical resources were identified within an 1/8 of a mile search radius of the Project area.

Michael Baker also reviewed literature and historical maps for historical information pertaining to the Project site and vicinity. The review indicated that past use of the overall shopping center site has included agricultural use; the shopping center and tire repair shop were depicted on-site in the year 1972 and remain on-site today (Michael Baker 2021b).

As the existing tire repair shop (Firestone Complete Auto Club) is close to 50 years of age, an historical resources survey was undertaken to evaluate the potential for the building as an historical resource. A field study was conducted in March of 2021 and, based on evaluation of the structure, the building is recommended ineligible for listing under Criteria 1, 2, 3, or 4 of the California Register of Historical Places (CRHP) or National Register of Historic Places (NRHP), as it lacks association with a historic event/theme, person, architectural significance, or information potential. Additionally, the resource was evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it was determined that the structure is not an historical resource for the purposes of CEQA (Michael Baker 2021b). Refer to Appendix B for additional information and documentation of the resource.

As such, the historical resources evaluation identified no historical resources as defined by CEQA Section 15064.5(a), within the Project area. The Project is not anticipated to cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? **Less than Significant Impact.***

As stated above in Response 5a), no archaeological resources were identified in the Project area through the records search, literature reviews, or conducted as part of the archaeological resources assessment. As the Project site is highly developed and supports an existing large-scale retail shopping center with associated surface parking, underlying lands have been previously disturbed by grading, excavation, and construction. The potential for unknown archaeological resources to be present on-site is therefore considered to be low. However, as a standard condition of approval, the Project would be subject to state and local requirements to ensure that, in the event that unknown archaeological resources are encountered during construction, such resources are preserved in place or left in an undisturbed state to the maximum extent feasible. It is therefore not anticipated that the limited grading and/or excavation associated with Project construction would result in the discovery of significant unknown archaeological resources

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or cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

It should be noted that during the notification process required by California Assembly Bill (AB) 52 which imposes requirements for tribal consultation on projects that may affect a tribal cultural resource, one Tribe, the Gabrieleño Band of Mission Indians – Kizh Nation, requested that mitigation specific to tribal cultural resources be incorporated into the CEQA document to address the potential for unknown tribal cultural resources to occur in the Project area. As such, mitigation measure **TCR-1** was added to address such conditions, requiring the presence of a Native American monitor on-site during Project ground disturbing activities. Refer to Section 18, Tribal Cultural Resources, for additional discussion.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries? **Less than Significant Impact.***

No human remains were identified in the Project area through the records search and field survey conducted as part of the Project's archaeological assessment. However, unidentified human remains, whether as part of a prehistoric cemetery, an archaeological site, or an isolated occurrence, could be present below the ground surface.

If human remains are encountered during construction, the California Health and Safety Code and State CEQA Guidelines Section 15064.5(e) require that work in the immediate area must halt, the remains must be protected, and the county coroner must be notified immediately. If the remains are determined to be Native American, then the Native American Heritage Commission (NAHC) must be notified (typically by the coroner) within 24 hours, as required by Public Resources Code Section 5097. The NAHC would identify and contact a most likely descendant, who would be given the opportunity to provide recommendations for the treatment of the remains within 48 hours of being granted access to the site. Project compliance with these requirements would ensure a less than significant impact on human remains.

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6. Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Where relevant, the following evaluation is based upon modeling performed by Michael Baker International (2021 a). The results of the modeling runs are provided in Appendix A of this document for reference.

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- a) *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? **Less than Significant Impact.***

Regulatory Framework

California Building Energy Efficiency Standards (Title 24)

The 2019 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Under 2019 Title 24 standards, residential buildings would use about 53 percent less energy (mainly due to solar photovoltaic panels and lighting upgrades) when compared to those constructed under 2016 Title 24 standards, and nonresidential buildings would be 30 percent more energy efficient than 2016 Title 24 standards. The 2019 Title 24 standards require installation of energy-efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards (CALGreen)

The California Green Building Standards Code (CALGreen; CCR Title 24, Part 11) is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development; Title 24 Parts 6 and 11 together comprise the Building Energy Efficiency Standards. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent

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update to the CALGreen Code was adopted in 2019 and became effective on January 1, 2020. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in greenhouse gases (GHGs). The Strategic Plan is California's single road map to achieving maximum energy savings in the state between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the four big bold strategies:

1. All new residential construction in California will be zero net energy by 2020.
2. All new commercial construction in California will be zero net energy by 2030.
3. Heating, ventilation and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

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

The CEC adopted the *2019 Integrated Energy Policy Report* on February 20, 2020. The 2019 report provides the results of the CEC's assessments of a variety of energy issues facing California and covers a broad range of topics, including implementation of SB 100 (statewide GHG reduction targets), integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission, landscape-scale planning, electricity and natural gas demand forecast, transportation energy demand forecast, renewable gas, updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

Methodology

This analysis focuses on three sources of energy that are relevant to the proposed Project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development and for Project construction. The Project's estimated electricity/natural gas consumption is based primarily on CalEEMod's default settings for Orange County, and consumption factors provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) (the electricity and natural gas providers for the City of Garden Grove, including the Project site). The estimated operational electricity/natural gas usage is based on CalEEMod 2016.3.2 modeling

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results for the Project, which quantifies energy use for occupancy. The estimated construction fuel consumption is based on the Project's construction equipment list timing/phasing, and hours of duration for construction equipment. The amount of operational fuel consumption was estimated using CARB's Emissions FACTor 2017 (EMFAC2017) computer program, which provides projections for typical daily fuel usage in Orange County. The results of all CalEEMod and EMFAC2017 modeling are included in Appendix A.

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in this Response 6(a) relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

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

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

Project-Related Energy and Natural Gas Consumption

Electricity and natural gas consumption associated with the proposed Project is summarized in Table 6-1, Project and Countywide Energy Consumption. As shown in Table 6-1, the Project's annual electricity and natural gas consumption would represent approximately 0.00209 percent and 0.00386 percent of countywide annual (as of 2019) electricity and natural gas consumption, respectively. It is noted that the Project metrics are for retail/restaurant land use, while the countywide metrics are for all types of residential and nonresidential land uses, with a wide variation in energy consumption characteristics. It should also be noted that this data is produced at the countywide level and is not specific for each city. Further, Table 6-2, Project and Countywide Fuel Consumption, compares the Project's construction and operational vehicle fuel consumption to that found within the County. As shown in Table 6-2, Project construction and operation would increase the County's fuel consumption by 0.0184 percent and 0.0358 percent, respectively (Criterion 1).

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Table 6-1. Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption ¹	Orange County Annual Energy Consumption ²	Consumption Percent Increase Countywide
Electricity (MWh)	407	19,459,509	0.00209%
Natural Gas (therms)	24,070	623,146,364	0.00386%

Notes:

- 1) As modeled in CalEEMod version 2016.3.2.
- 2) The Project's total electricity and natural gas consumption was compared to the Orange County consumption data in 2019. Orange County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, <http://www.ecdms.energy.ca.gov/elecbycounty.aspx>, accessed January 19, 2021. Orange County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>, accessed January 19, 2021.

Source: CalEEMod Version 2016.3.2. Refer to Appendix A for assumptions used in this analysis.

Table 6-2. Project and Countywide Fuel Consumption

Sector	Project Annual Fuel Consumption (gallons)	Orange County Annual Fuel Consumption (gallons) ^{1,2}	Percentage Increase Countywide
Project Construction ³	23,541	127,809,380	0.0184%
Project Operations ⁴	423,642	1,182,503,928	0.0358%

Notes:

- 1) The Project's total fuel consumption was compared to the Orange County consumption data projected for 2022.
- 2) Countywide fuel consumption is from CARB, *EMFAC2017 v1.0.2.*, <https://www.arb.ca.gov/emfac/2017/>, accessed November 23, 2020.
- 3) Construction fuel consumption is estimated based on the Project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. Equipment and load factors are from CalEEMod v. 2016.3.2.
- 4) Operational fuel consumption is estimated based on daily fuel consumed by vehicles traveling to and from the Project site. According to the *Transportation Impact Study, 13861 Brookhurst Street Project (Shopping Center Expansion)* prepared by Michael Baker International and dated January 6, 2021, the proposed Project would generate a net increase of 2,324 daily trips compared to the existing conditions.

Source: CalEEMod Version 2016.3.2. Refer to Appendix A for assumptions used in the analysis.

Construction (Short-Term) Energy Use

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

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during demolition, grading, building construction, paving, and architectural coating. As indicated in Table 6-2, the overall fuel consumption during Project construction would be 23,541 gallons, which would result in a nominal increase (0.0184 percent) in fuel use in the County. As such, Project construction would have a minimal effect on the local and regional energy supplies and would not require additional capacity (Criterion 2).

Some incidental energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Furthermore, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and

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owners usually have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (Criterion 4).

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials (CalRecycle 2019). It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would necessitate the use of construction equipment or building materials, or methods that would be less energy efficient than at comparable construction sites in the region or state. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (Criterion 5).

Therefore, the Project would not result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during the construction phase. A less than significant impact would occur in this regard.

Operational (Long-Term) Energy Use

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 6-2 provides an estimate of the daily fuel consumed by vehicles traveling to and from the Project site. According to the Transportation Impact Study prepared by Michael Baker and dated January 6, 2021 (refer to Appendix G), the Project is forecast to generate approximately a total of 11,305 daily trips, and the existing shopping center currently generates 8,981 daily trips. Therefore, the Project would generate a net increase of 2,324 daily trips compared to the existing conditions. Nevertheless, as demonstrated in Table 6-2, the increased daily trips and the associated fuel consumption would account for a nominal increase (0.0358 percent) in the County's fuel consumption. The Project does not propose any unusual features that would result in excessive long-term operational fuel consumption (Criterion 2).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed Project. Nonetheless, the Project would include installation of 12 bicycle, 11 carpool, and 11 electric vehicle (EV) parking spaces, as well as 7 EV charging stations. This Project design feature would encourage and support the use of multimodal transportation within the proposed commercial development and thus reduce the petroleum fuel consumption associated with Project trips. Additionally, the Project area is located within a transit priority area (TPA) and is on a high-quality transit corridor (HQTC); refer to Section 17, Transportation. Further, the Project would be located less than 0.10 miles from local bus lines. Thus, the Project's location would serve to reduce transportation-related fuel consumption (Criterion 4 and Criterion 6).

Therefore, fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary

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Building Energy Demand

The CEC developed 2018 to 2030 forecasts for energy consumption and peak demand in support of the Integrated Energy Policy Report for each of the major electricity and natural gas planning areas and the state based on the economic and demographic growth projections. The CEC forecasted the statewide electricity and natural gas demand would range between 325,600 MWh to 356,400 MWh and 13,207 million therms to 14,190 million therms in 2030, respectively.² As shown in Table 6-1, the proposed Project would be expected to demand approximately 407 MWh of electricity per year and approximately 24,070 therms (0.024 million therms) of natural gas per year, which would be significantly below CEC's statewide forecasts, as well as the current countywide usage. Therefore, the Project would be consistent with the CEC's energy consumption forecasts and more energy efficient than the County average. As such, the Project would not require additional energy capacity or supplies (Criterion 2). As the Project proposes four additional buildings for commercial uses within an existing shopping center, it would consume energy during the same general time periods for operation as other similar commercial developments (both on-site and in general) and would not result in unique or more intensive peak or base period electricity demand due to the nature of the anticipated uses (Criterion 3).

The Project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, photovoltaic solar panels, and lighting. Specifically, the Project proposes high efficiency lighting, which would be 15 percent over Title 24 Standards. Implementation of the 2019 Title 24 Standards significantly reduces energy usage (30 percent for nonresidential uses compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update; therefore, complying with the latest 2019 Title 24 standards would make the proposed Project more energy efficient than the existing shopping center, which was built prior to Title 24 Standards (Criterion 4).

Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources that are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance on such energy resources further ensures that new development projects would not result in the waste of the finite energy resources (Criterion 5).

Therefore, the Project would not cause wasteful, inefficient, and unnecessary consumption of building energy during Project operation, or preempt future energy development or future energy conservation. Impacts would be less than significant.

- b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?* **Less than Significant Impact.**

The City of Garden Grove does not have an adopted renewable energy or energy efficiency plan. The Project would be required to comply with state plans for renewable energy and energy efficiency, including the CPUC's Strategic Plan, the Title 24 standards, and the CALGreen standards; refer to Response 6(a), above. Compliance with Title 24 standards and CALGreen standards would ensure the Project incorporates energy-efficient windows, solar panels, insulation, lighting, and ventilation systems, as well as water-efficient fixtures and EV charging infrastructure,

² California Energy Commission, California Energy Demand 2018-2030 Revised Forecast, February 2018. Electricity demand is calculated from the electricity per capita demand from Figure 3 and the Statewide population forecast (approximately 44,000) estimated from Figure 13. Natural gas per capita demand is taken from Table 3.

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while adherence to the CPUC Strategic Plan's energy requirements would ensure Project conformance with the state's goal of promoting energy and lighting efficiency.

As such, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

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7. Geology and Soils

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

The following analysis is based upon available soils and geotechnical data from various sources, including databases, soils maps, and the City of Garden Grove General Plan.

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

There are no known faults traversing the Project site or in the vicinity of the Project site. The Project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located

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within the vicinity of a known fault. The nearest Alquist-Priolo Fault Zone is the Newport-Inglewood-Rose Canyon Fault Zone (North Branch Fault) located approximately 6.1 miles to the southwest of the Project site at its closest point (DOC n.d.).

However, like much of Southern California, the Project site is located in a seismically active area. The City requires proper development engineering and building construction of proposed development and enforces these requirements through the development and environmental review process. Adherence to the California Building Code (CBC), as adopted in the City of Garden Grove Municipal Code, with regard to construction of the Project development would ensure that impacts relative to rupture of a known earthquake fault would be less than significant.

ii) *Strong seismic ground shaking?* **Less than Significant Impact.**

As stated, similar to all of Southern California, the Project site is susceptible to seismic ground shaking. To ensure the structural integrity of all buildings and structures, the Project is required to conform to the seismic requirements as outlined in the CBC. Development would require implementation of Project design measures and adherence to the CBC, as adopted in the City of Garden Grove Municipal Code. Therefore, compliance with the CBC and City Code would ensure that the Project would not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking. Implementation of such design and building techniques would reduce potential impacts to less than significant.

iii) *Seismic-related ground failure, including liquefaction?* **Less than Significant Impact.**

Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Loose granular soils are most susceptible to these effects, with liquefaction generally restricted to saturated or near-saturated soils at depths of less than 50 feet. Liquefaction normally occurs in soils such as sand in which the strength is purely friction. However, liquefaction has occurred in soils other than clean sand. Liquefaction occurs under vibratory conditions such as those induced by a seismic event.

Percolation testing was performed at the site by Geocon West, Inc. in May 2018 (2018; see Appendix D). The Project site is underlain by sand, silty sand, and sandy silt (Geocon 2018). Groundwater was not encountered in the field explorations, drilled to a maximum depth of 19 feet below the existing ground surface. Based on a review of the Seismic Hazard Zone Report of the Anaheim Quadrangle, the historically highest groundwater level in the area is approximately 10 feet or greater beneath the ground surface. Based on current groundwater basin management practices, it is unlikely that groundwater levels would ever exceed the historic high levels (Geocon 2018).

Project design and construction would incorporate standard design measures to address potential seismic-related liquefaction and related effects such as settlement and lateral spreading, including similar types of measures from the CBC. However, the Project would also be required to prepare a comprehensive design-level geotechnical evaluation prior to final design and construction. Completion of this evaluation and adherence to the current CBC and local codes regulating construction would ensure that the Project is designed to withstand seismic-related ground failure, including liquefaction. With a site-specific engineering design, impacts due to liquefaction would be less than significant.

iv) *Landslides?* **No Impact.**

The Project site is flat and highly developed. The topography of the Project site and surrounding vicinity is relatively flat. The Project site does not include slopes greater than 25 percent. Furthermore, signs of landslides were not observed during the field exploration. Therefore, the

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Project would not expose people or structures to potential adverse effects from landslides. Adjacent lands do not support slopes that are subject to the potential for landslides. No impact would occur in this regard.

- b) *Would the project result in substantial soil erosion or the loss of topsoil? **Less than Significant Impact.***

During construction of the Project, grading and excavation activities would expose and disturb surface soils. Soil exposed by construction activities could be subject to erosion if exposed to heavy rain, winds, or other storm events. The Project would be required to implement erosion control and sediment control BMPs to minimize the occurrence of soil erosion or loss of topsoil. Compliance with applicable regulations would minimize the potential for water and wind erosion. Once grading and construction are completed, disturbed areas not covered by structures would be paved and/or landscaped. No stockpiles or open soil would remain at the Project site. Due to these factors, it is not anticipated that the Project would result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? **Less than Significant Impact.***

The Project site is underlain by sand, silty sand, and sandy silt (Geocon 2018).

On- or Off-Site Landslide

Non-seismically induced landslides can be caused by water from rainfall, septic systems, landscaping, or other origins that infiltrate slopes with unstable material. The topography of the Project site and surrounding vicinity is relatively flat. The Project site does not include slopes greater than 25 percent. Furthermore, signs of landslides are not present on-site. Therefore, the Project would not result in the exposure of people or structures to potential adverse effects from landslides. Impacts in this regard would be less than significant.

Lateral Spreading

The risk of lateral spreading can be reduced through appropriate land use planning, development engineering, and building construction practices. As such, the proposed Project would comply with the most recent California Building Code, Uniform Mechanical Code, Uniform Fire Code, and National Electric Code, as adopted by the City of Garden Grove, which contain structural requirements for existing and new buildings designed to ensure structural integrity during seismic events and to prevent injury, loss of life, and substantial property damage. As such, impacts would be less than significant relative to lateral spreading.

Liquefaction

The risk of liquefaction can be reduced through appropriate land use planning, development engineering, and building construction practices. As such, the proposed Project would comply with the most recent California Building Code, Uniform Mechanical Code, Uniform Fire Code, and National Electric Code, which contain structural requirements for existing and new buildings designed to ensure structural integrity during seismic events and to prevent injury, loss of life, and substantial property damage. Construction of the proposed Project is required to be in accordance with typical building construction practices that comply with the CBC. As such, impacts would be less than significant relative to liquefaction.

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Collapse

Neither natural nor man-made subsurface features that are known to encourage collapse, including mines, aggregate extraction operations, or karst topography, are known to underlay or occur adjacent to the Project site. Therefore, mandatory compliance with applicable building and design codes would ensure that impacts related to unstable soil would be less than significant.

As such, the Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landside, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

- d) *Would the project be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? **Less than Significant Impact.***

The Project site is underlain by sand, silty sand, and sandy silt and soils. These are considered to have a low expansion potential (Geocon 2018). Construction of the proposed Project is required to be in accordance with the typical building construction practices that comply with the CBC. Compliance with the CBC would result in less than significant impacts associated with expansive soils.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? **No Impact.***

The proposed structures would connect to the existing public sewer system. Septic tanks and alternative wastewater disposal systems would not be installed on the Project site. Project implementation would not result in impacts to soils associated with the use of such wastewater treatment systems. No impact would occur.

- f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **Less than Significant Impact.***

Paleontological resources are plant and animal fossils which are typically found in sedimentary rock formations. The subject property has been previously disturbed during construction of the existing shopping center and is currently developed with structures and surface parking areas.

The Project site does not support any unique geologic features. The City of Garden Grove is underlain by a broad alluvial fan and alluvium resulting from the Rio Hondo, Santa Ana, and San Gabriel Rivers. The City's General Plan EIR indicates that such alluvial deposits are too young geologically to contain scientifically significant fossils in their original, undisturbed location. Therefore, such conditions are considered to have a low sensitivity level and paleontological resources are not anticipated to be present. No fossil locations have been documented in or in proximity to the City within the underlying geology (City of Garden Grove 2008b).

Project construction would involve minor grading and excavation to allow for the proposed improvements. Although paleontological sensitivity is considered to be low, the discovery of unknown resources could occur during Project ground disturbance. It is anticipated that the Project would be required by the City, as a condition of approval, to require the Project applicant to either preserve any significant paleontological resource in place or to leave it in an undisturbed state in compliance with applicable law, if such resources are encountered during Project construction. With conformance to such requirements, Project impacts on unknown paleontological resources would be less than significant.

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8. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Where relevant, the following evaluation is based upon modeling performed by Michael Baker International (2021 a). The results of the modeling runs are provided in Appendix A of this document for reference.

DISCUSSION OF IMPACTS

- a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Less than Significant Impact.***

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 424 million tons of carbon dioxide (CO₂) per year (CARB 2019). Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH₄) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, CH₄, and nitrous oxide (N₂O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of January 2021, the highest monthly average concentration of CO₂ in the atmosphere was recorded at 417 ppm (Scripps n.d.).

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂e)³ concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

³ Carbon dioxide equivalent (CO₂e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

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Regulatory Framework

Federal

US Environmental Protection Agency Endangerment Finding

The EPA's authority to regulate GHG emissions stems from the US Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

State

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

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

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy or alternative planning strategy that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's chosen strategy for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05

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

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

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The Executive Order directed the California Environmental Protection Agency (Cal/EPA) secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary is required to submit biannual reports to the governor and California legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the Cal/EPA secretary created the California Climate Action Team, made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006, which proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through state incentive and regulatory programs.

Title 24, Part 6

The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Title 24 standards took effect on January 1, 2020. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy, mainly due to solar photovoltaic panels and lighting upgrades, when compared to those constructed under 2016 Title 24 standards, and nonresidential buildings would be 30 percent more energy efficient than 2016 Title 24 standards.

Title 24, Part 11

The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The most recent update to the CALGreen Code went into effect on January 1, 2020.

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a road map to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO₂e emissions by 174 million metric tons (MT), or approximately 30 percent, from the state's projected 2020 emissions levels of 596 million MTCO₂e under a business as usual (BAU) scenario.⁴ This is a reduction of 42 million MTCO₂e, or almost 10 percent, from 2002 to 2004

⁴ According to the California "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

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average emissions, and requires the reductions in the face of population and economic growth through 2020.

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

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The 2014 Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The 2014 Scoping Plan also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the state stays on course to meet our long-term goal." The 2014 Scoping Plan did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017 Scoping Plan). This update focused on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the 2017 Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- *More Clean Cars and Trucks*: The 2017 Scoping Plan establishes far-reaching programs to incentivize the sale of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- *Increased Renewable Energy*: California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The 2017 Scoping Plan guides utility providers to 50 percent renewables, as required under SB 350.
- *Slashing Super-Pollutants*: The 2017 Scoping Plan calls for a significant cut in super-pollutants, such as CH₄ and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- *Cleaner Industry and Electricity*: California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- *Cleaner Fuels*: The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- *Smart Community Planning*: Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.
- *Improved Agriculture and Forests*: The 2017 Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

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Regional

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments.

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

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

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include center-focused placemaking, focusing on priority growth areas, job centers, and transit priority areas, as well as high quality transit areas and green regions.

Thresholds of Significance

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the 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 GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)) (CNRA 2009: 11-13, 14, 16; OPR 2009). A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project (14 CCR Section 15064(h)(3)).

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds (SCAQMD 2008).⁵ Within its October 2008 document, the SCAQMD proposed the use of a percent

⁵ South Coast Air Quality Management District, *Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

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emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MTCO_{2e} per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 MTCO_{2e} per year would be assumed to have a less than significant impact on climate change. Thus, the proposed Project's GHG emissions were compared to the SCAQMD threshold of 3,000 MT CO_{2e} per year to determine the significance of the Project's GHG emissions impacts.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions include emissions from direct and indirect sources. The proposed Project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from energy consumption, water demand, and solid waste generation.

CalEEMod version 2016.3.2 relies upon trip generation rates from the Transportation Impact Study prepared by Michael Baker International (2021d; refer to Appendix G) and Project-specific land use data to calculate emissions, including mobile source emissions. Specifically, Project-generated vehicle emissions were estimated using CalEEMod as well as the CARB's EMFAC2017. Energy consumption emissions were calculated using CalEEMod and Project-specific land use data.

To provide a conservative analysis, emissions for the existing use were not modeled or subtracted from the proposed Project emissions. Table 8-1, Estimated Greenhouse Gas Emissions, presents the estimated CO₂, N₂O, and CH₄ emissions associated with the Project; refer to Appendix A for the CalEEMod outputs.

Table 8-1. Estimated Greenhouse Gas Emissions

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO _{2e} ^{2,3}
	Metric Tons per Year ¹	Metric Tons per Year ¹	Metric Tons of CO _{2e} ¹	Metric Tons per Year ¹	Metric Tons of CO _{2e} ¹	
Direct Emissions						
Construction (amortized over 30 years)	9.71	<0.01	0.07	0.00	0.00	9.78
Area Source	<0.01	<0.01	<0.01	0.00	0.00	<0.01
Project Mobile Source	2,678.25	0.18	4.57	0.00	0.00	2,682.81
<i>Total Direct Emissions</i>	2,687.96	0.19	4.63	0.00	0.00	2,692.59
Indirect Emissions						
Energy Consumption	226.95	0.00	0.06	<0.01	0.70	227.71
Solid Waste	12.35	0.73	18.24	0.00	0.00	30.59
Water Demand	10.70	0.09	2.24	<0.01	0.63	13.57
<i>Total Indirect Emissions</i>	249.99	0.82	20.54	<0.01	1.33	271.87
Total Project-Related Emissions²	2,964.46 MTCO_{2e} per year					
SCAQMD Threshold	3,000 MTCO_{2e} per year					
Exceeds SCAQMD Threshold?	No					

Notes: carbon dioxide equivalent¹ = CO_{2e}; metric tons of carbon dioxide equivalent per year = MTCO_{2e} per year

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- 1) Project emissions were calculated using CalEEMod version 2016.3.2 and EMFAC2017, as recommended by the SCAQMD.
- 2) Totals may be slightly off due to rounding.
- 3) Carbon dioxide equivalent values calculated using the US Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, <http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>, accessed January 21, 2021.

Source: Refer to Appendix A for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

- Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.⁶ As shown in Table 8-1, the proposed Project would result in 9.78 metric tons of CO₂ equivalent per year (MTCO₂e per year) when amortized over 30 years (or a total of 293.3 MTCO₂e).
- Area Source. As a commercial development that would potentially be used for bank, restaurant, and retail purposes, the Project would directly result in negligible emissions from area sources; refer to Table 8-1.
- Mobile Source. According to the Transportation Impact Study, the proposed Project would generate a net increase of 2,324 daily trips compared to the existing conditions. As such, the Project would result in a net increase of approximately 2,682.81 MTCO₂e per year of mobile source generated GHG emissions; refer to Table 8-1.

Indirect Project-Related Sources of Greenhouse Gases

- Energy Consumption. Southern California Edison would provide electricity to the Project site. The Project would indirectly result in 227.71 MTCO₂e per year due to energy consumption; refer to Table 8-1.
- Solid Waste. Solid waste associated with operations of the proposed Project would result in 30.59 MTCO₂e per year; refer to Table 8-1.
- Water Demand. Emissions from indirect energy impacts due to water supply would result in 13.57 MTCO₂e per year; refer to Table 8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 8-1, the total amount of Project-related GHG emissions from direct and indirect sources combined would total 2,964.46 MTCO₂e per year which is below the SCAQMD threshold of 3,000 MTCO₂e per year threshold. Thus, the Project would result in a less than significant impact with regard to GHG emissions.

- b) *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **Less than Significant Impact.***

At this time of writing, the City has not yet adopted any plans, policies, or regulations for the purpose of reducing the emissions of GHG. As such, this section focuses on analyzing the proposed Project's consistency with applicable regional and statewide plans that were adopted for the purpose of reducing and/or mitigating GHG emissions, including the 2020-2045 RTP/SCS and the 2017 Scoping Plan.

⁶ The project lifetime is based on the standard 30-year assumption of the SCAQMD. Refer to South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

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Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2020-2045 RTP/SCS is forecasted to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the state. Table 8-2, Consistency with the 2020-2045 RTP/SCS, shows the Project's consistency with these five strategies. As shown therein, the proposed Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

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Table 8-2. Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
<p>Focus Growth Near Destinations and Mobility Options</p> <ul style="list-style-type: none"> Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets Plan for growth near transit investments and support implementation of first/last mile strategies Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking) 	<p>Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.</p>	<p>Consistent. The Project consists of a commercial infill development with a mix of retail, banking, and restaurant uses in an urbanized area. Specifically, the Project is in a transit priority area (TPA) and is on a high-quality transit corridor (HQTC). The Project site is located within a pedestrian-oriented area given that it fronts existing sidewalks to the north, east, and south, and there are existing Orange County Transportation Authority (OCTA) bus stops in the northeastern corner and along the southern boundary of the Project site. It is noted that the Project may include discounted transit programs for employees to encourage the use of public transportation. Further, the Project site is within walking and biking distance of existing residential and commercial development. The Project would include the installation of 12 bicycle and 11 vanpool/carpool parking spaces in accordance with CALGreen Code Sections 5.106.4 and 5.106.5.2, which would encourage multimodal transportation and reduce the reliance on and number of solo car trips. As such, the proposed Project would be consistent with this reduction strategy.</p>
<p>Leverage Technology Innovations</p> <ul style="list-style-type: none"> Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet;" an app-based system for storing transit and other multi-modal payments 	<p>HQTA, TPAs, NMA, Livable Corridors.</p>	<p>Consistent. As discussed above, the Project would include installation of 12 bicycle and 11 vanpool/carpool parking spaces, which would encourage multimodal transportation and reduce the reliance on and number of solo car trips. The Project would also include 11 EV parking spaces as well as 7 EV charging stations in accordance with 2019 Title 24 standards and CALGreen Code, which would reduce GHG emissions from mobile sources. As such, the Project would be consistent with this reduction strategy.</p>

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Table 8-2, continued

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
<ul style="list-style-type: none"> Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation <p>Support Implementation of Sustainability Policies</p> <ul style="list-style-type: none"> Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region Continue to support long range planning efforts by local jurisdictions Provide educational opportunities to local decision makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy 	<p>Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.</p>	<p>Consistent. As previously discussed, the proposed Project is in a TPA and on a HQTC, which would promote alternative modes of transportation. The Project also includes bicycle, vanpool/carpool, and EV parking spaces as well as EV charging stations that would reduce the reliance on and number of solo car trips, and reduce GHG emissions associated with mobile sources. Additionally, the Project would keep existing on-site landscaping and proposes additional landscaping with drought-tolerant landscape in the northern and eastern portion of the site. Further, the Project would comply with and go beyond sustainable practices included in the 2019 Title 24 standards and CALGreen Code, including the installation of high efficiency lighting that is 15 percent more efficient than Title 24 Standards, low-flow water fixtures, and water-efficient irrigation system. The Project would also include waste recycling and composting options for solid waste management in accordance with AB 1826. As such, the Project would be consistent with this reduction strategy.</p>
<p>Promote a Green Region</p> <ul style="list-style-type: none"> Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration 	<p>Green Region, Urban Greening, Greenbelts and Community Separators.</p>	<p>Consistent. The proposed Project consists of a commercial infill development in an urbanized area and would therefore not interfere with regional wildlife connectivity or convert agricultural land. The Project would be required to comply with 2019 Title 24 standards and CALGreen Code, which would help reduce energy consumption and associated GHG emissions as a result of the proposed development. As such, the Project would support efficient</p>

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Table 8-2, continued

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
<ul style="list-style-type: none"> • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space <p>Source: SCAG 2020.</p>		<p>development that reduces energy consumption and GHG emissions, and would be consistent with this reduction strategy.</p>

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Consistency with the 2017 CARB Scoping Plan

The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions would be adopted as required to achieve statewide GHG emissions targets. Table 8-3, Consistency with the 2017 Scoping Plan, shows an evaluation of applicable reduction actions/strategies by emissions source category to determine how the Project would be consistent with or exceed reduction actions/strategies outlined in the 2017 Scoping Plan.

Table 8-3. Consistency with the 2017 Scoping Plan

Actions and Strategies	Project Consistency Analysis
SB 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	Consistent. The proposed Project would not be an electrical provider or delay the goals of SB 350. The Project would utilize electricity from SCE which would be required to comply with SB 350. As such, the Project would be consistent in this regard.
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	Consistent. Providers of transportation fuels would be required to demonstrate that the mix of fuels they supply for use in California meets the LCFS carbon intensity standards for each annual compliance period. As such, LCFS compliant fuels have been used in motor vehicles driven within the Project area since 2011, and the Project would be consistent in this regard.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	Consistent. The proposed Project would include commercial uses which may include light- and heavy-duty truck uses. Trucks uses associated with the Project site would be required to comply with all CARB regulations, including the LCFS and newer engine standards. The proposed Project would not conflict with the CARB's goal of adding 4.2 million zero-emission vehicles (ZEVs) on the road. Furthermore, the Project would comply with the 2019 Title 24 standards and CALGreen Code, which requires the installation of EV charging stations and designated EV parking spaces. As such, the Project would not conflict with the goals of the Mobile Source Strategy and would be consistent in this regard.
Sustainable Freight Action Plan	
Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	Consistent. As described above, truck uses associated with the Project site would be required to comply with all CARB regulations, including the LCFS and newer engine standards. Additionally, the Project would not conflict with CARB's goal to deploy over 100,000 zero-emission trucks and equipment by 2030, as the Project would comply with all future applicable regulatory standard adopted by CARB. As such, the Project would be consistent in this regard.

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Table 8-3, continued

Actions and Strategies	Project Consistency Analysis
Short-Lived Climate Pollutant (SLCP) Reduction Strategy	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	Consistent. The Project would not emit a large amount of CH ₄ (methane) emissions; refer to Table 8-1. Furthermore, the Project would comply with all CARB and SCAQMD hydrofluorocarbon regulations. As such, the proposed Project would not conflict with the SLCP reduction strategy and would be consistent in this regard.
SB 375 Sustainable Communities Strategy	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	Consistent. As shown in Table 8-2, the Project would be consistent with the 2020-2045 RTP/SCS and would not conflict with the goals of SB 375. The Project would be consistent in this regard.
Post-2020 Cap and Trade Programs	
The Cap-and-Trade Program will reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals.	Consistent. As seen in Table 8-1, the Project would generate 2,964.46 MTCO ₂ e/year, which is below the 25,000 MTCO ₂ e/year Cap-and-Trade screening level. Therefore, the Project would not conflict with this goal and would be consistent in this regard.

Source: Southern California Association of Governments, 2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal, September 3, 2020.

Conclusion

The consistency analyses provided above demonstrates that the proposed Project complies with the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2020-2045 RTP/SCS and 2017 Scoping Plan. As such, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and the Project's impacts with regard to climate change would be less than significant.

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9. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Where relevant, the following evaluation is based upon the Phase I Environmental Site Assessment prepared by Royal Environmental Services, Inc. (2021). Refer to Appendix C for additional discussion.

DISCUSSION OF IMPACTS

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* **Less than Significant Impact.**

The routine transport, use, and disposal of hazardous materials can result in potential hazards to the public through accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and storage and distribution facilities.

None of these uses are proposed by the Project; rather, the Project would consist of the addition of 17,600 SF of commercial retail uses on-site, similar to uses that are present on the property under current conditions. The proposed uses would not involve the transport, use, or disposal of hazardous materials aside from those normally associated with construction and maintenance activities. Small amounts of hazardous materials would be used during construction activities

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(equipment maintenance, vehicle fuels, solvents, etc.). Similarly, limited amounts of hazardous materials may be used for landscape and building maintenance over the long-term.

Any use of hazardous materials would occur in compliance with applicable federal, state, and local standards associated with the use, handling, and/or disposal of hazardous materials. As such, the Project would not create a hazard to the public or to the environment. Impacts are considered to be less than significant.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* **Less than Significant Impact.**

Construction

Project construction activities could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, asphalt, lubricants, paint, and solvents. Although care would be taken to transport, use, and dispose of small quantities of these materials by licensed professionals, there is a possibility that upset or accidental conditions may arise which could release hazardous materials into the environment. Accidental releases of hazardous materials are those releases that are unforeseen or that result from unforeseen circumstances, while reasonably foreseeable upset conditions are those release or exposure events that can be anticipated and planned for.

Project construction activities would occur in accordance with all applicable local standards adopted by the City of Garden Grove, as well as state and federal health and safety requirements intended to minimize hazardous materials risk to the public, such as Cal/OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Protection Program, and the California Health and Safety Code.

Stormwater runoff from the site, under both construction and post-construction development conditions, would be managed through proper drainage engineering design and the implementation of best management practices, in conformance with state and local regulations. The contractor would be required to implement such measures relative to the transport, handling, and disposal of any hazardous materials, including the use of standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local and state laws.

Additionally, a Phase I Environmental Assessment (ESA) was prepared for the Project site to evaluate the potential for hazardous conditions to occur on or around the site that may pose a threat to the environment or to public health (Royal Environmental Services 2021; Appendix C). The purpose of the Phase I ESA was to identify Recognized Environmental Conditions (RECs) as defined by the ASTM International (ASTM) E 1527-13 Standard Practice for Environmental Site Assessments (Standard Practice). The ASTM E 1527-13 Standard Practice defines the term REC as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not RECs." The Phase I ESA included a site reconnaissance, regulatory database searches, review of historical topographic maps, and interviews with relevant persons having potential knowledge of the site in order to obtain information relevant to historic and existing conditions in the area.

Based on regulatory agency database, EDR Database Listings, and GeoTracker review, records indicated historical use of underground storage tanks (USTs) on the subject property. Additionally,

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several sites within the Project vicinity were identified as having unauthorized releases from USTs or that have historically operated as retail gasoline stations. All such sites have received regulatory closure or have been extensively redeveloped without reports of contamination occurring. Additionally, these sites are identified as being cross gradient or down gradient from the Project site and do not appear to have historically affected the site to date (Royal Environmental Services 2021).

The Phase I ESA identified a former on-site gasoline station UST case near the Firestone building. The case was assessed and mitigated to the satisfaction of the regulatory agency and the site was closed in 1992 (Royal Environmental Services 2021). Future uses of the area formerly occupied by the gas station would be commercial in nature and are not anticipated to be subject to additional regulatory requirements or evaluation (Royal Environmental Services 2021). However, the Phase I ESA states that future development and/or building permit requirements may require some additional level of review to confirm that assumptions made at the time of the site closure remain valid. Additionally, if development of the former case site results in removal of impacted soil, proper handling and disposal of such soil at an appropriate landfill would be required in accordance with applicable local, state, and federal regulations. Additionally, the reuse of any impacted soils, if encountered during Project ground disturbing activities in this area would be subject to standard use regulations. Therefore, as the case for the site was closed in 1992, the site is considered to be a historic REC (or HREC) and only in regard to the specific area of the former gasoline station (Royal Environmental Services 2021).

Two in-ground grease traps were identified along the east side of the main on-site building, both of which appeared to be associated with existing restaurant uses. One was located along the midpoint of the newer building addition; the second was located near the southern end of the Target building. Neither of the traps exhibited indication of having overflowed, such as oily staining on surrounding pavement. The traps were not identified as RECs and are not considered to represent an environmental hazard (Royal Environmental Services 2021).

Five in-ground hydraulic vehicle lifts were observed at the existing Firestone Tire Service Center located on-site which are considered to be a REC. As the Project proposes to demolish the structure, the hydraulic vehicle lifts would be removed. The removal of such components would occur in conformance with applicable federal, state, and local regulations to ensure proper removal, handling, and disposal and to minimize the potential for release of hazardous materials into the environment.

Therefore, based on anticipated construction activities and known conditions on-site, Project construction would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Operation

The Project proposes commercial uses and associated parking and landscaping improvements. Due to their nature, these uses are not generally expected to involve the routine transport, use, or disposal of hazardous materials in substantial quantities.

Once the Project is operational, hazardous material use associated with commercial operations, landscaping, and maintenance would be limited to private use of cleaning products, landscaping pesticides and fertilizers, and various other similar substances (fuels, oils, etc.). Development of the Project site is therefore anticipated to result in use of commercially available potentially hazardous materials or chemicals. The use of these substances is expected to occur in relatively limited quantities and to be typical of that for similar uses and associated landscape maintenance. All use, handling, storage, and disposal of such substances would occur in

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compliance with applicable federal, state, and local health and safety laws and regulations intended to minimize health risk to the public and to prevent accidental release or exposure.

As any potentially hazardous materials identified in the Phase I ESA would be removed during the Project construction phase, no such sites would have the potential to result in the release of harmful substances into the environment during Project operations. No adverse environmental or health effects would occur in this regard.

For the reasons above, the Project is not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* **Less than Significant Impact.**

See Responses 9a) and 9b), above. Just north of the Project site across Woodbury Avenue are several schools. These include AG Cook Elementary School, Donald S. Jordan Intermediate School, and the Jordan Secondary Learning Center.

The proposed commercial uses would not involve activities that would emit hazardous materials or substances or generate hazardous waste. Project construction would include the use of standard construction equipment that would utilize potentially hazardous substances such as fuels, oil, and hydraulic fluid, which would be considered hazardous if misused or stored incorrectly. Paints, solvents, and other such substances would also be used during construction. The use, handling and disposal of all such substances would occur in accordance with federal, state, and local regulations to minimize the potential for adverse public or environmental effects.

Project operations and maintenance activities would involve limited use of similar hazardous materials including pesticides, fertilizers, solvents, cleaning supplies, paints, and other such materials. All such materials would be used in compliance with applicable laws and regulations to minimize potential effects. As such, Project operations would not be considered to pose a hazard to surrounding uses.

Therefore, the Project would not cause a significant adverse effect resulting from hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

- d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?* **No Impact.**

Research of the California Department of Toxic Substances Control (DTSC) Cortese List Data Resources revealed that the Project site is not located on a site listed as a hazardous materials site (DTSC 2021; SWRCB 2021). The Cortese List indicates that the Project site contains no above- or belowground storage tanks, soil stains, or other types of potential hazards to the public. Therefore, no impact would occur.

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?* **No Impact.**

The nearest public airport to the Project site is the John Wayne Airport in the City of Santa Ana, approximately 7 miles southeast. The Project site is not located within the noise contours identified for the John Wayne Airport, nor is it located within any identified airport safety zones (i.e.,

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approach or departures zones), or notification area boundaries (ALUC 2008). The United States Joint Forces Training Base Los Alamitos is located approximately 5.8 miles northwest of the Project site. The project site is not located within any noise contours, airport safety zones (i.e., approach or departure zones), or notification area boundaries of the training base (ALUC 2017). Additionally, the Project site is not located within the vicinity of a private airstrip or related facilities.

Therefore, Project implementation would not expose people residing or working in the Project area to safety hazards or excessive airport noise. No impact would occur in this regard.

- f) *Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?* **Less than Significant Impact.**

The Project site is not located on a designated emergency evacuation route. With Project implementation, direct access to the Project site would continue to be from Brookhurst Street, Westminster Avenue, and Woodbury Avenue. Any minor improvements needed to provide adequate access to the site would be subject to City review for the potential to interfere with emergency evacuation routes to ensure that access and circulation are maintained during the construction phase. Additionally, during construction, materials would be placed within the Project boundaries adjacent to the current phase of construction to avoid any circulation conflicts in case of emergency evacuations.

It is anticipated that temporary lane closures to allow for the construction of new sewer/water laterals and for the repaving of Brookhurst Street and Woodbury Avenue would be required. As needed, a Traffic Control Plan would be prepared per City standards to ensure that appropriate traffic control measures are implemented during such activities in order to maintain public safety and emergency access.

Additionally, the Project would be subject to site plan review by City emergency services personnel to ensure that it would not result in components that potentially interfere with an emergency response plan or an emergency evacuation plan. Impacts in this regard are considered to be less than significant.

- g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?* **Less than Significant Impact.**

Refer also to Section 20, Wildfire. Similar to existing conditions, the Project would be served by the City of Garden Grove Fire Department. The nearest fire station is located at 14162 Forsyth Lane, approximately 0.17 miles south of the site.

The Project site is located in a developed urban area generally supporting commercial development, with surrounding lands developed with residential and institutional (school) uses. According to CalFire's Hazard Severity Zone Map, the Project site is not located in a zone designated as Very High Fire Hazard Severity (California State Geoportals 2020). Similarly, adjacent lands are not identified as being in a Very High Fire Hazard Severity Zone. Therefore, the Project area is not considered to be at high risk for wildfire events or the damage and public safety risks associated with such occurrences.

Existing emergency protection services are adequate to serve the Project as proposed with applicant payment of the required development impact fees; no new facilities or personnel would be required as the direct result of Project implementation. Therefore, it is not anticipated that the Project would expose people or structures to a significant risk of loss, injury, or death involving hazardous wildland fires. Impacts would be less than significant.

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10. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Where relevant, the following evaluation is based upon the Preliminary Drainage Report (2020a) and the Preliminary Water Quality Management Plan (2020b) both prepared by Proactive Engineering Consultants, Inc. The technical studies are provided in Appendix E-1 and Appendix E-2, respectively, of this document.

DISCUSSION OF IMPACTS

- a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? **Less than Significant Impact.***

Stormwater runoff (both dry and wet weather) generally discharges into storm drains and/or flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Stormwater characteristics depend on site conditions (e.g., land use, impervious cover, pollution prevention, types and amounts of BMPs), rain events (duration, amount of rainfall, intensity, time between events), soil type and particle sizes, multiple chemical conditions, the amount of vehicular traffic, and atmospheric deposition. Major

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pollutants typically found in runoff include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. The majority of stormwater discharges are considered nonpoint sources and are regulated by a National Pollutant Discharge Elimination System (NPDES) Municipal General Permit or Construction General Permit.

A net effect of development can be to increase pollutant export over naturally occurring conditions to adjacent streams and to downstream receiving waters. However, an important consideration in evaluating stormwater quality from a site is to assess whether it impairs the beneficial use of the receiving waters. Receiving waters can assimilate a limited quantity of various constituent elements, but there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact.

As stated, a Preliminary Water Quality Management Plan was prepared for the proposed Project by Proactive Engineering Consultants, Inc. (2020b; refer to Appendix E-2) to assess whether the Project as currently anticipated would result in hydrology or water quality impacts per CEQA. Activities within the proposed development may include commercial maintenance, vehicle parking, and/or landscape activities that may have the potential to adversely affect stormwater quality. In order to mitigate potential pollutants, both non-structural and structural source control best management practices (BMPs) would be implemented.

Proposed storm drain infrastructure would include construction of grated inlets, filter insert structures, and five underground infiltration systems consisting of Stormtech chambers or an approved equal encased in gravel. Brooks Boxes would be provided upstream of the underground infiltration systems for conveying runoff to the underground infiltration systems. A property Owners Association would be created to maintain and manage such facilities. The Project as designed would not decrease the quality or increase the quantity of surface or groundwater as BMPs would be designed and implemented to prevent an increase in run-off and peak flow and any adverse impacts on water quality.

Therefore, with implementation of Project BMPs and adherence to state and local regulations, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.

- b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? **Less than Significant Impact.***

The City of Garden Grove does not utilize its groundwater supply for consumption. Water service for the Project would be supplied from the City's public water supply system rather than from groundwater, which would not result in a net deficit of aquifer volume or lowering of the groundwater table.

The Project would occur at an existing shopping center which is highly developed, with the majority of land covered by buildings or paved surfaces that limit infiltration. The Project would incorporate best management practices, control techniques, engineering methods, and/or other measures as appropriate and required by state and local regulations pertaining to stormwater management; refer also to Response 10a), above. Existing on-site drainage patterns would be maintained and the Project design would incorporate landscaped areas within the proposed improvement areas and the surface parking lot, consistent with City landscape design requirements. Such features would allow stormwater to continue to infiltrate through the land surface and contribute to groundwater recharge.

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Therefore, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

- c)i) *Would the project 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 result in substantial erosion or siltation on- or off-site? **Less than Significant Impact.***

The proposed Project would not alter the course of a stream or river because such features are not present on-site.

The Project would have the potential to result in additional sources of polluted runoff, including through construction and operational activities associated with the parking lot, drive aisles, and other on-site improvements. However, as described in Response 10 (a), above, the proposed Project is required to identify and implement BMPs to reduce potential pollutants in stormwater runoff to the maximum extent practicable. The Project would be designed in accordance with state and local requirements to ensure that water quality is maintained and that no adverse effects to downstream waterbodies (i.e., from erosion or siltation) occur with Project implementation.

The overall drainage patterns within the site would be preserved with the proposed Project design, and no increase in stormwater runoff or velocity that could result in erosion or siltation would occur. The Project site currently sheet flows along the parking lot and onto concrete gutters. These concrete gutters discharge runoff to the adjacent public streets. Runoff generated by storm events greater than the 85th percentile storm would sheet flow along the parking lot and onto gutters that ultimately discharge onto the adjacent public streets. 85th percentile storm runoff generated by the new buildings and repaved areas would be routed to proposed underground infiltration systems. Storm events greater than the 85th percentile storm would bypass water quality facilities (Proactive Engineering 2020a). The Project would not decrease the quality or increase the quantity of run-off discharging from the Project site compared to existing conditions.

Therefore, the Project would not result in a change in drainage patterns that would cause substantial erosion or siltation on- or off-site, nor substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

- c)ii) *Would the project 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? **Less than Significant Impact.***

Refer to Response 10a) and 10ci), above. As indicated in the Water Quality Management Plan prepared for the Project, on-site drainage has been designed to ensure that stormwater flow rates are not increased with Project implementation. For the 10-year and 100-year flood developed condition, it was determined that flows from the site would not increase and that no impact on downstream facilities would occur (Proactive Engineering 2020a). No upgrades or other improvements to the existing off-site storm drain system are anticipated or proposed as part of the Project.

The general drainage pattern of the site would remain consistent with existing conditions. Project BMPs would be designed and implemented to mitigate for any increase in runoff and peak flows.

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Therefore, the proposed Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. Impacts would be less than significant.

- c)iii) *Would the project 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 create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? **Less than Significant Impact.***

Refer to Responses 10a), 10c)i), and 10cii), above. The existing off-site storm drain system is considered adequate to serve the Project site, as no increase in the volume or rate of flows from the site would occur with Project implementation. The Project as designed would therefore not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

- c)iv) *Would the project 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 create or contribute runoff water which would impede or redirect flood flows? **Less than Significant Impact.***

Refer to Responses 10a), 10c)i), and 10cii), above. The Project as designed would preserve existing on-site drainage patterns and would not substantially increase the rate or amount of surface runoff in a manner that would impede or redirect flood flows. Impacts would be less than significant.

- d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? **Less than Significant Impact.***

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas.

The site is located approximately 93 miles to the east of the Pacific Ocean. Therefore, the site is not located in a tsunami inundation area, and inundation due to tsunami would occur. In addition, based on the distance between the site and large, open bodies of water, inundation of the site due to a seiche event is not anticipated. The Project site is located in Zone X (Other Areas) as illustrated on Federal Emergency Management Act (FEMA) map panel 06059C0139J, which is outside of the FEMA-mapped 100-year floodplain (Proactive Engineering 2020a). Therefore, the potential for on-site flooding is considered low.

As the potential for Project inundation relative to flood hazard, tsunami, or seiche zones is low, it is not anticipated that Project implementation would risk release of pollutants as the result of such events. Impacts would be less than significant.

- e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? **Less than Significant Impact.***

The Project site would be subject to applicable regulations implanted by the RWQCB intended to maintain water quality within the affect basin. Additionally, the Project would be subject to local design regulations aimed at protecting stormwater quality.

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A Preliminary Water Quality Management Plan has been prepared for the Project to comply with state and local requirements pertaining to stormwater quality (Proactive Engineering 2020b; see Appendix E-2). Best management practices including non-structural and structural source control BMPs would be implemented to ensure that stormwater runoff and impervious areas are minimized, and that landscaped areas are provided where feasible. Proposed storm drain infrastructure would include construction of grated inlets, filter insert structures, and five underground infiltration system consisting of Stormtech chambers or approved equal encased in gravel. Brooks Boxes would be provided upstream of the underground infiltration systems for conveying runoff to the underground infiltration systems. Such measures are anticipated to meet treatment and flow control requirements. Therefore, the proposed Project would not conflict with a water quality control plan.

Public water service for the Project would be provided by the City. Proposed utility improvements would include connection to the public water system; the Project does not include the use of groundwater wells. Infiltration would be maintained on-site through Project design. This includes management practices, control techniques, system design, and engineering methods and other measures as appropriate. The Project would not decrease the quality or increase the quantity or runoff discharging from the Project site compared to existing conditions.

With compliance with local and state water quality and groundwater requirements, the Project would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

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11. Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an existing community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a) *Would the project physically divide an existing community? **Less than Significant Impact.***

The site is currently developed and supports a large commercial retail shopping center, anchored by a Target retail store and the Garden Grove "Superstore" which serves as a supermarket also offering restaurant/dining services. Other smaller retail businesses in the shopping mall include a variety of commercial uses (flower shop, wellness store, bakery, etc.), multiple restaurants, and service-oriented uses (barber shop, wireless services store, etc.). A large surface parking lot extends around the shopping center, with a loading dock provided on the northern side to allow for the delivery of goods; refer to Figure 2, Aerial Photograph/Surrounding Land Uses.

The site is located in a highly urbanized area in the City of Garden Grove and is surrounded by developed lands. The proposed development of an additional 17,600 SF of commercial uses on-site would be compatible with existing on-site uses, as well as with the surrounding established neighborhood. Additionally, the subject property has a City of Garden Grove General Plan land use designation of LC (Light Commercial) and is zoned C-2 (Community Commercial). No change in the existing land use designation or zoning classification is required to allow for expansion of the existing shopping center as proposed. Therefore, the Project would be consistent with future growth anticipated by the City for the site and would not expand an incompatible use into surrounding areas where a conflict may occur. Additionally, the Project does not propose any significant new infrastructure improvements, such as major roadways or utility corridors or canals, that would have the potential to create a division or barrier within the community.

Therefore, the proposed Project would not significantly disrupt or divide the established community. Impacts would be less than significant.

b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? **Less than Significant Impact.***

As stated above, no change in the existing land use designation or zoning classification is required to allow for expansion of the existing shopping center as proposed. The Project would be required to conform to regulations identified for the existing C-2 zone (i.e., allowed land uses, maximum building height, etc.) to ensure compatibility with on-site and off-site land uses. Therefore, the Project would not create a conflict with regard to the City's General Plan or Zoning Ordinance.

The nearest public airport to the Project site is the John Wayne Airport in the City of Santa Ana, approximately 7 miles southeast of the Project site. The Project site is not located within the noise contours identified for the John Wayne Airport, nor is it located within any identified airport safety

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zones (i.e., approach or departure zones), or notification area boundaries (ALUC 2008). Therefore, no conflict with this plan would occur, and impacts due to exposure to substantial noise levels from airport operations would not result.

The United States Joint Forces Training Base Los Alamitos is located approximately 5.8 miles northwest of the Project site. The project site is not located within any noise contours, airport safety zones (i.e., approach or departure zones), or notification area boundaries of the training base (ALUC 2017).

Currently, there is no adopted habitat conservation plan or natural community conservation plan in the City of Garden Grove. Therefore, the Project would not conflict with any such plan.

Based on the above conditions, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

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12. Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?* **No Impact.**

The term "mineral resource" refers to a concentration or occurrence of a naturally occurring material in such form or amount that economic extraction of a commodity is currently potentially feasible.

No oil or gas wells are located on the Project site (DOC 2021). The Project site is fully developed with an existing retail shopping center and does not support any mines or other features that would enable mining or mineral extraction. No mineral resources that would be of value to the region or to residents of the state have been identified on the Project site, and the City of Garden Grove General Plan does not identify any mineral resources within the City (City of Garden Grove 2008a). Additionally, no locally important mineral resource recovery sites in the vicinity of the Project site have been delineated on a local plan, specific plan, or in the City's General Plan. Therefore, the Project would not result in the loss of availability of a known mineral resource. No impact would occur.

- b) *Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?* **Less than Significant Impact.**

Refer to Response 12(a), above. The Project site is currently surrounded by densely developed land uses including general commercial, single- and multi-family residential, and institutional uses which would be incompatible with future extraction of mineral resources on the Project site.

The subject property has a City of Garden Grove General Plan land use designation of LC (Light Commercial) and is zoned C-2 (Community Commercial). No change in the existing land use designation or zoning classification is required to allow for expansion of the existing shopping center as proposed. The associated use designations do not call for the extraction of mineral resources on sites under these designations.

Additionally, the placement of the proposed use on the Project site would not result in a loss of mineral resources because the feasibility of future mining at the site is already impacted by existing land use incompatibilities. Based on current land use conditions, a future mining operation at the Project site would likely create a significant impact to neighboring properties for issues such as noise, air quality, traffic, and other impacts, thereby reducing the feasibility of future mining

3.0 ENVIRONMENTAL CHECKLIST

operations, regardless of the proposed Project. Therefore, no potentially significant loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan would occur as a result of this Project. Impacts would be less than significant.

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13. Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Where relevant, the following evaluation is based upon noise modeling performed by Michael Baker International (2021c). The results of the modeling runs are provided in Appendix F of this document for reference.

DISCUSSION OF IMPACTS

- a) *Would the project result in 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 of applicable standards of other agencies?*
Less than Significant Impact.

The Garden Grove General Plan Noise Element (General Plan Noise Element) examines noise sources in the City to identify and appraise the potential for noise conflicts, and to identify ways to reduce existing and potential noise impacts.

The City has developed land use compatibility standards that rate compatibility using the terms normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable; refer to Table 13-1, Noise and Land Use Compatibility Matrix. These standards and criteria are incorporated into the land use planning process to reduce future noise and land use incompatibilities. This table is the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

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Table 13-1. Noise and Land Use Compatibility Matrix

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

Notes:

CNEL = community noise equivalent level; NA = not applicable

NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.

CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: City of Garden Grove 2008a: Noise Element, Table 7-1.

Municipal Code

The City maintains a comprehensive Noise Ordinance in its Municipal Code that establishes citywide interior and exterior noise level standards. The City's Noise Ordinance (Municipal Code Section 8.47, *Noise Control*) establishes daytime and nighttime noise standards; refer to Table 13-2, Garden Grove Noise Ordinance Standards. The Noise Ordinance is designed to control unnecessary, excessive, and annoying sounds generated from a stationary source impacting an adjacent property. It differentiates between environmental and nuisance noise. Environmental noise is measured under a time average period while nuisance noise cannot exceed the established Noise Ordinance levels at any time. At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone is required to be used. Any noise level that does not exceed either the ambient base noise level or the actual measured ambient noise level by 5 dB(A), as measured at the property line of the noise generation property, is permitted.

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Table 13-2. Garden Grove Noise Ordinance Standards

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

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

The following sections of the City's Noise Ordinance are applicable to the proposed Project.

Section 8.47.050 General Noise Regulation

C. *Duration of Noise.* The following criteria shall be used whenever the noise level exceeds:

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

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

Section 8.47.060 Special Noise Sources

C. *Machinery, Equipment, Fans, and Air Conditioning.* It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise that would cause the noise level at the property line of any property to exceed either the ambient base noise level or the actual measured ambient noise level by more than five decibels.

D. *Construction of Buildings and Projects.* It shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hour of 10:00 p.m. of one day and 7:00 a.m. of the next day in such

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a manner that a person of normal sensitiveness, as determined utilizing the criteria established in Section 8.47.050(B), is caused discomfort or annoyance unless such operations are of an emergency nature.

- I. Loading/Unloading. It shall be unlawful for any person in any commercial or industrial area of the City that abuts or is located adjacent to any residential property between the hours of 10:00 p.m. of one day and 7:00 a.m. of the following day to load or unload any vehicle, or operate any dollies, carts, forklifts, or other wheeled equipment that causes any noise that disturbs the peace or quiet of the residential neighborhood.

Existing Conditions

Stationary Sources

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

Mobile Sources

The majority of the existing noise in the Project area is generated from vehicles traveling along Westminster Avenue, Brookhurst Street, and SR-22. As shown in Table 13-3, Existing Traffic Noise Levels, mobile noise sources in the vicinity of the Project site range from 66.5 to 68.6 dBA CNEL at 100 feet from roadway centerline. Refer to Appendix F for modeling results.

Table 13-3. Existing Traffic Noise Levels

Roadway Segment	Existing Conditions					
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			55 CNEL Noise Contour	60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Brookhurst Street						
North of Trask Avenue	52,000	67.8	718	333	155	72
Between Trask Avenue and Woodbury Avenue	61,300	68.6	801	372	173	80
Between Woodbury Avenue and Westminster Avenue	52,300	67.9	721	335	155	72
Between Westminster Avenue and 15th Street	49,300	67.6	693	322	149	69
Westminster Avenue						
Between Kerry Street and Brookhurst Street	32,600	67.0	630	292	136	-
Between Brookhurst Street and Dawson Street/Hope Street	29,300	66.5	586	272	126	-

Notes: dBA = A-weighted decibels; CNEL = community noise equivalent level; - = contour is located within the roadway right-of-way.

Source: Michael Baker International 2021 c; see Appendix F.

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Noise projections are based on modeled vehicular traffic as derived from the Transportation Impact Study; refer to Appendix G.

Noise Measurements

In order to quantify existing ambient noise levels in the vicinity of the Project site, three noise measurements were taken on Thursday, January 14, 2021; refer to Table 13-4, Noise Measurements. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. Ten-minute measurements were taken between 12:00 p.m. and 1:00 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.⁷

Table 13-4. Noise Measurements

Site Number	Location	L_{eq} dBA	L_{min} dBA	L_{max} dBA	Peak (dBA)	Time
1	Southwest corner of parking lot on 13861 Brookhurst Street, near 13847 La Jolla Plaza	60.2	53.8	74.4	87.9	12:12 p.m. – 12:22 p.m.
2	Northern sidewalk along Woodbury Avenue, next to a utility pole	59.9	49.8	71.9	90.0	12:32 p.m. – 12:42 p.m.
3	Eastern sidewalk along Brookhurst Street, between the bus stop and an unnamed driveway	71.4	53.8	87.3	104.7	12:47 p.m. – 12:57 p.m.

Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level

Source: Michael Baker International 2021 c; see Appendix F.

As shown in Table 13-4, the ambient recorded noise level in the Project vicinity ranged between 59.9 dBA L_{eq} and 71.4 dBA L_{eq} . The results of the field measurements are included in Appendix F.

Construction

The Project involves construction activities associated with demolition, grading, paving, construction, and architectural coating applications. The Project would be constructed over approximately 6.5 months, assuming that all four proposed buildings would be constructed concurrently as a conservative analysis. It is anticipated that approximately 50 cubic yards of soil would be exported from the site for off-site disposal. Construction-related noise impacts would typically occur during the initial demolition and earthwork phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 13-5, Maximum Noise Levels Generated by Construction Equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents,

⁷ L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night. For example, $L_{eq}(1)$ is the equivalent noise level over a one-hour period and $L_{eq}(8)$ corresponds to an eight-hour period.

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which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 13-5. Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor ¹	L _{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note: dBA = A-weighted decibels.

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

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, Table 7-1, September 2018.

Construction noise impacts generally result when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction activity occurs at the same precise location over an extended period of time. The closest sensitive receptors are the multi-family residences located to the west of the Project site, approximately 65 feet from the nearest construction area (i.e., proposed Building A) on the Project site. These sensitive receptors may be exposed to elevated noise levels during Project construction. However, grading and other construction would occur throughout the Project site and would not be concentrated in or confined to one specific area of the Project site. Construction noise from grading operations would be acoustically dispersed throughout the Project site and not concentrated in one area near sensitive uses. Construction activities in any one area would be temporary and intermittent, and therefore not occur in any one particular area for the entire construction duration.

Generally, sound spreads (propagates) uniformly outward in a spherical pattern and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. Similarly, a halving of the energy of a noise source would result in a 3 dB decrease. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed (US DOT 2017).

Due to the temporary nature of construction, coupled with the fact that construction-related noise is a generally accepted reality in urbanized environments, the City does not promulgate

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standards for construction-generated noise. Noise in the City is regulated by the Municipal Code Chapter 8.47, *Noise Control*, which identifies standards, specific noise restrictions, exemptions, and variances for sources of noise in the City. Section 8.47.060, *Special Noise Sources*, establishes additional standards for various specific noise sources. Specifically, Municipal Code Section 8.47.060(D) restricts construction activity such that no person may engage in or conduct construction activity between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next, Monday through Sunday. The proposed Project would be required to comply with these construction time limitations. Thus, a less than significant noise impact would result from construction activities.

Operations

Mobile Noise

Future development generated by the proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear (US DOT 2017).

Project-generated vehicle trips would occur near sensitive receptors at various segments along Brookhurst Street and Westminster Avenue. Table 13-6, Existing and Project Traffic Volumes, depicts traffic volumes along roadway segments near sensitive receptors in the Project vicinity. As shown, Project-generated vehicle trips would not double existing traffic volumes along local roadways and any increase in traffic noise would be imperceptible. As detailed in the modeling results included in Appendix F, Project-generated vehicle trips would increase traffic noise by up to 0.1 dBA, which would not exceed the 3 dBA threshold. Therefore, impacts would be less than significant in this regard.

Table 13-6. Existing and Project Traffic Volumes

Segment	Existing ADT	Project Daily Trips	Doubling of Traffic Volumes?
Brookhurst Street			
North of Trask Avenue	52,000	350	No
Between Trask Avenue and Woodbury Avenue	61,300	810	No
Between Woodbury Avenue and Westminster Avenue	52,300	810	No
Between Westminster Avenue and 15th Street	49,300	580	No
Westminster Avenue			
Between Kerry Street and Brookhurst Street	32,600	460	No
Between Brookhurst Street and Dawson Street/Hope Street	29,300	460	No

Notes: ADT = Average Daily Traffic

Source: Michael Baker International 2021 d; see Appendix G.

Stationary Noise

Stationary noise sources associated with the proposed Project would include mechanical equipment, parking activities, truck deliveries, drive-through operations, and outdoor area activities. These noise sources are typically intermittent and short in duration and would be

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comparable to existing sources of noise experienced in the site vicinity. Each stationary noise source is discussed below.

Mechanical Equipment

Heating ventilation and air conditioning (HVAC) units typically generate noise levels of approximately 55 dBA L_{eq} at 50 feet from the source (Berger, Neitzel, and Kladden 2010). The nearest sensitive receptor is located to the west of the proposed Building A on the Project site.⁸ HVAC units could be located on the roof of the proposed building, approximately 85 feet from the nearest sensitive receptor to the west. Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source (Harris 1994). At this distance, potential noise from HVAC units would be approximately 50 dBA and would not be audible above existing ambient noise levels; refer to Table 13-4. Additionally, noise levels from mechanical equipment would be compliant with Municipal Code Section 8.47.060 (C), which prohibits any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device from exceeding the ambient noise levels by more than 5 dB. Therefore, the nearest sensitive receptor would not be directly exposed to substantial noise from on-site mechanical equipment. Further, the City requires that mechanical equipment be screened from view, which can provide additional sound attenuation. Impacts in this regard would be less than significant.

Parking Activities

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. The Project proposes an expansion of an existing shopping center with four commercial buildings and additional surface parking spaces. As such, impacts associated with parking activities would be similar to existing conditions. Therefore, the proposed parking activities would not result in substantially greater noise levels than what currently exists in the vicinity and impacts would be less than significant.

Truck Deliveries

The Project proposes an expansion of an existing shopping center with four commercial buildings for banking, retail, and restaurant uses that would necessitate occasional small truck delivery and waste hauling operations. The California Motor Vehicle Code establishes maximum sound levels for trucks operating at speeds less than 35 miles per hour (Section 23130). The maximum sound level established by the code is 86 dBA at 50 feet. However, maximum noise levels associated with medium delivery trucks are generally around 55 dBA at a distance of 100 feet, depending on whether or not the driver is accelerating.

Based on the proposed site plan, delivery and waste hauling truck operations would occur at a minimum of 65 feet from the nearest sensitive receptor to the west (i.e., multi-family residences). As such, the maximum sound level at the nearest sensitive receptor from delivery trucks would be approximately 59 dBA, which would not exceed the existing ambient noise level (60.2 dBA); refer to Table 13-4. In addition, truck deliveries and waste hauling would be temporary and would not generate excessive noise levels over an extended period of time. All truck deliveries and waste hauling would occur during allowable hours in conformance with applicable City regulations.

⁸ It is noted that the distance between the school to the north of the Project site and proposed Building C is farther than the distance between the multi-family residences to the west of the site and proposed Building A.

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Therefore, operational noise impacts resulting from delivery and waste hauling vehicles would be less than significant.

Drive-Through Operations

The Project proposes drive-through lanes for three of the four proposed buildings (i.e., proposed Buildings A, B, and C). Noise levels from drive-through operations would be primarily from the drive-through speakerphone. According to the *Drive-Thru Sound Levels* white paper, the typical noise level associated with active drive-through operations is 54 dBA L_{eq} at a distance of 32 feet (HM Electronics 2010). The closest sensitive receptors are multi-family residences located approximately 74 feet to the west of the speakerphone associated with proposed Building A drive-through. At a distance of 74 feet, noise level from the speakerphone would be reduced to 47 dBA L_{eq} and would not exceed the existing ambient noise level (60.2 dBA); refer to Table 13-4. As such, impacts would be less than significant in this regard.

Outdoor Gathering Area Noise

The proposed Project includes outdoor patios on the first level of two of the four proposed buildings (i.e., proposed Buildings B and C). The proposed outdoor patios have the potential to be accessed by groups of people intermittently for outdoor events, parties, lunch, dinner, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members (Hayne, Rumble, and Mee 2006). Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor dining area of Building C).

The nearest sensitive receptor to outdoor patios would be the school, located approximately 245 feet north from the nearest outdoor dining area of proposed Building C. Therefore, crowd noise at the nearest sensitive receptor would be 25 dBA, which would not exceed the City's daytime noise standards of 55 dBA and would be lower than existing ambient noise levels near the site; refer to Table 13-2 and Table 13-4. As such, Project operational noise associated with outdoor patios would not introduce an intrusive noise source over existing conditions, and a less than significant impact would occur in this regard.

b) *Would the project result in the generation of excessive groundborne vibration or groundborne noise levels? **Less than Significant Impact.***

Project operation would not generate substantial levels of vibration due to the lack of potential vibration-generating sources (i.e., heavy vehicular traffic, building ventilation fans, loading docks, etc.). Conversely, Project construction can generate varying degrees of groundborne vibration, depending on the construction phase and equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source; refer to Table 13-6, Typical Vibration Levels for Construction Equipment. The effect on buildings in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

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Table 13-6. Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second) ¹	Approximate peak particle velocity at 65 feet (inches/second) ¹
Large bulldozer	0.089	0.021
Loaded trucks	0.076	0.018
Small bulldozer	0.003	0.001
Jackhammer	0.035	0.008

Notes:

Calculated using the following formula: $PPV (equip) = PPV (ref) \times (25/D)^{1.5}$

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV (ref) = the reference vibration level in in/sec

D = the distance from the equipment to the receiver

Source: FTA 2018: Table 7-4.

The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (2018) identifies various vibration damage criteria for different building classes. This evaluation uses the architectural damage threshold for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV). As the nearest structures to Project construction areas are residences, this threshold is considered appropriate. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural.

The highest degree of groundborne vibration during Project construction would be generated during the paving phase due to the operation of a large bulldozer. Based on FTA data, vibration velocities from large bulldozer operations would be 0.089 inch-per-second PPV at 25 feet (FTA 2018). The closest structures are multi-family residential buildings west of the construction area of proposed Building A. At a distance of 65 feet from the source of activity, vibration velocities would reduce to approximately 0.021 inch-per-second PPV, which would not exceed the 0.2 inch-per-second PPV significance threshold. Impacts in this regard would be less than significant.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels? **No Impact.***

The nearest airport to the Project site is the John Wayne Airport in the City of Santa Ana, approximately 7 miles southeast of the Project site. The Project site is not located within the noise contours of the John Wayne Airport (ALUC 2019). The United States Joint Forces Training Base Los Alamitos is located approximately 5.8 miles northwest of the Project site. The project site is not located within any noise contours of the training base (ALUC 2017). Additionally, the Project site is not located within the vicinity of a private airstrip or related facilities.

Therefore, Project implementation would not expose people residing or working in the Project area to excessive noise levels. No impact would occur in this regard.

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14. Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* **Less than Significant Impact.**

The subject property is currently developed with a big box commercial use and other smaller commercial retail, restaurant, and service uses. The Project would result in the addition of up to approximately 17,600 SF of commercial restaurant and retail space on the site that would expand the existing commercial use of the site.

Project construction would provide a limited number of temporary jobs within the community; however, it is anticipated that most construction workers would come from local labor pools and not spur permanent relocation to the City from other communities. Therefore, in this sense, the Project would not be anticipated to induce substantial population growth or demand for housing as a result of construction laborers.

The subject property has a City of Garden Grove General Plan land use designation of LC (Light Commercial) and is zoned C-2 (Community Commercial). No change in the existing land use designation or zoning classification is required to allow for expansion of the existing shopping center as proposed. The site is not planned for residential development; therefore, the proposed commercial use would be consistent with future development as anticipated by the City.

It is anticipated that the majority of employees of the businesses constructed with Project implementation would be residents of the City of Garden Grove or surrounding communities and would not relocate to the area for purposes of employment or generate an increase in the demand for new local housing. Thus, permanent employees would not contribute to substantial area population growth.

Therefore, it is not anticipated that Project implementation would contribute to substantial unplanned population growth within the City. The Project does not propose new housing, and the extension of roads or other infrastructure is not proposed or required to serve the development. Impacts would be less than significant.

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- b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?* **No Impact.**

The Project would not require the removal or replacement of any existing housing or residents, as the subject site does not currently support any residential uses. Therefore, the Project would not result in displacement of substantial numbers of existing housing or people. No impact would occur.

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15. Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

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

a) *Fire protection?* **Less than Significant Impact.**

The Project would be served by the Orange County Fire Authority (OCFA). The Project is not anticipated to substantially alter the OCFA's ability to provide fire protection services to the Project site. The site would be served by OCFA Station 80 located at 14162 Forsyth Lane, approximately 0.81 mile south of the site. No new facilities would need to be constructed to service the proposed Project.

Although the Project would not substantially alter the OCFA's ability to provide fire protection services to the Project site, constructing approximately 17,600 SF of new commercial uses on the subject site would slightly increase demand on OCFA services. This incremental increase in the demand on fire protection services would not be anticipated to adversely affect response times or capacity of the OCFA, due to the limited expansion and the general nature of the proposed land uses.

All future development would be designed in conformance with applicable state and local building codes and requirements of the OCFA for fire prevention and suppression that pertain to the need for new fire hydrants, adequacy of fire flows, adequacy of emergency access and circulation, interior fire sprinkler systems, and/or other similar measures. Chapter 18, Section 18.32.020 of the City Municipal Code adopts the measures identified in the California Fire Code (Title 24, Part 9 of the California Code of Regulations) to regulate the design and operation of new development, which includes measures related to fire protection. Additionally, Municipal Code Section 18.32.050 would require that the proposed on-site structures be fitted with automatic sprinkler systems. The Project design would be subject to review by the OCFA and the City during the discretionary process to ensure Project conformance with all applicable regulations.

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The slight increase in demand for fire protection services resulting with the Project would not generate the need for new personnel or the construction of new or physically altered facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be less than significant.

b) *Police protection? **Less than Significant Impact.***

The Project site would continue to be served by the City of Garden Grove Police Department, as occurs under existing conditions. The closest police station is located at 11301 Acacia Avenue, approximately 1.4 miles northeast of the Project site.

The Project would generate a limited increase in demand on the police department personnel and resources due to the increased intensity in use on the site. The addition of the proposed commercial uses and visitors to the Project area would be a potential source of additional calls for service. However, the Project has been designed consistent with applicable City design regulations aimed at reducing potential crime and is subject to review by the police department to ensure that public safety can be maintained with the proposed improvements. The Project applicant would also be required to make payment of applicable development impact fees in proportion to the development proposed to help fund ongoing police protection services.

The slight increase in demand for police protection services resulting with the Project would not generate the need for new personnel or the construction of new or physically altered facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be less than significant.

c) *Schools? **Less than Significant Impact.***

The Project is located within the Garden Grove Unified School District (GGUSD). The GGUSD is the third largest school district in Orange County and has schools located in the Cities of Garden Grove, Fountain Valley, Westminster, Santa Ana, and Stanton. The GGUSD operates 67 schools with an attendance of approximately 43,000 students, with instruction ranging from preschool to high school grade levels (GGUSD 2021). Adjacent to the north of the Project site across Woodbury Avenue are the AG Cook Elementary School, Donald S. Jordan Intermediate School, and the Jordan Secondary Learning Center.

The Project proposes development of approximately 17,600 SF of new commercial uses on the subject site. No residential uses are proposed that would increase area population growth or require the construction of new or expansion of existing school facilities. Although future employees of the proposed uses may have school-aged children, it is not anticipated that this population would generate substantial new demand on existing school facilities; rather, it is anticipated that many of the employees of the new commercial uses would already be residing in the surrounding area (where their children would already attend school) and would not move to the area for such employment opportunities.

To offset the educational costs associated with increased enrollment in the school districts, the Project applicant would be required to pay state-mandated school impact fees. Prior to issuance of building permits, the Project applicant would provide funding to the GGUSD in accordance with Government Code Section 65996 and SB 50. Government Code Section 65996 states that payment of development fees is deemed to be full and complete school facilities mitigation. Therefore, impacts would be less than significant.

3.0 ENVIRONMENTAL CHECKLIST

d) *Parks? **Less than Significant Impact.***

The City maintains several parks within the vicinity of the Project site. Such parks include Garden Grove Park and Dog Park, located approximately 0.5 mile to the west at 9301 Westminster Boulevard; Westminster Park, located approximately 0.95 mile to the southwest at 14402 Magnolia Street; and the Woodbury Park Pool, located approximately 1.3 mile to the east at 13800 Rosita Place.

As stated above, Project construction and operation are not anticipated to result in a substantial increase in area population growth or the demand for new housing to serve future employees. As such, the Project would not generate new area population that would result in an increased demand for or provision of City parks and other recreational opportunities, or the need to modify existing facilities in order to adequately serve area residents. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant.

e) *Other public facilities? **Less than Significant Impact.***

Due to the nature of the proposed land uses, and with regard to the discussions above, the Project is not anticipated to generate substantial new demand for other public facilities such as libraries or public health facilities. The Project would not result in the development of residential uses that could increase the area population; similarly, the limited number of employees generated by the proposed uses would not cause significant area population growth. As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Impacts would be less than significant.

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16. Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
16. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

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

The Project would develop several new commercial uses within an existing retail shopping center. The Project does not propose any residential use, including but not limited to a residential subdivision, mobile home park, or construction for a single-family residence, that may generate additional area population or increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Additionally, the Project applicant would be required to pay applicable impact fees to further ensure that the City's recreational resources are not adversely affected by development. Impacts would be less than significant.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* **No Impact.**

Refer to Response 16a), above. The Project does not include the construction of any recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

3.0 ENVIRONMENTAL CHECKLIST

17. Transportation

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

Where relevant, the following evaluation is based upon the Transportation Impact Study prepared by Michael Baker International (2021d). The study is provided as Appendix G of this document for reference.

DISCUSSION OF IMPACTS

- a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? **Less than Significant Impact.***

The characteristics of the circulation system in the Project vicinity are described below.

Roadways

Brookhurst Street is oriented in the north-south direction and is currently constructed as a six-lane major arterial. Westminster Avenue is oriented in the east-west direction and is classified as a six-lane major arterial. Traylor Way/Woodbury Avenue is a two-lane local residential street that is oriented in the east-west direction. Trask Avenue is oriented in the east-west direction and is currently constructed as a four-lane secondary arterial.

Sidewalks

Sidewalks are provided on both sides of Brookhurst Street within the Project area. For a small section of road between 15th Street and 13th Street, pedestrians travel along the sidewalk provided on the frontage road adjacent to Brookhurst Street. Sidewalks are less consistent in the segment of Brookhurst Street one half mile north of the Project site. Sidewalks are available on both sides of Brookhurst Street between Westminster Avenue and Traylor Way. North of Traylor Way, there are no sidewalks on the east side of Brookhurst Street between Traylor Way and 170 feet south of Trask Avenue. Sidewalks are present along the west side of Brookhurst Street between Traylor Way and Trask Avenue.

Along Westminster Avenue, there are sidewalks on the north and south sides of the roadway within one half mile of the Brookhurst Street/Westminster Avenue intersection. Sidewalks are provided on

3.0 ENVIRONMENTAL CHECKLIST

both sides of the street for the entire length of both Traylor Way (to the east of Brookhurst Street) and Woodbury Avenue (to the west of Brookhurst Street). Sidewalks also currently exist on both sides of Trask Avenue within one half mile of Brookhurst Street in each direction.

Bike Lanes

Class II bike lanes are present along both sides of Brookhurst Street beginning 370 feet north of Trask Avenue. While bicycles are permitted on all roadways, unless otherwise noted, and contain the same rights and responsibilities as motorists per California Vehicle Code 21200, there are very limited designated bicycle facilities within the Project area. According to the City's Active Streets Master Plan (City of Garden Grove 2018), Class II bike lanes are proposed along Brookhurst Street between Trask Avenue and Hazard Avenue as well as the entire length of Westminster Avenue within City limits.

Existing Transit Facilities

OC Bus operates the local bus service within the City and provides access to employment centers, shopping centers, medical services, and government offices, as well as local colleges and universities. Route 35, a north-south bus route, travels along Brookhurst Street, providing access to neighboring cities such as Anaheim, Fullerton, Stanton, Fountain Valley and Newport Beach. The closest Route 35 bus stop to the Project site is on the west side of Brookhurst Street just south of Woodbury Avenue. Route 60, an east-west bus route, travels along Westminster Avenue through the Project area. It provides the Project area with access to the City of Long Beach to the west and the City of Tustin to the east. The closest Route 60 bus stop to the Project site is located on Westminster Avenue, just west of Brookhurst Street and immediately adjacent to the easterly Project driveway.

The proposed expansion of the existing shopping center would not permanently modify any existing transit, bicycle, or pedestrian facilities. The new building pads on-site would provide additional pedestrian paths of travel within the shopping center. The Project would also add additional bike racks on each pad to encourage the use of alternative means of transportation to/from the site.

If required, temporary relocation of any transit stops (i.e., along Brookhurst Street) during Project construction would be addressed through preparation and implementation of a Traffic Control Plan, in conformance with applicable City standards, to ensure continued public access and safety. Therefore, no Project-related impacts to these facilities are anticipated.

The Project as proposed would not decrease the performance or safety of any transportation facilities in the Project vicinity. Therefore, the Project is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

b) *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?* **Less than Significant Impact.**

In December 2018, new guidelines were approved that shift traffic analysis from delay and operations to Vehicle Miles Traveled (VMT) when evaluating Transportation Impacts under CEQA. This change in methodology is a result of Senate Bill 743 (SB 743) which was signed into law in September 2013. The Governor's Office of Planning and Research released a Technical Advisory (December 2018) that contains recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. Statewide implementation occurred on July 1, 2020. The City of Garden Grove has recently developed new traffic study guidelines to comply with SB 743

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and to be consistent with CEQA requirements for evaluating transportation impacts using VMT rather than level of service (LOS).

The CEQA transportation analysis is based on the City of Garden Grove's Traffic Impact Analysis (TIA) Guidelines (City of Garden Grove 2020d). As outlined below, the proposed Project meets the City of Garden Grove VMT Screening Guidelines as locally serving retail and a full VMT analysis is not required.

The City's VMT analysis methodology determines that a project may result in a less than significant impact (screened out of a project-level assessment) based on the following three screening types:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

If a project is not screened out based on the above screening types, a full project-level assessment is required to determine if there are VMT impacts.

The City has adopted a VMT per service population metric for retail uses. The project-level traffic analysis zone (TAZ) VMT is compared to the countywide VMT to determine if a project results in a significant transportation impact.

VMT Impacts

According to the TIA Guidelines, a project would result in a significant VMT impact and require mitigation if either of the following conditions are satisfied:

- The baseline project-generated VMT per service population exceeds 15% below the County of Orange baseline VMT per service population; or
- The cumulative project-generated VMT per service population exceeds 15% below the County of Orange baseline VMT per service population.

VMT Screening Criteria

A project that meets at least one of the screening criteria may be determined to have a less than significant VMT impact due to project characteristics and/or location. Each of the screening criteria have been reviewed to determine if the proposed Project meets the screening criteria.

Transit Priority Area Screening

Projects that are located within a TPA may be presumed to have less than a significant impact unless any conditions summarized in Table 17-1 are met. As shown in Exhibit 6-1 of Appendix G, Transportation Impact Study, the Project site is located within a TPA; however, the floor area ratio of the proposed expansion is 0.268, which is less than the minimum 0.75 required for this screening criteria. Therefore, the Project does not screen out based on the TPA Screening criteria.

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Table 17-1. Transit Priority Area Additional Screening Criteria

TPA Screening Criteria	Yes/No	Notes
1 Has a Floor Area Ratio (FAR) of less than 0.75	YES	Existing = 0.244; Proposed = 0.268
2 Includes more parking than is required by the City	No	Proposed parking will provide a total of 921 spaces compared to requirement of 921 spaces
3 Is inconsistent with the Sustainable Communities Strategy	No	--
4 Replaces affordable residential units	No	--

Source: Michael Baker International 2021 d (see Appendix G).

Low VMT Area Screening

A project may be presumed to have a less than significant impact if it is located within a low VMT generating area according to the City's Daily VMT per Service Population Compared to County Average screening maps. An area is considered "low VMT" if it is more than 15% below the County average. As shown in Exhibit 6-2 of the Transportation Impact Study (see Appendix G), the Project is located in a TAZ that is between 0-15% below the County average. Therefore, the Project does not screen out based on the Low VMT Area Screening criteria.

Project Type Screening

Local-serving retail uses less than 50,000 square feet including gas stations, banks, restaurants, and shopping centers may be presumed to have a less than significant impact. The Project would expand the existing shopping center by approximately 17,600 square feet of varied commercial uses including a bank, fast-food with drive-thru, and retail space. The proposed uses are consistent with the existing uses on-site and are not anticipated to generate "new demand," but rather provide a more convenient destination for shoppers. As the square footage of the expansion is under the 50,000 square foot threshold for retail projects, the proposed Project is screened out based on the Project Type Screening criteria for locally serving retail.

Screening Analysis Summary

As shown in Table 17-2, VMT Screening Criteria Evaluation, the proposed Project meets the City's Screening Criteria as locally serving retail. A full VMT analysis is therefore not required.

Table 17-2. VMT Screening Criteria Evaluation

ID	VMT Screening Criteria	Description	Criteria Met? (Yes/No)
1	Transit Priority Area	Projects that are located within a TPA unless certain criteria are met.	No
2	Low VMT Area	Projects that are located within a VMT efficient area (more than 15% below the Unincorporated Average VMT) according to the County's screening maps.	No
3	Project Type	Local serving retail/service projects less than 50,000 square feet.	YES

Source: Michael Baker International 2021 d (see Appendix G).

The proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). Impacts would be less than significant in this regard.

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- c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* **Less than Significant Impact.**

The Project does not require or propose any off-site roadway improvements. Adjacent roadways would remain in their current condition. Additionally, the Project would expand commercial use of the site and would not result in development of any new land uses that would be incompatible with existing on-site uses or within the surrounding neighborhoods. Additionally, the applicant would be required to prepare a construction management plan, consistent with City standard requirements, to ensure that any disruption to surrounding roadways is minimized and that public safety is maintained during the construction phase.

Therefore, the Project would not substantially increase hazards due to a geometric design or incompatible uses. Impacts would be less than significant.

- d) *Would the project result in inadequate emergency access?* **Less than Significant Impact.**

Project implementation would not result in inadequate emergency access. Under current and proposed conditions, multiple access points are provided to the Project site from Brookhurst Street, Westminster Boulevard, and Woodbury Avenue. As stated, the Project would not require any off-site roadway improvements; minor improvements are proposed at existing access points to enhance ingress/egress. Additionally, it is anticipated that temporary lane closures to allow for the construction of new sewer/water laterals and for the repaving of Brookhurst Street and Woodbury Avenue would be required. As needed, a Traffic Control Plan would be prepared and implemented in conformance with applicable City standards to ensure that appropriate traffic control measures are implemented during such activities in order to maintain public safety and emergency access. Therefore, emergency access to the site would remain as it exists under current conditions. All emergency access would continue to be provided as required by City of Garden Grove engineering design standards.

A queuing assessment was performed for the Project to evaluate potential effects of future drive-thru lanes associated with anticipated fast-food or similar retail uses on-site. Although an assessment of queuing effects is not required per CEQA, the City does implement certain regulations pertaining to the design of drive-through aisles at such establishments (i.e., Section 9.18.030 of the City Municipal Code). Future uses (i.e., fast-food) would be required to adhere to such regulations and development plans would be subject to City design review.

Research on vehicle queuing needs for fast food restaurant drive-through lanes showed that the average maximum queue is 9 vehicles for a standard fast-food restaurant. Typically, a minimum of 3 vehicle storage lengths, or approximately 60 feet, are required between the pick-up window and the menu board and order speaker; however, the City conservatively requires 80 feet. For higher-generating fast food restaurants, drive-through queuing can be higher than a standard fast food restaurant. Based on recent surveys at three fast food restaurants in Southern California, the average maximum queue is 16 vehicles on a weekday and lasted for approximately 15 to 30 minutes. On a weekend, the average maximum queue was 20 vehicles and lasted for approximately 45 minutes. See Appendix G for survey data.

The proposed site plan provides sufficient storage for a standard fast food restaurant. If a higher-generating fast food restaurant is proposed as a tenant, a Queuing Management Plan would be prepared to show how the additional stacking of vehicles would be managed during peak times of the day. This may include the set-up of temporary cones and signage to direct traffic and/or the provision of additional manual personnel to take orders instead of using the menu board. As such, it is anticipated that, dependent upon specific uses that may occupy the proposed on-site structures, and as a condition of approval for the proposed Project, the City would require

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preparation of a development-specific queuing analysis to address any potential circulation concerns or effects on local roadways. The queuing analysis would ensure that stacking does not occur in a way that would prevent adequate circulation or hinder public safety, and that emergency access is maintained at all times.

Overall, the Project would not result in inadequate emergency access. Impacts would be less than significant.

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18. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project cause substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?; or,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 3024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following discussion considers the findings of the Cultural Resources Identification Report prepared by Michael Baker International (2021b; see Appendix B).

DISCUSSION OF IMPACTS

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (California Public Resources Code Section 21084.2). California Public Resources Code Section 21074 defines tribal cultural resources as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - Included in a local register of historical resources.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of California Public Resources Code Section 5024.1.

Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in California Public Resources Code Section 21083.2, can be tribal cultural resources if they meet the criteria detailed above. The lead agency relies upon substantial evidence to make the determination that a resource qualifies as a tribal cultural resource when it is not already listed in the California Register of Historical Resources or a local register.

AB 52 defines a "California Native American Tribe" as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (California

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Public Resources Code Section 21073). Under AB 52, formal consultation with tribes is required if a tribe has requested to be informed by the lead agency of proposed projects and if the tribe, upon receiving notice of a project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects, if specifically requested by the tribe.

AB 52 states that consultation is considered concluded when the parties either agree to measures to mitigate or avoid a significant effect on tribal cultural resources, or when either the tribe or the agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the agency or agreed upon with the tribe may be included in the final environmental document and in the adopted mitigation monitoring program if they were determined to avoid or lessen a significant impact on a tribal cultural resource. If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in California Public Resources Code Section 21084.3I. Any information submitted by a tribe during the consultation process is considered confidential and is not subject to public review or disclosure. Such information would be published in a confidential appendix to the environmental document unless the tribe consents to disclosure of all or some of the information to the public.

- a) *Would the project cause substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?* **Less than Significant with Mitigation Incorporated.**

The Project site currently supports an existing commercial shopping center and is fully developed. Limited impervious surfaces are present on-site. Therefore, the site has been previously disturbed by former development.

As discussed in Section 5, Cultural Resources, no known historical or cultural resources, as defined by Public Resources Code Section 5020.1(k) have been identified on the Project site or in the vicinity. The Cultural Resources Identification Report prepared for the Project (Michael Baker 2021) indicated that no archaeological resources were identified in the Project area through the records search, literature reviews, or conducted as part of the archaeological resources assessment. The potential for unknown archaeological resources to be present on-site is therefore considered to be low.

Pursuant to AB 52, the City initiated consultation with culturally affiliated tribes by sending initial notification letters of the proposed development on December 8, 2020. The City received one letter from the Gabrieleño Band of Mission Indians - Kizh Nation on December 18, 2020, in response to the notifications sent. The tribe requested that the CEQA document incorporate specific mitigation measures to ensure that potential unknown tribal cultural resources that may occur on-site are adequately protected and managed, in the event that any such resources are encountered during Project ground-disturbing activities. Such measures have been incorporated herein to address the tribe's concerns. No other requests or correspondence were received from the tribes contacted.

The Project would have the potential to cause substantial adverse change in the significance of an unknown tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in the Public Resources Code. As such, a significant impact may occur. Mitigation measure **TCR-1** would be implemented to reduce potential Project impacts to unknown tribal cultural resources to less than significant.

3.0 ENVIRONMENTAL CHECKLIST

- b) *Would the project cause substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe? **Less than Significant Impact with Mitigation Incorporated.***

Refer also to Response 18(a), above. As noted above, while no specific tribal cultural resources that could be impacted by the Project have been identified, the potential for unknown tribal cultural resources to be affected by Project-related ground disturbance does exist. The City would implement mitigation measure **TCR-1** to reduce potential impacts to unknown tribal cultural resources, including human remains, to less than significant.

Mitigation Measures

TCR-1 Prior to the commencement of any ground-disturbing activity at the Project site, the Project applicant shall retain a Native American monitor approved by the Gabrieleño Band of Mission Indians - Kizh Nation (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the City of Garden Grove Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The tribal monitor shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project site are completed, or when the tribal representatives and tribal monitor have indicated that all upcoming ground-disturbing activities at the Project site have little to no potential for impacting tribal cultural resources. Upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All tribal cultural resources unearthed by Project activities shall be evaluated by the qualified archaeologist and tribal monitor approved by the tribe.

If the resources are Native American in origin, the tribe shall retain it/them in the form and/or manner the tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project site, all ground disturbance shall immediately cease, and the county coroner shall be notified pursuant to Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2). Work may continue on other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available.

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The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Section 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

Any historical archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Level of Significance After Mitigation:

Less than significant.

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19. Utilities and Service Systems

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

DISCUSSION OF IMPACTS

- a) *Would the project require or result in the relocation or reconstruction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? **Less than Significant Impact.***

Water service for the Project site is provided by the City of Garden Grove Water Services Division, a division of the City's Public Works Department. The City provided a will serve letter, dated January 27, 2021, to the Project applicant indicating that the water system in the Project area is adequate to provide the proposed development with domestic water supply and fire protection (City of Garden Grove 2021).

The Project would be served by water and sewer lines in Brookhurst Street, similar to the existing buildings that currently occur on-site at the shopping center. The expansion or construction of new water or sewer lines is not proposed (with exception of on-site extensions for purposes of connection). Existing off-site water and sewer lines are adequate to accommodate demand generated by the proposed improvements (City of Garden Grove 2021). No off-site improvements for water or sewer service would result in a significant environmental effect not otherwise identified or evaluated as part of this Initial Study.

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The overall drainage patterns within the site would be preserved with the proposed Project design and no increase in stormwater runoff or velocity would occur. The subject site currently sheet flows along the surface parking lot and onto concrete gutters. These concrete gutters discharge runoff to the adjacent public streets. Runoff generated by storm events greater than the 85th percentile storm would sheet flow along the parking lot and onto gutters that ultimately discharge onto the adjacent public streets. The 85th percentile storm runoff generated by the new buildings and repaved areas would be routed to proposed underground infiltration systems. Storm events greater than the 85th percentile storm would bypass water quality facilities (Proactive Engineering 2020a). As such, existing off-site storm drain facilities would be adequate to serve the Project as designed, and no upgrades or expansion are required or proposed.

Electrical, gas, and telecommunications lines are present in the Project vicinity along adjacent local roadways and currently serve the existing shopping center. The Project would tie into these existing services. No additional transmission lines or system upgrades would be necessary to serve the Project site.

The Project would therefore not require or result in the relocation or reconstruction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Therefore, impacts would be less than significant.

- b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*
Less than Significant Impact.

As stated, the Project would receive public water service from the City of Garden Grove Water Services Division. The Water Services Division currently serves the existing shopping center.

The City of Garden Grove 2015 Urban Water Management Plan (UWMP) is implemented in order to manage anticipated water demands over the long term and to predict any shortfalls in supplies for the City. The City receives its water from two main sources: local well water from the Lower Santa Ana River Groundwater Basin, which is managed by the Orange County Water District and imported water from the Municipal Water District of Orange County (MWDOC). The MWDOC is Orange County's wholesale supplier and is a member agency of the Metropolitan Water District of Southern California. The UWMP indicates that adequate water supplies are anticipated to be available to meet future City water demand through the year 2040 under the normal, historic single-dry, and historic multiple-dry year scenarios (City of Garden Grove 2016).

Additionally, projected water demands are based upon the adopted land use designations identified in the City of Garden Grove General Plan which anticipates future buildout within the City. The proposed Project does not require or propose an amendment to the General Plan or a rezone of the site, and would therefore result in development that is consistent with land use assumptions identified by the City for the subject property. All future development with the Project would also conform to state and local water conservation requirements for new building construction, thereby further reducing potential water demand generated over the long term.

As described above, sufficient water supplies are available to serve the Project from existing resources. No new or expanded entitlements are needed. Therefore, the existing and future water supply is considered adequate to accommodate the proposed Project. Impacts would be less than significant.

- c) *Would the project result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's*

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*projected demand in addition to the provider's existing commitments? **Less than Significant Impact.***

Refer to Responses 19a) and 19b), above. Wastewater treatment service for the City is provided by the City of Garden Grove Sanitation District. Once wastewater passes through the City's sewer system, the Orange County Sanitation District is responsible for its treatment. Wastewater is treated at one of two reclamation plants: Reclamation Plant No.1 in Fountain Valley and Treatment Plant No. 2 in Huntington Beach. The treated water is then recycled for commercial use (reclaimed water) or is deposited into the Pacific Ocean.

The Project would connect to an existing 15-inch sewer line located in Brookhurst Street. No upgrades to the existing public sewer system are required in order to accommodate wastewater flows generated by the proposed Project (City of Garden Grove 2021). Furthermore, wastewater demands would be partially offset by the existing fire automobile repair store that would be replaced with the proposed development.

The increase in wastewater generated by the Project that would require treatment at the City's wastewater facilities would not adversely affect capacity at the existing facilities or the provision of service to other customers. Overall, the proposed Project's contribution to existing wastewater demands on affected treatment facilities would be negligible. As such, it is anticipated that the Project would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.

d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? **Less than Significant Impact.***

Assembly Bill (AB) 939 established the California Integrated Waste Management Act of 1989 (PRC Sections 42900–42927) which required all California cities and counties to reduce the volume of solid waste deposited in landfills by 50 percent by the year 2000. It also requires that cities and counties continue to remain at 50 percent or higher for each subsequent year. The act is intended to reduce, recycle, and reuse solid waste generated to the maximum extent feasible.

The act requires each California city and county to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the act's mandated diversion goals. Each jurisdiction's SRRE must include specific components as defined in PRC Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction consistent with the following hierarchy: (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. The SRRE is required to emphasize and maximize the use of all feasible source reduction, recycling, and composting options in order to reduce the amount of solid waste to be disposed of by transformation and land disposal (PRC Sections 40051, 41002, and 41302).

The City of Garden Grove Sanitary District (GDSD) contracts with Republic Services for solid waste collection and disposal services (City of Garden Grove n.d.). Solid waste collected within Orange County is disposed of at either the Frank R. Bowerman Landfill, located at 11002 Bee Canyon in Irvine; Prima Deshecha Landfill located at 32250 Avenida La Pata in the City of San Juan Capistrano; or Olinda Alpha Landfill, located at 1942 N. Valencia Avenue near the City of Brea.

Solid waste from Project construction activities would be delivered to the landfill that has capacity to accommodate waste from the Project. Construction and demolition debris (i.e., scrap metal, concrete, asphalt, etc.) would be diverted from local landfills as appropriate to ensure

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conformance with state and local waste reduction requirements. During Project operations, the Project would enable the collection and sorting of solid waste materials for diversion in order to ensure compliance with statewide mandates and reduce waste delivered to the affected landfill.

Therefore, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? **Less than Significant Impact.***

Refer to Response 19d), above. The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.

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20. Wildfire

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

DISCUSSION OF IMPACTS

According to the California Department of Forestry and Fire Protection's (CalFire) Fire Hazard Severity Zone Map, the Project site is not designated as being in a Very High Fire Hazard Severity Zone (VHFHSZ) (California State Geoportal 2020). Rather, the Project site and adjoining lands are classified as Local Responsibility Areas (LRAs). Fire Hazard Severity Zones are mapped areas that designate zones with varying degrees of fire hazard (i.e., moderate, high, and very high) based on factors such as fuel, slope, and fire weather. Moderate, high, and very high FHSZs are found in areas where the state has financial responsibility for fire protection (State Responsibility Areas, or SRAs). Only VHFHSZs are found in Local Responsibility Areas (LRAs). Refer to additional discussion below.

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? **Less than Significant Impact.***

The Project site is not located on a designated emergency evacuation route. With Project implementation, direct access to the Project site would continue to be from Brookhurst Street, Westminster Avenue, and Woodbury Avenue. Any minor improvements needed to provide adequate access to the site would be subject to City review for the potential to interfere with emergency evacuation routes to ensure that access and circulation are maintained during the construction phase. The Project does not propose any off-site roadway improvements or other components that would be anticipated to obstruct or conflict with emergency response or evacuation during Project operations. Additionally, the Project would be subject to site plan review by City emergency services personnel to ensure that it would not result in components that could potentially interfere with an emergency response plan or an emergency evacuation plan.

No emergency response operations or evacuation plans would be affected as a result of the proposed Project. The provision of emergency services to the site and surrounding properties

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would not be impacted as primary access to all major roads would be maintained with Project implementation. Therefore, the Project would not impair or physically interfere with an adopted emergency response or evacuation plan. Impacts would be less than significant.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?* **Less than Significant Impact.**

The site is located within a highly urbanized area and is not identified as being in a VHFHSZ, and is therefore not considered to have a high risk for wildfire occurrence. However, the site is identified as an LRA. Similarly, all surrounding lands within the vicinity of the site are designated as having a low risk for wildfire hazard (California State Geoportal, 2020). The Project site is relatively flat, does not support any slopes, is fully developed, and is generally void of natural vegetation. Limited ornamental landscaping for visual enhancement purposes is present on-site and would be enhanced with the proposed development; however, such plantings would not substantially change or increase the potential risk for wildfire. The Project as designed would not exacerbate wildfire risks or expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* **No Impact.**

Refer also to Response 20(b), above. The installation or maintenance of associated infrastructure (such as roads, fuel breaks, power lines, or other utilities) that may exacerbate fire risk would not occur with the Project. No such improvements are required or proposed. Additionally, the City's Fire Department, as part of the City's discretionary review process, would review all Project plans to ensure that adequate fire suppression, fire access, and emergency evacuation needs are maintained. Adherence to standard state and City policies relative to wildfire risk and prevention would ensure that no impact occurs.

- d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* **No Impact.**

Refer to Response 20(b), above. The site is not located in or near lands classified as being in a VHFHSZ and is designated as having a low fire hazard risk relative to both SRAs and LRAs. Additionally, the Project site is relatively flat, and no slopes that may be subject to slope instability, flooding, or landslides after a fire event are present on-site, nor are such conditions present on adjoining lands. Consistent with state and local regulations, development of the site as designed would not result in an increase in stormwater runoff quantities or rates that may have the potential to affect downstream properties.

As designed, and with conformance to adopted regulations intended to maintain public safety in the event of a wildfire, the Project would not expose people to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

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21. Mandatory Findings of Significance

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

DISCUSSION OF IMPACTS

- a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?* **Less than Significant Impact with Mitigation Incorporated.**

The analysis herein determined that the proposed Project does not have the potential to directly or indirectly impact sensitive wildlife species or habitat, namely due to the highly developed condition of the site and surrounding properties. The analysis also determined that the Project has the potential to directly or indirectly impact migratory avian species; compliance with the requirements of the MBTA would ensure that no adverse effects to such species occur. Mitigation is proposed to ensure that Project construction-related impacts to potential unknown cultural or tribal cultural resources are reduced to less than significant. Therefore, the Project has been determined not to meet this Mandatory Finding of Significance.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?* **Less than Significant Impact.**

A cumulative impact could occur if the Project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably

3.0 ENVIRONMENTAL CHECKLIST

foreseeable future projects for each resource area. No direct significant impacts were identified for the proposed Project that could not be mitigated to a less than significant level. However, when combined with other projects within the vicinity, the Project may result in a contribution to a potentially significant cumulative impact.

In addition, the proposed Project would have no impact or a less than significant relative to aesthetics, agriculture and forestry resources, air quality, biological resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, minerals, population and housing, noise, public services, recreation, transportation, utilities and service systems, and wildfire. As a result, cumulative impacts related to these resources would not occur.

Impacts to cultural resources and tribal cultural resources generated by construction activities would be short term and limited by the temporary construction period. Mitigation measures are proposed to reduce Project impacts to less than significant.

As a result of the evaluation provided herein, there is no substantial evidence that, after mitigation, there are cumulative effects associated with the proposed Project. Therefore, the Project has been determined not to meet this Mandatory Finding of Significance.

- c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?* **Less than Significant Impact.**

In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings was considered in the response to certain questions in the following sections: Aesthetics; Air Quality; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Noise; Population and Housing; and Transportation. As a result of this evaluation, no potentially significant effects to human beings were identified. Therefore, the Project is considered to have a less than significant impact relative to potential environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The Project has been determined not to meet this Mandatory Finding of Significance.

**4.0 DOCUMENT PREPARERS
AND REFERENCES**

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DOCUMENT PREPARERS

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RESOLUTION NO. 6029-21

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM AND APPROVING SITE PLAN NO. SP-101-2021 FOR PROPERTY LOCATED AT 13861 BROOKHURST STREET, ASSESSOR'S PARCEL NO. 098-621-01.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on September 2, 2021, does hereby approve Site Plan No. SP-101-2021 for a parcel located on the north side of Westminster Avenue, west of Brookhurst Street, at 13861 Brookhurst Street, Assessor's Parcel No. 098-621-01, subject to the conditions of approval attached hereto as Exhibit "B".

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-101-2021, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Dennis O'Neil, Sunbelt Stores, Inc.
2. The applicant is requesting Site Plan approval to expand an existing 180,449 square foot shopping center, which is currently improved with the Garden Grove Superstore, a Target retail store, and a Firestone auto repair shop, by constructing (i) two (2) new 4,000 square foot drive-thru pad buildings, (ii) one (1) new 4,000 square foot multi-tenant commercial building attached to the existing Target, (iii) replacing the existing Firestone auto repair shop with a 5,600 square foot drive-thru multi-tenant building, and (iv) removing Target's 13,600 square foot garden center.
3. Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. and the CEQA Guidelines, California Code of Regulations, Title 14, Sections 15000 et seq., an initial study was prepared for the proposed Project and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration as the proposed Project with implementation of the proposed mitigation measures cannot, or will not, have a significant effect on the environment. A Mitigation Monitoring and Reporting Program has been prepared and is attached to the Mitigated Negative Declaration listing the mitigation measures to be monitored during project implementation. These mitigation measures are summarized in Exhibit "A" attached hereto. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program were prepared and circulated in accordance with CEQA and CEQA's implementing guidelines.
4. The property has a General Plan Land Use Designation of Light Commercial, and is zoned C-2 (Community Commercial). The subject 16.95-acre site is improved with an 180,449 square foot shopping center comprised of a Target retail store, the Garden Grove Superstore, and a Firestone auto repair and tire shop.

5. Existing land use, zoning, and General Plan designation of property within the vicinity of the subject property have been reviewed.
6. Report submitted by City Staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on September 2, 2021, and all interested persons were given an opportunity to be heard.
8. The Planning Commission gave due and careful consideration to the matter during its meeting on September 2, 2021, and considered all oral and written testimony presented regarding the project.

BE IT FURTHER RESOLVED, FOUND, AND DETERMINED as follows:

1. The Planning Commission of the City of Garden Grove has independently considered the proposed Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program, together with comments received during the public review process.
2. The Planning Commission of the City of Garden Grove finds on the basis of the whole record before it, including the Initial Study and comments received, that there is no substantial evidence that the Project will have a significant effect on the environment.
3. The Planning Commission further finds that the adoption of the Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis.
4. Therefore, the Planning Commission of the City of Garden Grove does hereby adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.
5. The record of proceedings on which the City Council of the City of Garden Grove's decision is based is located at the City of Garden Grove, 11222 Acacia Parkway, Garden Grove, California. The custodian of record of proceedings is the Director of Community and Economic Development.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.32.030 and Government Code Section 66412, are as follows:

FACTS:

The subject property is located on the west side of Brookhurst Street, north of Westminster Avenue, south of Woodbury Avenue. The site, approximately 16.95 acres (738,758 square feet), is currently developed with an 110,384 square foot

Target general retail store with a 13,600 square foot garden center, and a 10,925 square foot grocery store, Garden Grove Superstore, which is an indoor multi-tenant commercial building with retail and restaurant uses, and a 5,760 square foot Firestone auto repair and tire shop.

The subject site is zoned C-2 (Community Commercial) and has a General Plan Land Use designation of Light Commercial (LC). The property abuts an O-S (Open Space) zoned property to the north, across Woodbury Avenue, developed with the Donald S. Jordan Intermediate School, an O-S zoned property to the west developed with the Cook Elementary School and a Planned Unit Development (PUD-103-71) zoned property developed with condominiums, a C-1 (Neighborhood Commercial) zoned shopping center to the south, across Westminster Avenue, and a C-2 zoned shopping center to the east, across Brookhurst Street, developed with a commercial shopping center. The parcel located at the southeast corner, which is developed with a Lee's Sandwiches fast food restaurant, is zoned C-2 and is not a part of the subject shopping center.

Vehicular access to the site is currently via three (3) drive approaches off Brookhurst Street along the easterly property line, three (3) drive approaches off Westminster Avenue along the southerly property line, and two (2) drive approaches off Woodbury Avenue along the northerly property line. Although the existing eight (8) drive approaches will be upgraded to meet current City standards, they will remain in the same locations. Therefore, the site will continue to maintain the same vehicular access. With the addition of the proposed buildings, various on-site drive aisles are proposed to be reconfigured to provide an effective circulation pattern, which have been designed per the City's standard, and will provide the required drive aisle width to accommodate two-way vehicular traffic, as well as trash truck and emergency vehicle access.

The applicant is requesting Site Plan approval to expand an existing 180,449 square foot shopping center, which is currently improved with the Garden Grove Superstore, a Target retail store, and a Firestone auto repair shop, by constructing (i) two (2) new 4,000 square foot drive-thru pad buildings, (ii) one (1) new 4,000 square foot multi-tenant commercial building attached to the existing Target, (iii) replacing the existing Firestone auto repair shop with a 5,600 square foot drive-thru multi-tenant building, and (iv) removing Target's 13,600 square foot garden center. Along with the request, the applicant is proposing site improvements, including landscaping, trash enclosures, and a reconfigured parking lot to comply with the requirements of Title 9 of the Municipal Code and support the shopping centers' expansion.

The subject shopping center is located within the Light Commercial Land Use designation which is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community. The desired character and uses for the Light Commercial Land Use designation per the City's General Plan 2030 includes a variety of retail services such as markets, drug stores, retail shops, financial institutions, service establishments, and restaurants. Commercial uses

should also be located so they are compatible with the surrounding area and in particular with any abutting residential uses. Per Land Use Goal LU-6 of the General Plan, the proposed expansion to the shopping center implements the goals for the Light Commercial Land Use designation. Specifically, Policy LU-6.2 encourages a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area's present and potential clientele. Moreover, to meet the intent of Goal LU-6, the proposed expansion will renovate the shopping center with the development of pad buildings with improved parking and landscaping areas.

Further, with the proposed improvements, the shopping center will fulfill the goals of the Community Design Element and the Economic Development Element of the City's General Plan. Per Policy CD-1.4, the proposed project will create unique retail spaces that are architecturally rich, pedestrian friendly, culturally sensitive, and economically viable. Additionally, Implementation Program CD-IMP-1A promotes commercial uses near residential neighborhoods that serve local residents and create neighborhood-gathering places, which the shopping center expansion will continue to provide. Lastly, the General Plan's Economic Development Element, per Policy ED-3.3, the project will enhance and retain retail opportunities to serve the local population.

FINDINGS AND REASONS:

SITE PLAN:

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

The subject site is zoned C-2 (Community Commercial) and has a General Plan Land Use designation of Light Commercial. The Light Commercial Land Use designation is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community. The desired character and uses for the Light Commercial Land Use designation per the City's General Plan includes a variety of retail services such as markets, drug stores, retail shops, financial institutions, service establishments, and restaurants. Commercial uses should also be located so they are compatible with the surrounding area and in particular with any abutting residential uses. The proposed project consists of an expansion of an existing 180,449 square foot shopping center, which is currently improved with the Garden Grove Superstore, a Target retail store, and a Firestone auto repair shop, by constructing (i) two (2) new 4,000 square foot drive-thru pad buildings, (ii) one (1) new 4,000 square foot multi-tenant commercial building attached to the existing Target, (iii) replacing the existing Firestone auto repair shop with a 5,600 square foot drive-thru multi-tenant building, and (iv) removing Target's 13,600 square foot garden center. The new buildings will offer a variety of retail and commercial services to serve the local neighborhood.

Per Land Use Goal LU-6 of the General Plan, the proposed expansion to the shopping center implements the goals for the Light Commercial Land Use designation. Specifically, Policy LU-6.2 encourages a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area's present and potential clientele. Moreover, to meet the intent of Goal LU-6, the proposed expansion will renovate the shopping center with the development of pad buildings with improved parking and landscaping areas. Further, with the proposed improvements, the shopping center will fulfill the goals of the Community Design Element and the Economic Development Element of the City's General Plan. Per Policy CD-1.4, the proposed project will create unique retail spaces that are architecturally rich, pedestrian friendly, culturally sensitive, and economically viable. Additionally, Implementation Program CD-IMP-1A promotes commercial uses near residential neighborhoods that serve local residents and create neighborhood-gathering places, which the shopping center expansion will continue to provide. Lastly, the General Plan's Economic Development Element, per Policy ED-3.3, the project will enhance and retain retail opportunities to serve the local population.

The project is designed to comply with the development standards of the C-2 (Community Commercial) zone, and complies with the required parking, setbacks, and landscaping. Therefore, the proposed development is consistent with the intent of the Light Commercial Land Use designation and the City's adopted General Plan.

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

The shopping center will consist of sufficient parking, loading and unloading areas, traffic circulation and points of vehicular and pedestrian access, as required by Title 9 of the Municipal Code. The existing shopping center is currently improved with 946 parking spaces. Based on the demolition of the existing 5,760 square foot Firestone building and Target's 13,600 square foot garden center, and the construction of the proposed three pad buildings and commercial building attached to the Target store, the code requires a total of 921 parking spaces for the shopping center. With the reconfiguration of the shopping center's parking lot, a total of 921 parking spaces will be provided, therefore, the proposed project complies with the parking requirements of the Municipal Code.

Vehicular access to the site is currently via three (3) drive approaches off Brookhurst Street along the easterly property line, three (3) drive approaches off Westminster Avenue along the southerly property line, and two (2) drive approaches off Woodbury Avenue along the northerly property line. Although the existing eight (8) drive approaches will be upgraded to meet current City

standards, they will remain in the same locations. Therefore, the site will continue to maintain the same vehicular access. With the addition of the proposed buildings, various on-site drive aisles are proposed to be reconfigured to provide an effective circulation pattern, which have been designed per the City's standard, and will provide the required drive aisle width to accommodate two-way vehicular traffic, as well as trash truck and emergency vehicle access. Current loading docks and loading/unloading areas are located at the rear of the Garden Grove Superstore and the Target retail store and will remain unaffected.

A Traffic Study was prepared for the project that reviewed the project's site access and circulation, including the queuing for the drive-thru buildings, and determined the site design is adequate. Moreover, when drive-thru facilities are proposed, the City requires queuing of a minimum of eight (8) vehicles per drive-thru to allow for adequate vehicle backup. Although the applicant has provided queuing for a minimum of thirty (30) vehicles, in the event queuing issues arise, a Condition of Approval (COA) requires that a queuing analysis be provided for review and approval by the City's Traffic Engineer to minimize any impacts to surrounding streets. Therefore, the shopping center will consist of sufficient parking, loading and unloading areas, traffic circulation and points of vehicular and pedestrian access.

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

The utilities, drainage channels, and streets in the area are existing and adequate to accommodate the development, and all appropriate conditions of approval will minimize any impacts to surrounding streets. The proposed development will provide landscaping and proper grading of the site, thereby, providing adequate on-site drainage.

4. That the proposed development will not adversely impact the City's ability to perform its required public works functions.

The Public Works Department has reviewed the project, and all appropriate conditions of approval to improve the site have been included. Furthermore, issues raised by the project have been addressed in the project design and the conditions of approval.

5. The development does have a reasonable degree of physical, functional, and visual compatibility with neighboring uses and desirable neighborhood characteristics.

The subject site is zoned C-2 (Community Commercial) and has a General Plan Land Use designation of Light Commercial (LC). The property abuts schools, condominiums, and two shopping centers across Westminster Avenue and

Brookhurst Street. The proposed project consists of expanding an existing shopping center by adding four (4) commercial buildings for an additional 17,600 square feet of commercial and restaurant uses to serve the local neighborhood. The Light Commercial Land Use designation is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community. The desired character and uses for the Light Commercial Land Use designation per the City's General Plan includes a variety of retail services such as markets, drug stores, retail shops, financial institutions, service establishments, and restaurants. Commercial uses should also be located so they are compatible with the surrounding area and in particular with any abutting residential uses. The new buildings will offer a variety of retail and commercial services to serve the local neighborhood. Per Goal LU-6 of the General Plan, the proposed expansion to the shopping center implements the goals for the Light Commercial Land Use designation by encouraging a mix of retail shops and services along commercial corridors to meet the needs of the area's present and potential clientele. Therefore, the proposed development is consistent with the intent of the Light Commercial Land Use designation and the City's adopted General Plan. Moreover, the proposed development will enhance the overall site's appearance with improved parking and landscaping areas to compliment the shopping centers in the immediate vicinity. Therefore, the development possesses a reasonable degree of physical, functional, and visual compatibility with neighboring uses and desirable neighborhood characteristics.

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

The proposed project consists of expanding an existing shopping center by adding four (4) commercial buildings for an additional 17,600 square feet of commercial and restaurant uses. Building A, a 4,000 square foot single-tenant pad building for a bank use, is proposed to be located at the southwest corner of the site fronting Westminster Avenue. Building B, a 5,600 square foot multi-tenant commercial building, will replace the current Firestone structure on the southeast corner of the site and will be improved with a drive-thru for a future restaurant use. Building C, a 4,000 square foot single-tenant drive-thru pad building will be occupied by a restaurant and will be located on the northeast corner of the site with frontages along Brookhurst Street and Woodbury Avenue. Building D, a 4,000 square foot multi-tenant building commercial building will be attached to the northeast corner of the Target retail store. In addition, Buildings B and C will be improved with 300 square foot outdoor dining patios as an amenity to the future restaurant uses. The proposed buildings will match the architecture and exterior finishes of the existing Garden Grove Superstore and Target retail store to provide uniformity within the shopping center. Moreover, Buildings A, B, and C will front Westminster Avenue and Brookhurst Street to attain an attractive street frontage. As

required by the C-2 zone, the shopping center will also provide additional landscaping and site trees across the site as a result of the reconfigured parking area to allow for the new commercial buildings. Therefore, through the planning and design of buildings and building placement, the provision of open space landscaping and other site amenities will attain an attractive environment for the occupants of the property.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan possesses characteristics that would indicate justification of the request in accordance with Municipal Code Sections 9.32.030.
2. The overall development and subsequent occupancy and operation of the site shall be subject to those environmental mitigation measures identified in the Mitigated Negative Declaration, which are summarized in the Mitigation Monitoring and Reporting Program, Exhibit "A", attached hereto.
3. In order to fulfill the purpose and intent of the Municipal Code, and, thereby, promote the health, safety, and general welfare, the attached Conditions of Approval (Exhibit "B") shall apply to Site Plan No. SP-101-2021.

EXHIBIT “A”

**Site Plan No. SP-101-2021
13861 Brookhurst Street – Shopping Center Expansion Project**

MITIGATION MONITORING AND REPORTING PROGRAM

Introduction

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the 13681 Brookhurst Street – Shopping Center Expansion Project (proposed Project). A MMRP is required for the proposed Project because the Mitigated Negative Declaration prepared for the Project identified significant adverse environmental impacts, and measures have been identified to mitigate those impacts. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.”

The MMRP is required to ensure that adopted mitigation measures are successfully implemented for the Project. The City of Garden Grove (City), acting as the Lead Agency for the Project under CEQA, is responsible for implementation of the MMRP and monitoring for Project compliance.

Mitigation Monitoring and Reporting Program

Table 1 below identifies the mitigation program required to be implemented for the proposed Project. The table identifies applicable mitigation measures required by the City to mitigate or avoid significant adverse impacts associated with Project implementation; timing of implementation of the mitigation measures; and the party responsible for monitoring Project compliance.

Table 1 includes a column to be used by the compliance monitor (individual responsible for monitoring Project compliance) in order to document implementation of the measures identified. As individual mitigation measures are completed, the compliance monitor shall sign and date the MMRP to document that the required actions have been completed.

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**TABLE 1: MITIGATION MONITORING AND REPORTING PROGRAM
13861 BROOKHURST STREET – SHOPPING CENTER EXPANSION PROJECT**

Mitigation Measures	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
TRIBAL CULTURAL RESOURCES			
<p>Mitigation Measure TCR-1:</p> <p>Prior to the commencement of any ground-disturbing activity at the Project site, the Project applicant shall retain a Native American monitor approved by the Gabrieleño Band of Mission Indians - Kizh Nation (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the City of Garden Grove Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area. The tribal monitor shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project site are completed, or when the tribal representatives and tribal monitor have indicated that all upcoming ground-disturbing activities at the Project site have little to no potential for impacting tribal cultural resources. Upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All tribal cultural resources unearthed by Project activities shall be evaluated by the qualified archaeologist and tribal monitor approved by the tribe.</p>	<p>Note in Construction Plans and Specifications. Prior to Demolition and Grading Permits.</p>	<p>City of Garden Grove Planning Division and Building and Safety Division</p>	

Mitigation Measures	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>If the resources are Native American in origin, the tribe shall retain it/them in the form and/or manner the tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project site, all ground disturbance shall immediately cease, and the county coroner shall be notified pursuant to Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2). Work may continue on other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available.</p> <p>The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Section 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.</p> <p>Any historical archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p>			

EXHIBIT "B"

Site Plan No. SP-101-2021

13861 Brookhurst Street

CONDITIONS OF APPROVAL

General Conditions

1. The applicant and each owner of the property shall execute, and the applicant shall record a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office, on the property. Proof of such recordation is required prior to issuance of a building permit.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to each of the following: the project applicant, Sunbelt Stores, Inc., the developer of the project, the owner(s) and tenant(s) of the property, and each of their respective successors and assigns. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership. Any changes of the Conditions of Approval require approval by the Planning Commission.
3. Site Plan No. SP-101-2021 only authorizes approval to expand an existing 180,449 square foot shopping center, which is currently improved with the Garden Grove Superstore, a Target retail store, and a Firestone auto repair shop, by constructing (i) two (2) new 4,000 square foot drive-thru pad buildings, (ii) one (1) new 4,000 square foot multi-tenant commercial building attached to the existing Target, (iii) replacing the existing Firestone auto repair shop with a 5,600 square foot drive-thru multi-tenant building, and (iv) removing Target's 13,600 square foot garden center, for a property located at 13861 Brookhurst Street (APN: 098-621-01), as depicted on the plans submitted by the applicant and made part of the record of the September 2, 2021 Planning Commission proceedings. Approval of this Site Plan shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
4. Minor modifications to the Site Plan and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
5. The approved site plan and floor plan are an integral part of the decision

approving this Site Plan. There shall be no additional changes in the design of the site plan and floor plan without the approval of the Community and Economic Development Department, Planning Services Division. Any additional changes in the approved site plan and floor plan, which have the effect of expanding or intensifying the present use, shall require obtaining the proper entitlement(s).

6. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

Engineering Division

7. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
8. Prior to issuance of a grading permit, the applicant shall design overhead street lighting within the development in a manner meeting the approval of the City Engineer. Location of lighting poles shall be shown on the precise grading and street improvement plans.
9. Prior to issuance of a grading permit, the applicant shall obtain a "letter of permission for encroachment and/or temporary work" from the adjacent property where project matchup will need to occur.
10. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks, infiltration and stormwater treatment structures, and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design of the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels. Requirements for any "dewatering" will also need to be addressed in the report.
11. A separate street permit is required for work performed within the public right-of-way.

12. Grading and Street Improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30'-0" outside the boundary, and designed to preclude cross-lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan. All improvements within public right of way shall conform to all format and design requirements of the City Standard Drawings & Specifications. Special features, such as decorative pavers or other improvements, may be required to have an agreement prepared between the owner and the city to cover any encroachment limitations, responsibilities and maintenance requirements.
13. The grading/horizontal control plan shall provide approximately 80'-0", or four (4) vehicles lengths, between the service window and order board and an additional 80'-0", or four (4) vehicle lengths, of queuing distance behind the order board in conformance with the queuing requirements of City of Garden Grove Standard Plan B-312.
14. The applicant shall inform the City upon identifying tenants for any of the proposed drive-thru buildings on-site to determine whether the tenant will be considered as a high-use. Once the City determines the tenant as a high-use drive-thru restaurant, the applicant is required to provide queuing analysis and on-site traffic management plan to the City for approval. The analysis and plan shall be approved by the City prior to the issuance of a grading permit.
15. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
16. The grading and street improvement plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition and section 1110A of the California Building Code.
17. All parking spaces that abut to sidewalks that are not elevated with a curb face to the stall, shall have wheel stops in order to prevent vehicle overhang into sidewalk. Minimum 6'-0" width sidewalk is required for parking spaces that are utilizing elevated sidewalk curb face as a wheel stop and must maintain 4'-0" minimum from the overhang of the vehicle bumper for ADA pathway.
18. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.

19. Prior to the issuance of any grading or building permits or prior to recordation upon subdivision of land if determined applicable by the City Building Official, the applicant shall submit to the City for review and approval a Water Quality Management Plan that:
 - a. Addresses Site Design BMPs based upon the geotechnical report recommendations and findings such as infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas;
 - b. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP;
 - c. Incorporates structural and Treatment Control BMPs as defined in the DAMP;
 - d. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs;
 - e. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs;
 - f. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
20. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications;
 - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP;
 - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available on-site;
 - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.
21. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502 and state mandated commercial organic recycling law-AB 1826:

- a. Paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, screened or walled to prevent off-site transport of trash;
 - b. Provide solid roof or awning to prevent direct precipitation;
 - c. Connection of trash area drains to the municipal storm drain system is prohibited;
 - d. Potential conflicts with fire code and garbage hauling activities should be considered in implementing this source control;
 - e. See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD-32 for additional information;
 - f. The trash shall be located to allow pick-up and maneuvering, including turnarounds, in the area of enclosures;
 - g. Pursuant to state mandated commercial organic recycling law-AB 1826, the applicant is required to coordinate storage and removal of the organics waste with local recycling/trash company;
 - h. Pursuant to applicable State mandated laws, the applicant is required to contact and coordinate with the operations manager of the local recycling/trash company (Republic Services, 800-700-8610) to ensure the trash enclosure includes the appropriate size and number of containers for the disposal of items such as, but may not limited to, municipal solid waste (MSW), recyclables, and organic green waste;
 - i. Based on the amount of waste disposed, per week, the applicant shall coordinate with the local recycling/trash company to ensure the adequate frequency of trash pick-up is serviced to the site for municipal solid waste (MSW), recyclables, and organic green waste, including any other type of waste;
 - j. The applicant shall ensure large bulk items, intended for coordinated and scheduled pick-up by the local recycling/trash company, are not placed in areas that encroach into drive aisles, parking spaces, pedestrian pathways, or areas in the front of the property including areas public right-of-way (e.g., street, sidewalk), during and after construction. Any large bulk items shall be out of public vantage points.
22. The applicant and his contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the

above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. Applicant and his contractor shall also re-set the tie monuments where curb, or curb ramps, are removed and replaced or new ramps are installed. The Applicant and his contractor shall be liable for, at his expense, any re-survey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls. Temporary Benchmarks shall not be used for vertical control. Benchmarks shall be to the National Geodetic Vertical Datum (NGVD).

23. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one acre or more of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for City review on request.
24. Any new or required block walls and/or retaining walls shall be shown on the grading plans. Cross sections shall show vertical and horizontal relations of improvements and property line. Block walls shall be designed in accordance to City standards or designed by a professional registered engineer. In addition, the following shall apply:
 - a. The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division Prior to installation.
25. The applicant shall identify a temporary parking site(s) for construction crew prior to issuance of a grading permit. No construction parking is allowed on local streets.
26. Prior to issuance of a grading permit, the applicant shall submit and obtain approval of a work-site traffic control plan, satisfactory to the City Traffic Engineer.
27. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

28. Any required lane closures should occur outside of peak travel periods.
29. Construction vehicles should be parked off of traveled roadways in a designated parking.
30. In accordance to City of Garden Grove Municipal Code (Chapter 9.48.030), the applicant is required to underground all existing and proposed on-site and off-site utility facilities fronting the project on Woodbury Avenue associated with property the developer is developing and re-developing. All existing improvements and utilities shall be shown as part of the grading and street improvement submittal packages in the topography section and labeled as existing utility.
31. Prior to issuance of a grading permit, the applicant shall provide a hydrological analysis with scaled map and calculations and hydraulic calculations to size storm drains per the Orange County RDMD standards. Parkway culverts shall be designed per City of Garden Grove Standard B-209. Storm drain lateral pipe connections within City right of way shall be RCP with a minimum diameter of 18-inches. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
32. Prior to issuance of the a building permit, the applicant shall design street improvement plans and construct street frontage improvements as identified below:

Brookhurst Street

- a. Widen the existing tree wells fronting the project on Brookhurst Street to 6-feet long x 3-feet wide and plant a total of six (6) Columbia Sycamore trees (36-inch box). The applicant shall coordinate with City's Public Works Division prior to order and placement of trees on Brookhurst Street.
- b. Remove and replace the lifted sidewalk panels in accordance with City of Garden Grove Standard B-106.
- c. Remove and replace all three existing substandard driveway approaches to the site on Brookhurst Street in accordance with the City of Garden Grove Standard Plan B-120 (Option #2).
- d. The applicant shall cold-mill (grind) existing asphalt pavement to 3-inch uniform depth and replace with 3-inches of fiber reinforced asphalt surface course from the edge of the westerly gutter to the median and center line of Brookhurst Street along the property frontage per City specifications and the direction of the City Engineer.

- e. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk/landscape area on Brookhurst Street with Planning Services Division and Water Division.
- f. Any proposed new landscaping in public right-of-way shall be approved by Planning Services Division and Public Works Streets Division.

Westminster Avenue

- a. Remove and replace all three existing substandard driveway approaches to the site on Westminster Avenue in accordance with the City of Garden Grove Standard Plan B-120 (Option #2).
- b. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk/landscape area on Westminster Avenue with Planning Services Division and Water Division.
- c. Any proposed new landscaping in public right-of-way shall be approved by Planning Services Division and Public Works Streets Division.

Woodbury Avenue

- a. Remove and replace existing substandard driveway approach to the site on Westminster Avenue in accordance with the City of Garden Grove Standard Plan B-120 (Option #3).
- b. Remove and replace the pavement of the street from the edge of the northerly gutter to the edge of southerly gutter along the property frontage per City Standard Plan B-104 and at the direction of the City Engineer.
- c. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk/landscape area on Woodbury Avenue with Planning Services Division and Water Division.
- d. Any proposed new landscaping in public right-of-way shall be approved by Planning Division and Public Works Streets Division.

Public Works Water Services Division

- 33. New water service installations 2-inches and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire

- services and larger water services 3-inches and larger, shall be installed by developer/owner's contractor per City Standards.
34. Water meters shall be located within the City right-of-way. Fire services and large water services 3-inches and larger, shall be installed by contractor with Class A or C-34 license, per City water standards and inspected by approved Public Works inspection.
 35. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross-connection inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
 36. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
 37. City shall determine if existing water services(s) is/are usable and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense.
 38. All fire service connections shall have above-ground backflow device with a double-check valve assembly (DCDA) per City std. B-773. Device shall be tested immediately after installation and once a year thereafter by a certified backflow device tester and the results to be submitted to Public Works, Water Services Division. Device shall be on private property and is the responsibility of the property owner. The above-ground assembly shall be screened from public view as required by the Planning Division.
 39. Water meters and boxes shall be installed by City forces upon payment of applicable fees and after new water system (including water services) pass all bacteriological and pressure tests.
 40. No permanent structures, trees or deep-rooted plants shall be placed over sewer main or water main.
 41. Location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority (OCFA).
 42. Commercial food use of any type shall require the installation of an approved grease interceptor prior to obtaining a business license. Plumbing plan for grease interceptor shall be routed to environmental services for review.

43. A properly sized grease interceptor shall be installed on the sewer lateral and maintained by the property owner. There shall be a separate sanitary waste line that will connect to the sewer lateral downstream of the grease interceptor. All other waste lines shall be drained through the grease interceptor. Grease interceptor shall be located outside of the building and accessible for routine maintenance. Owner shall maintain comprehensive grease interceptor maintenance records and shall make them available to the City of Garden Grove upon demand.
44. Food grinders (garbage disposal devices) are prohibited per Ordinance 6 of the Garden Grove Sanitary District Code of Regulations. Existing units are to be removed.
45. No new sewer connection to the main in Westminster Avenue or Brookhurst Street is allowed. Sewer for the new buildings shall connect to the existing private sewer system on-site. It is the developer's responsibility to ensure that the existing private sewer system has enough capacity and is in good condition to support the added load.
46. Contractor shall abandon any existing unused sewer lateral(s) at street right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug and encased in concrete.

Building and Safety Division

47. The project shall comply with the requirements of the latest edition of the California Building Standards Code at the time of permit submittal.
48. A Soil Investigation report complying with the latest edition of CBC Chapter 18 shall be submitted at time of first plan review.
49. The roof solar-ready zones shall comply with the latest edition of the California Energy Efficiency Standards.
50. Clean-air vehicle parking, future electric vehicle charging parking and long/short term bicycle parking shall be provided and comply with Chapter 5 of the latest edition of the California Green Building Code.
51. An accessible path of travel to trash enclosures, complying with Section 11B-206 of the latest edition of the California Building Standards Code, shall be provided.
52. A separate permit is required for all exterior signage.
53. Dining surfaces and service counters shall comply with the latest edition of CBC Chapter 11B, Division 9.

54. Accessible seating is required for indoor/outdoor dining areas per the latest edition of CBC Section 11B-226.
55. All buildings on the same lot shall be inter-connected with an accessible path of travel.

Orange County Fire Authority

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

Community and Economic Development Department

57. The applicant shall submit detailed plans, showing the proposed location of utilities and mechanical equipment, to the Community and Economic Development Department for review and approval prior to submitting plans into the Building and Safety Division Plan Check process. The project shall also be subject to the following:
 - a. All on-site and off-site utilities pertaining to the improvements proposed under this Site Plan shall be installed or relocated underground pursuant to Chapter 9.48 of the Garden Grove Municipal Code.
 - b. All above-ground utility equipment (e.g., electrical, gas, telephone, cable TV, water meters, and electrical transformer) shall not be located in the street setback and shall be screened to the satisfaction of the Community and Economic Development Director.
 - c. No roof-mounted mechanical equipment shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community and Economic Development Department prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.
 - d. All ground or wall-mounted mechanical equipment shall be screened from view from any place on or off the site.
 - e. No exterior piping, plumbing, or mechanical ductwork shall be permitted on any exterior façade and/or be visible from any public right-of-way or adjoining property. All roof access ladders shall be accessed from inside the building.
58. Prominent, permanent signage, stating "NO LOITERING IS ALLOWED ON OR IN FRONT OF THE PREMISES," shall be posted in places that are clearly visible to patrons of the businesses on the subject site. The sign lettering shall be four

- (4) to six (6) inches high with black letters on a white background. The signage shall be displayed near or at the entrance, and shall also be visible to the public.
59. There shall be no deliveries to or from the premises before 7:00 a.m. and after 10:00 p.m., seven days a week.
 60. Litter shall be removed daily from the premises, including adjacent public sidewalks, and from all parking areas under the control of the applicant. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
 61. The applicant/property owner shall abate all graffiti vandalism within the premises. The applicant/property owner shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant/property owner as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
 62. The applicant is advised that all on-site business are subject to the provisions of State Labor Code Section 6404.5 (ref: State Law AB 13), which prohibits smoking inside the establishment as of January 1, 1995.
 63. Any satellite dish antennas installed on the subject site or on-site buildings shall be screened, subject to approval by the Community and Economic Development Department, Planning Services Division. No advertising material shall be placed thereon.
 64. All signs shall comply with the sign requirements of Chapter 9.20 of Title 9 of the Municipal Code. All signs shall require a separate permit and shall be installed in accordance with the provisions of the sign ordinance. A sign program governing the entire site, including height, size, color, and location of all signs, shall be approved by the Community and Economic Development Department, Planning Division prior to installation of any signage. All signage shall be limited to individual channel letters. No roof signs shall be permitted.
 65. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
 66. Signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort.
 67. The project shall comply with the City's adopted Noise Ordinance.

68. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Chapter 8.47 as adopted, except that:
 - a. Monday through Saturday - not before 7:00 a.m. and not after 8:00 p.m. (of the same day).
 - b. Sunday and Federal Holidays may work same hours, but subject to noise restrictions as stipulated in Chapter 8.47 of the Municipal Code.
69. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, using electricity from power poles rather than diesel or gasoline powered generators, and using methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible, using solar or low-emission water heaters, and using low-sodium parking lot lights, to ensure compliance with Title 24.
70. As a part of the finalized working drawings for the Planning Services Division, Engineering Division, and Building and Safety Division, the developer shall submit a detailed and dimensioned plot plan, floor plans, exterior elevations, and landscape plans that reflect the above conditions of approval. The plans shall indicate landscape materials, wall materials and building materials proposed for the project. Color and material samples shall be submitted to the Planning Services Division at the time plans are submitted for plan check.
71. All new landscaping areas shown on the approved plans shall match the existing site landscaping.
72. All new trees should be of similar species as the existing site trees. At no time shall there be less than one (1) tree per every eight (8) parking spaces, as required by Section 9.16.040.070 (Landscaping Requirements) of Title 9 of the Municipal Code.
73. The applicant shall submit a complete landscape plan governing the entire development for review and approval by the Community and Economic Development Department prior to building permit issuance. The landscaping plan shall comply with all the landscaping requirements as specified in Title 9 of the City of Garden Grove Municipal Code, including the City's Water Efficiency Guidelines, as well as recently adopted provisions by the State of California concerning drought tolerant landscape measures. Said plan shall include type, size, location and quality of all plant material. This includes enhanced landscaping for the walkway areas. The plan shall include an irrigation plan, and staking and planting specification. The landscape plan is subject to the following:
 - a. A complete, permanent, automatic remote control irrigation system shall be provided for all common area landscaping shown on the plan.

- The sprinklers shall be of low flow/precipitation sprinkler heads for water conservation.
- b. All above-ground utilities (e.g., water backflow devices, electrical transformers, irrigation equipment, etc.) shall be shown on the landscape plan in order to ensure proper landscape screening and will be provided around each of these equipment/apparatus.
 - c. The applicant shall be responsible for the installation and maintenance of all landscaping on the property during and after the construction period. Said responsibility shall extend to within the public right-of-way.
 - d. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. All proposed trees shall be non-fruit bearing, evergreen trees that require minimal maintenance.
 - e. No trees shall be planted closer than five feet (5') from the public right- of-way. Trees planted within fifteen feet (15') of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages, adjacent to driveways, shall be of the low-height variety to ensure safe sight clearance.
 - f. Clinging vines shall be installed within landscape planters along perimeter block walls and trash enclosure walls to deter graffiti.
74. No exterior piping, plumbing, roof top access ladders, or mechanical ductwork shall be permitted on any exterior facade and/or be visible from any public right-of-way or adjoining property.
75. New perimeter walls, if proposed, shall be developed to City Standards or designed by a Registered Engineer, and shall be measured from the on-site finished grade, and shall be shown on the grading plan.
76. All on-site curbs, not associated with a parking space, shall be painted red.
77. The proposed development shall comply with all applicable provisions of the Garden Grove Local Implementation Plan (LIP), including but not limited to, providing a Water Quality Management Plan (WQMP) and Section 7 addressing reducing water run-off from the site (e.g., directing roof rain gutter's downspouts to permeable areas such as landscape planters).
78. During construction, if paleontological or archeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in

compliance with applicable law.

79. The applicant shall work with the Planning Services Division to ensure that the proposed building colors match the existing buildings within the shopping center. The applicant shall submit the actual chip samples of the proposed paint colors to the Planning Services Division for review and approval.
80. The trash enclosures shall have unifying colors and exterior finishes that match, and are integrated, with the existing development. The proposed roof design of the trash enclosure shall be architecturally compatible with the design of the existing development. The Planning Services Division shall review and approve the design of the proposed roof and the material(s). The proposed roof and materials shall also comply with the building code requirements.
81. The trash bins shall be kept inside the trash enclosures, and gates closed at all times, except during disposal and pick-up. The property owner shall provide sufficient trash bins and pick-up to accommodate the site.
82. The design and operation of the drive-thru speaker system, including automatic timer, volume control, and message board, is subject to Planning Services Division review and approval. In the event that complaints are received from adjacent uses concerning noise created by the new food-ordering speaker system, the applicant shall provide a plan to address the issues to the satisfaction of the Community and Economic Development Department.
83. Any and all corrections notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.
84. The drive-thru menu/order board shall be designed to match the building, and shall incorporate the same color and materials.
85. The proposed shopping center has been designed to meet the parking requirements for a mix of retail, bank and restaurant uses. Future uses are limited to no more than 9,936 square feet for restaurant uses, 7,664 square feet for general retail uses, and 4,000 square feet for a bank use. To ensure there is adequate parking for the life of the project, any additional restaurant area will require additional parking to meet the parking requirements of Title 9 of the Municipal Code. Parking for future uses shall be as follows:
 - a. General retail: one (1) parking space per 250 square feet of gross floor area for existing and proposed general retail uses;
 - b. Full-service restaurants: one (1) parking space per 100 square feet of gross floor area;

- c. Take-out restaurants with less than 300 square feet of customer dining area and 16 seats or less: one (1) parking space per 200 square feet of gross area;
 - d. Banks: one (1) parking space per 200 square feet of gross area.
86. The applicant shall comply with the Migratory Bird Treaty Act (MBTA), and Sections 3503, 3502.5, and 3513 of the California Fish and Game regulations, which require the protection of active nests of all bird species, prior to the removal of any on-site landscaping, including the removal of existing trees.
87. All mitigation measures identified in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) adopted in conjunction with the approval of Site Plan No. SP-101-2021 are incorporated into these Conditions of Approval by reference, and applicant shall fully comply with and implement all such mitigation measures. The applicant shall hire an environmental consultant to implement the Mitigation Monitoring and Reporting Program, and shall provide updates about the implementation process to the City of Garden Grove Community and Economic Development Department until completion of the project.
88. A copy of the resolution approving Site Plan No. SP-101-2021, including these Conditions of Approval, shall be kept on the premises at all times.
89. The applicant shall submit a signed letter acknowledging receipt of the decision approving Site Plan No. SP-101-2021 and his/her agreement with all conditions of the approval.
90. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Site Plan No. SP-101-2021, and/or the adopted Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program for the Project. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including, but not limited, to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.
91. It shall be the applicant's responsibility to verify that any building or site improvements do not impermissibly interfere with any recorded easements on the subject property or the adjacent properties.

92. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the approval of Site Plan No. SP-101-2021, and the development authorized pursuant thereto, shall expire and become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1) year of the expiration of the appeal period and thereafter diligently advanced until completion of the project.

93. The Conditions of Approval set forth herein include certain development impact fees and other exactions. Pursuant to Government Code §66020(d), these Conditions of Approval constitute written notice of the amount of such fees. To the extent applicable, the applicant is hereby notified that the 90 day protest period, commencing from the effective date of approval of Site Plan No. SP-101-2021, has begun.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.2.	SITE LOCATION: Northwest corner of Chapman Avenue and Dale Street, at 8471 Chapman Avenue
HEARING DATE: September 2, 2021	GENERAL PLAN: Light Commercial
CASE NOS.: Site Plan No. SP-082-2020TE1, & Conditional Use Permit No. CUP-180-2020TE1 (Time Extension #1)	ZONE: C-1 (Neighborhood Commercial)
APPLICANT: 7-Eleven, Inc.	APN: 131-184-01
PROPERTY OWNER(S): Same as applicant	CEQA DETERMINATION: N/A

REQUEST:

The applicant is requesting approval of a one-year time extension for the approved entitlements under Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020. The Site Plan approved the construction of a new 1,800 square foot fueling canopy with eight (8) pumps, and a new 2,232 square foot 24-hour convenience store. Additionally, the Conditional Use Permit approved the operation of the gas station, and for the convenience store to continue to operate with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. Upon the approval and exercise of the subject request, the previous Conditional Use Permit governing the site, CUP-228-08, was to be revoked, and become null and void.

BACKGROUND:

The subject property is an approximately 19,233 square foot lot currently improved with a 3,600 square foot retail building, located on the northwest corner of Chapman Avenue and Dale Street. The property has a General Plan Land Use Designation of LC (Light Commercial), and is zoned C-1 (Neighborhood Commercial). The property is adjacent to an R-3 (Multiple-Family Residential) property to the west and the north. To the east, across Dale Street, the subject property is adjacent to R-1 (Single-Family Residential) and C-1 properties. To the south, across Chapman Avenue, the property is adjacent to residential uses in the City of Stanton.

On July 2, 2020, the Planning Commission approved Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020, with five (5) yes votes, one (1)

abstention, and one (1) absence. The approval allowed the construction of a new 1,800 square foot fueling canopy with eight (8) pumps, and a new 2,232 square foot 24-hour convenience store. Additionally, the Conditional Use Permit approval allowed for the operation of the gas station, and for the convenience store to continue to operate with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. Upon the approval and exercise of the subject request, the existing Conditional Use Permit governing the site, CUP-228-08, was to be revoked, and become null and void.

Prior to the expiration of the subject entitlements on July 23, 2021, the applicant filed an application to the City, requesting a one-year time extension.

TIME EXTENSION:

Site Plan No. SP-082-2020 and Conditional Use Permit No. CUP-180-2020 went into effect on July 23, 2020, with an expiration date of July 23, 2021. The applicant filed an application to the City for a time extension request (Time Extension #1) prior to the entitlements expiring.

Grading and building plans have been submitted to the City for plan check review, and are progressing through the plan check process. Permits have yet to be issued, and therefore the approved entitlements have not been exercised. Before the contractor can pull permits, however, adequate funding for the project from the applicant, 7-Eleven, must be obtained. The 7-Eleven main office has indicated that additional time is necessary to secure financing sources for the project due to the COVID-19 pandemic, and 7-Eleven's recent acquisition of Speedway, LLC. Once financing has been earmarked, the project is expected to have all plans approved, and permits issued within the next year.

Title 9 of the Municipal Code allows for a one (1) year time extension for approved entitlements, provided that the Planning Commission finds that: (a) the request for the time extension was submitted prior to the permit expiration date, (b) there has been no change in the general plan designation or zoning of the site, and (c) there is no land use action or study currently underway that would have the potential to render the development nonconforming. The applicant submitted the time extension application prior to the expiration of the entitlements. In addition, the General Plan Land Use Designation and the zoning of the property have remained the same, and there are no pending land use actions or studies that would have the potential to render the approved development nonconforming. As such, the proposed service (gas) station use is conforming to the General Plan and zoning designations of the property. No changes are proposed to the previously approved project. The subject request is in compliance with Municipal Code standards for time extensions.

CEQA:

As a part of their approval in 2020, the Planning Commission determined that the project was categorically exempt from the California Environmental Quality Act, pursuant to CEQA Guidelines Section 15303 (New Construction or Conversion of

Small Structures). No changes are proposed to the project that was previously approved, and no further environmental review is required.

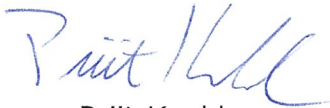
RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Adopt Resolution No. 6030-21 approving a one-year time extension for Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020 (Time Extension #1).



LEE MARINO
Planning Services Manager



By: Priit Kaskla
Assistant Planner

- Attachment 1: Planning Commission Staff Report dated July 2, 2020
Attachment 2: Planning Commission Resolution of Approval dated July 2, 2021
Attachment 3: Exhibit "A" Final Conditions of Approval

RESOLUTION NO. 6030-21

A RESOLUTION BY THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING A ONE-YEAR TIME EXTENSION FOR SITE PLAN NO. SP-082-2020, AND CONDITIONAL USE PERMIT NO. CUP-180-2020 (REFERRED TO AS SP-082-2020TE1, AND CUP-180-2020TE1).

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on September 2, 2021, does hereby approve a one (1) year time extension for the entitlements approved under Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020, for land located on the northwest corner of Chapman Avenue and Dale Street, at 8471 Chapman Avenue, Assessor's Parcel No. 131-184-01.

BE IT FURTHER RESOLVED in the matter of the time extension for Site Plan No. SP-082-2020TE1, and Conditional Use Permit No. CUP-180-2020TE1, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by 7-Eleven, Inc.
2. The applicant is requesting approval of a one (1) year time extension for the approved entitlements Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020. The Site Plan approved the construction of a new 1,800 square foot fueling canopy with eight (8) pumps, and a new 2,232 square foot 24-hour convenience store. Additionally, the Conditional Use Permit approved the operation of the gas station, and for the convenience store to continue to operate with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. Upon the approval and exercise of the subject request, the previous Conditional Use Permit governing the site, CUP-228-08, was to be revoked, and become null and void.
3. Pursuant to the California Environmental Quality Act ("CEQA"), the City of Garden Grove previously determined that the proposed project was categorically exempt from the CEQA pursuant to Section 15303(c) (New Construction or Conversion of Small Structures) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303).
4. The property has a General Plan Land Use designation of Light Commercial, and is currently zoned C-1 (Neighborhood Commercial). The subject property is currently an approximately 19,233 square foot lot, improved with an existing 3,600 square foot retail building, located on the northwest corner of Chapman Avenue and Dale Street.
5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on September 2, 2021, and all interested persons were given an opportunity to be heard.

8. The Planning Commission gave due and careful consideration to the matter during its meeting of September 2, 2021; and

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

FACTS:

The subject property is currently an approximately 19,233 square foot lot improved with a 3,600 square foot retail building, located on the northwest corner of Chapman Avenue and Dale Street. The property has a General Plan Land Use Designation of LC (Light Commercial), and is zoned C-1 (Neighborhood Commercial). The property is adjacent to an R-3 (Multiple-Family Residential) property to the west and the north. To the east, across Dale Street, the subject property is adjacent to R-1 (Single-Family Residential) and C-1 properties. To the south, across Chapman Avenue, the property is adjacent to residential uses in the City of Stanton.

On July 2, 2020, the Planning Commission approved Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020, with five (5) yes votes, one (1) abstention, and one (1) absence. The Site Plan approval allowed the construction of a new 1,800 square foot fueling canopy with eight (8) pumps, and a new 2,232 square foot 24-hour convenience store. Additionally, a Conditional Use Permit was approved for the operation of the gas station, and to allow the convenience store to continue to operate with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. Upon the approval and exercise of the subject request, the existing Conditional Use Permit governing the site, CUP-228-08, was to be revoked, and become null and void.

The approved entitlements went into effect on July 23, 2020, with an expiration date of July 23, 2021. In accordance with the Municipal Code, and because the approved entitlements were not yet exercised, the applicant is now requesting a one-year time extension for the previously approved entitlements. No changes are proposed to the previously approved project.

FINDINGS AND REASONS:

Time extension:

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

The applicant submitted a timely request to extend the Site Plan and Conditional Use Permit approvals of the subject project for one (1) year, prior to the entitlement expiration date of July 23, 2021. The applicant has indicated that

additional time will be necessary to finalize funding sources, prior to permit issuance. The project was unexpectedly delayed due to issues with financing involving the COVID-19 pandemic, and other corporate expenditures. The applicant expects to have all permits issued within the next year.

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

The subject site's General Plan Land Use Designation, Light Commercial, and the zone, C-1 (Neighborhood Commercial), have not changed since the original approval in July of 2020. Therefore, the development will not be rendered nonconforming.

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

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

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Time Extensions for the approved Site Plan, and Conditional Use Permit do possess characteristics that would indicate justification of the request in accordance with Municipal Code Sections 9.32.030.D.9 (Time Extension).
2. In order to fulfill the purpose and intent of the Municipal Code, and, thereby, promote the health, safety, and general welfare, the originally approved conditions of approval for Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020 shall remain in effect.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1.	SITE LOCATION: Northwest corner of Chapman Avenue and Dale Street, at 8471 Chapman Avenue
HEARING DATE: July 2, 2020	GENERAL PLAN: Light Commercial
CASE NO.: Site Plan No. SP-082-2020, Conditional Use Permit No. CUP-180-2020	ZONE: C-1 (Neighborhood Commercial)
APPLICANT: 7-Eleven, Inc.	CEQA DETERMINATION: Exempt
PROPERTY OWNER(S): Same as applicant	APN: 131-184-01

REQUEST:

A request for Site Plan and Conditional Use Permit approval to demolish an existing convenience store, construct and operate a new 1,800 square foot fueling canopy with four (4) multi-product dispensing units, each with two pumps, and a new 2,232 square foot 24-hour convenience store, on an existing lot located at 8471 Chapman Avenue. Additionally, a request for Conditional Use Permit approval to allow the convenience store to continue to operate with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. Upon the approval and exercise of the subject request, the existing Conditional Use Permit governing the site, CUP-228-08, shall be revoked, and become null and void.

BACKGROUND:

The subject property is an approximately 19,233 square foot lot, located on the northwest corner of Chapman Avenue and Dale Street. The property is currently improved with an existing 3,745 square foot building, with one vacant tenant space, and one tenant space occupied by a 7-Eleven convenience store. The property has a General Plan Land Use Designation of Light Commercial, and is zoned C-1 (Neighborhood Commercial). The property is adjacent to an R-3 (Multiple-Family Residential) property to the west and the north. To the east, across Dale Street, the subject property is adjacent to R-1 (Single-Family Residential) and C-1 properties. To the south, across Chapman Avenue, the subject property is adjacent to residential uses in the City of Stanton.

In 1961, the City of Garden Grove annexed the subject property, with an existing R-1 (Single-Family Residential) zoning, and a nonconforming service station. In 1968, the City Council approved Site Plan Amendment No. SPA-114-68 for minor

improvements to the existing facilities, and to change the zoning of the site to C-1 (Neighborhood Commercial). In 1972, permits were issued for the demolition of the service station and all existing site improvements.

Shortly thereafter, in 1974 and 1975, the City approved Site Plan No. SP-124-74, and Lot Split No. LS-101-75, respectively. The site plan approval was to allow the construction of a 2,400 square foot 7-Eleven store, and an additional 1,200 square foot attached tenant space. The lot split separated the subject property from the adjacent property to the north, and included a street dedication at the southeast corner.

In 2008, the Zoning Administrator approved Conditional Use Permit No. CUP-228-08 for the operation of the convenience store with a new Type-20 (Off-Sale, Beer and Wine) State ABC License. The convenience store currently operates under the same Conditional Use Permit. The attached 1,200 square foot tenant space has been vacant since 2019.

Now, the applicant is requesting Site Plan and Conditional Use Permit approval to construct and operate a new service station with a convenience store. Also, a request for a Conditional Use Permit to allow the convenience store to operate with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. The Municipal Code requires a new Conditional Use Permit when there is a change in the floor area in an existing ABC licensed establishment.

PROJECT STATISTICS

	Provided	Required
Setbacks (Building)		
Front	99'-0"	15'-0"
Street Side	57'-10"	10'-0"
Side	10'-0"	10'-0"
Rear	10'-0"	10'-0"
Setbacks (Canopy)		
Front	26'-0"	15'-0"
Street Side	22'-1"	10'-0"
Side	26'-1"	10'-0"
Rear	92'-0"	10'-0"
Building Height	22'-8"	Two stories or 35'-0"
Parking Spaces	14 spaces	14 spaces
Landscaping	9.0%	8.0%

DISCUSSION:

SITE PLAN:

Site Design, Circulation & Floor Plan:

The applicant is proposing to demolish all current site improvements, and construct a new service station, with a new 2,232 square foot convenience store, and a 1,800 square foot canopy structure over four (4), two-sided fuel dispensers. The interior of the 2,232 square foot convenience store will consist of a merchandise area, a cashier counter, a walk-in cooler, a beverage bar, a hot food island, an all-gender restroom, an office area, and a backroom area. There are no proposed interior or exterior customer dining areas. Both the canopy structure and the convenience store building have been designed to meet the minimum required setbacks for the C-1 zone.

The project site will provide one (1) new 30'-0" wide driveway approach along Dale Street, and one (1) new 28'-0" wide driveway along Chapman Avenue. Additionally, three (3) existing driveway approaches, two (2) on Dale Street, and one (1) on Chapman Avenue, are being completely removed. The new driveway approaches comply with the Municipal Code's special operating conditions and development standards for new service stations.

The site plan has been designed to provide sufficient drive aisle widths, as well as sufficient spacing in between fuel pump islands and parking areas, including when vehicles are parked next to their respective fuel pumps. Additionally, the site plan has been designed to provide sufficient access to allow for truck deliveries, and emergency vehicle access, without creating any vehicular circulation issues on- or off-site.

Parking:

For a service station with a convenience store, the Municipal Code requires a minimum of one (1) parking space per fuel pump, plus one (1) parking space per 200 square feet of gross floor area of sales area in the convenience store. The proposed project includes a 2,232 square foot convenience store, with 1,106 square feet of sales area, and eight (8) fuel pumps. Therefore, based on the parking requirements of the Municipal Code, a minimum of fourteen (14) parking spaces are required. The proposed project provides a total of fourteen (14) parking spaces, which equals the minimum number of required parking spaces. Six (6) parking spaces will be located in front of the convenience store, and spaces are available adjacent to each fuel pump to accommodate up to eight (8) parked vehicles. One (1) parking space in front of the convenience store will be striped as accessible, meeting ADA requirements.

Building Design:

The applicant has designed the convenience store and the canopy to be compatible in appearance and exterior finishes. The structures will consist of a combination of stucco, tile, and metal finishes.

The convenience store building is designed in an asymmetric, contemporary design, reflecting the tenant's newest corporate design. The proposed building's design has an angular parapet atop a flat roof, with multiple aluminum bands and glass awnings to articulate the building. Materials are varied between stucco, wall tiles, and aluminum siding to further visually articulate the building. A glass storefront extends across much of the front elevation. The architectural detailing on the building includes: varied aluminum window and door framing widths, aluminum bands in corporate colors accentuating one corner of the building, a suspended glass awning with metal brackets, and an angled parapet and roof overhang.

The canopy over the fuel dispensing area is designed as a simple rectangular structure, which is complementary to the contemporary design of the convenience store. Materials include painted metal finishes, and a faux-rock veneer around the base of the support columns, all of which is to pair with the convenience store.

Landscaping:

Based on the landscape requirements of the Municipal Code, the site is required to provide a minimum of 1,539 square feet of landscaping on-site (8% of the overall site), excluding any landscaping provided in required setbacks. The proposed site design will provide a total of 1,731 square feet of landscaping, not counting setback areas. In addition to the landscaping provided in all required setbacks, the site provides the minimum 250 square feet of landscaping, required by Code, at the southeast corner of the property. A twenty-five by twenty-five foot (25'-0" x 25'-0") triangular portion of the southeast corner of the site has previously been dedicated to the City. Within this portion, the applicant will provide landscaping, but not to exceed three feet (3'-0") in height, satisfying the Municipal Code's requirements for intersection vision clearance. In total, the site will provide 7,985 square feet of new landscaping, inclusive of the landscaping in the setback areas, to a site that was largely devoid of any landscaping.

The applicant is required to submit a landscape and irrigation plan to the City that complies with the landscaping requirements of Title 9 of the Municipal Code, including the Landscape Water Efficiency Guidelines. All landscaping shall be watered by means of an automatic irrigation system meeting the City's Landscape Water Efficiency Guideline requirements for water conservation. A separate landscape application will be submitted, and building permit will be obtained for the proposed on-site landscaping.

Signage:

All proposed signage shall adhere to Section 9.20, Sign Standards, of Title 9 of the Municipal Code, including all applicable requirements of subsection 9.20.070, sign standards for service stations. The entire site is not to exceed 200 square feet of informational and directional signage, which includes wall, canopy and freestanding signs. Furthermore, exterior advertisement displays and exterior wall advertisements are not allowed. Advertisements can only be placed on the convenience store windows, provided that the combined signage does not exceed 15% of the total window area. Signs advertising alcoholic beverages are not allowed on any windows. A separate sign application will be submitted, and building permit will be obtained for the proposed on-site signage.

CONDITIONAL USE PERMIT:

A Conditional Use Permit is required to regulate the operation of the service station, as well as continue to allow the convenience store to operate with a Type "20" (Off-Sale, Beer and Wine) Alcoholic Beverage Control License. Upon approval and exercise of the new Conditional Use Permit, the existing Conditional Use Permit governing the tenant space, CUP-228-08, shall be revoked, and become null and void.

The existing convenience store currently operates twenty-four (24) hours a day. The new service station and the new convenience store will continue to operate twenty-four (24) hours a day. However, if problems arise, the hours of operation may be reduced as prescribed by the City. The sale of alcohol shall only be permitted between 6:00 a.m. and 2:00 a.m., per Alcoholic Beverage Control regulations.

A new Conditional Use Permit is required whenever there is a change in the floor plan to an existing ABC licensed establishment. The convenience store will continue to operate with the same type of ABC license, a Type "20" (Off-Sale, Beer and Wine) Alcoholic Beverage Control License. This will not increase the number of licenses in the area.

The proposed convenience store is located in a low-crime district, and in an area of an over-concentration of Alcoholic Beverage Control off-sale licenses. A summary of the district, can be found in Resolution No. 5994-20 for Conditional Use Permit No. CUP-180-2020.

The Community and Economic Development Department and the Police Department have reviewed the request and are supporting the proposal. All standard conditions of approval for a Type "20" License will apply.

CEQA:

CEQA's Class 3 exemption applies to new construction, or conversion of small structures (CEQA Guidelines §15303.). This includes the construction of a store, motel, office, restaurant, or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 10,000 square feet in floor area within an urbanized location and in a zone that allows for such a use (CEQA Guidelines §15303.(c)).

Under various statutory schemes referenced by CEQA, gasoline cannot be reasonably construed as a "hazardous substance." The proposed service station will only feature the sale of gasoline, and does not feature automotive repair, or any non-petroleum-based hazardous materials. A service station could be considered a "similar structure," as it is used in the Class 3 exemption. The two proposed structures, the convenience store and fueling canopy, have a combined floor area of less than 10,000 square feet. The site is zoned C-1 (Neighborhood Commercial), which allows for service stations, subject to Conditional Use Permit approval.

Thus, the new structure and facilities will be in an urbanized area, less than 10,000 square feet in floor area, involves the construction of similar structures to the uses listed in the Class 3 exemption, does not involve the use of a significant amount of hazardous materials, and is currently zoned for the proposed use. Therefore, the project is exempt from CEQA.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following actions:

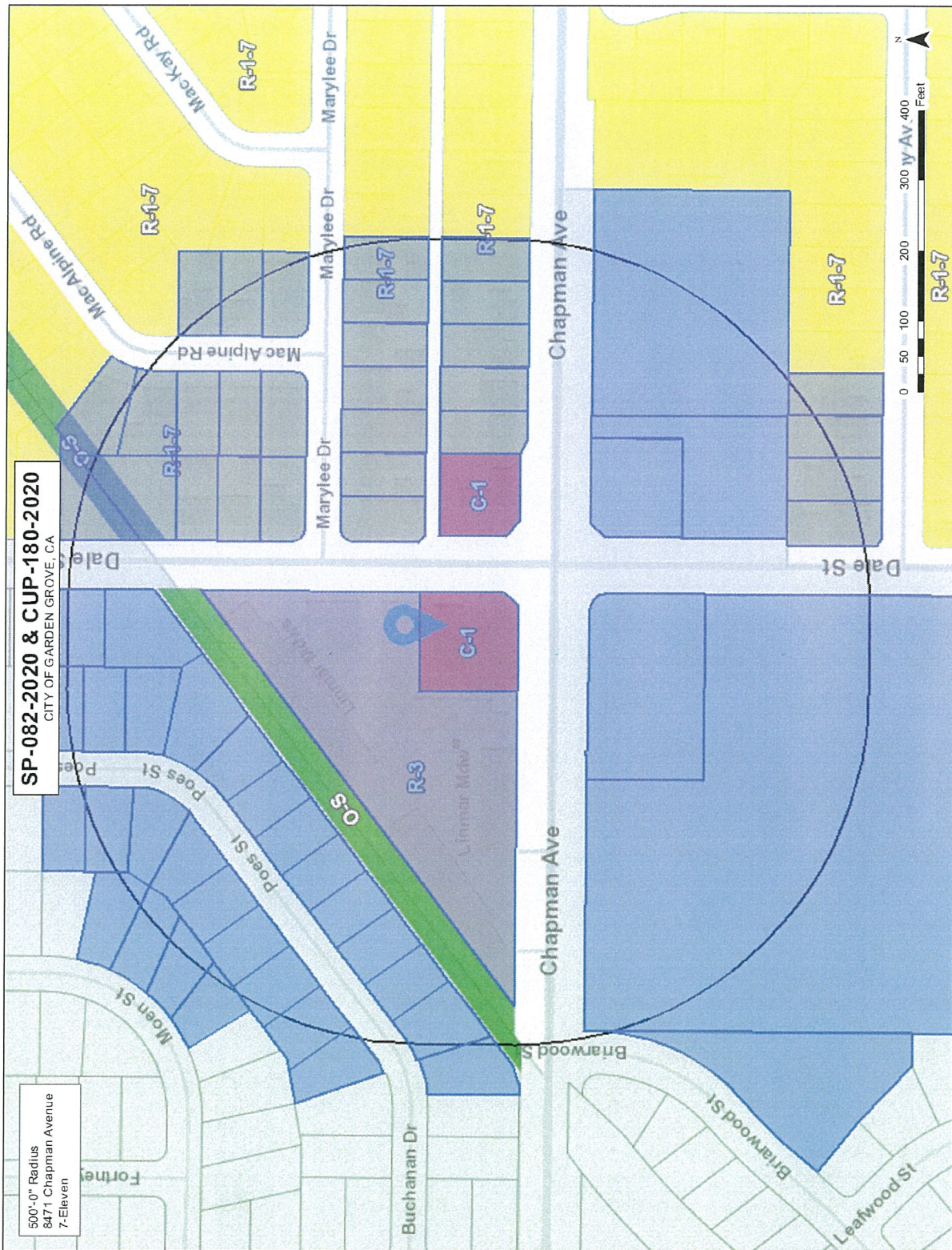
1. Adopt Resolution No. 5994-20 approving Site Plan No. SP-082-2020, Conditional Use Permit No. CUP-180-2020, and revoking Conditional Use Permit No. CUP-228-08, subject to the recommended Conditions of Approval.

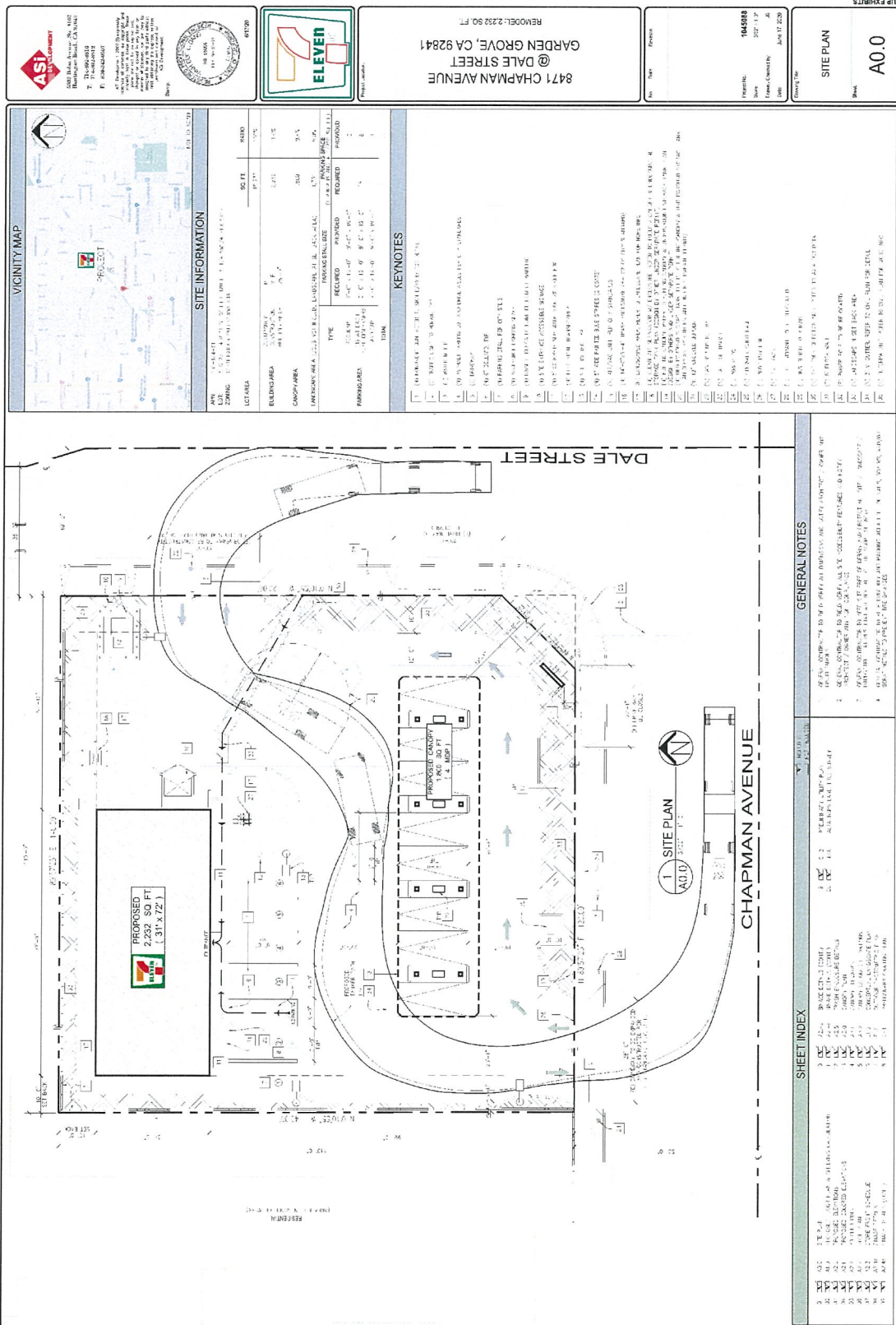


LEE MARINO
Planning Services Manager



By: Priit Kaskla
Assistant Planner





ASI
ARCHITECTURAL SERVICES, INC.
1000 Blake Avenue, No. 100
Berkeley, California 94709
Tel: 925-831-8811
Fax: 925-831-8800

ELEVEN
COMMERCIAL DESIGN & ARCHITECTURE
1100 Broadway, Suite 200
Berkeley, CA 94710
Tel: 925-831-8811
Fax: 925-831-8800

DATE: 07/18/20

8471 CHAPMAN AVENUE
@ DALE STREET
GARDEN GROVE, CA 92841
REMOVED: 2,232 SQ. FT.

PROJECT NUMBER: 180580
DATE: 06/17/2020

SITE PLAN
A0.0

VICINITY MAP

SITE INFORMATION

NO. FT.	NO.	REMARKS
2,232	30	PROPOSED
31	72	PROPOSED
1,116	15	PROPOSED
900	5	PROPOSED

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET AND INCHES (FRACTIONS TO 1/4").
2. ALL DISTANCES ARE MEASURED AT THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
3. ALL UTILITIES ARE TO BE DEPTH TO CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
4. ALL UTILITIES ARE TO BE DEPTH TO CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
5. ALL UTILITIES ARE TO BE DEPTH TO CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.

KEYNOTES

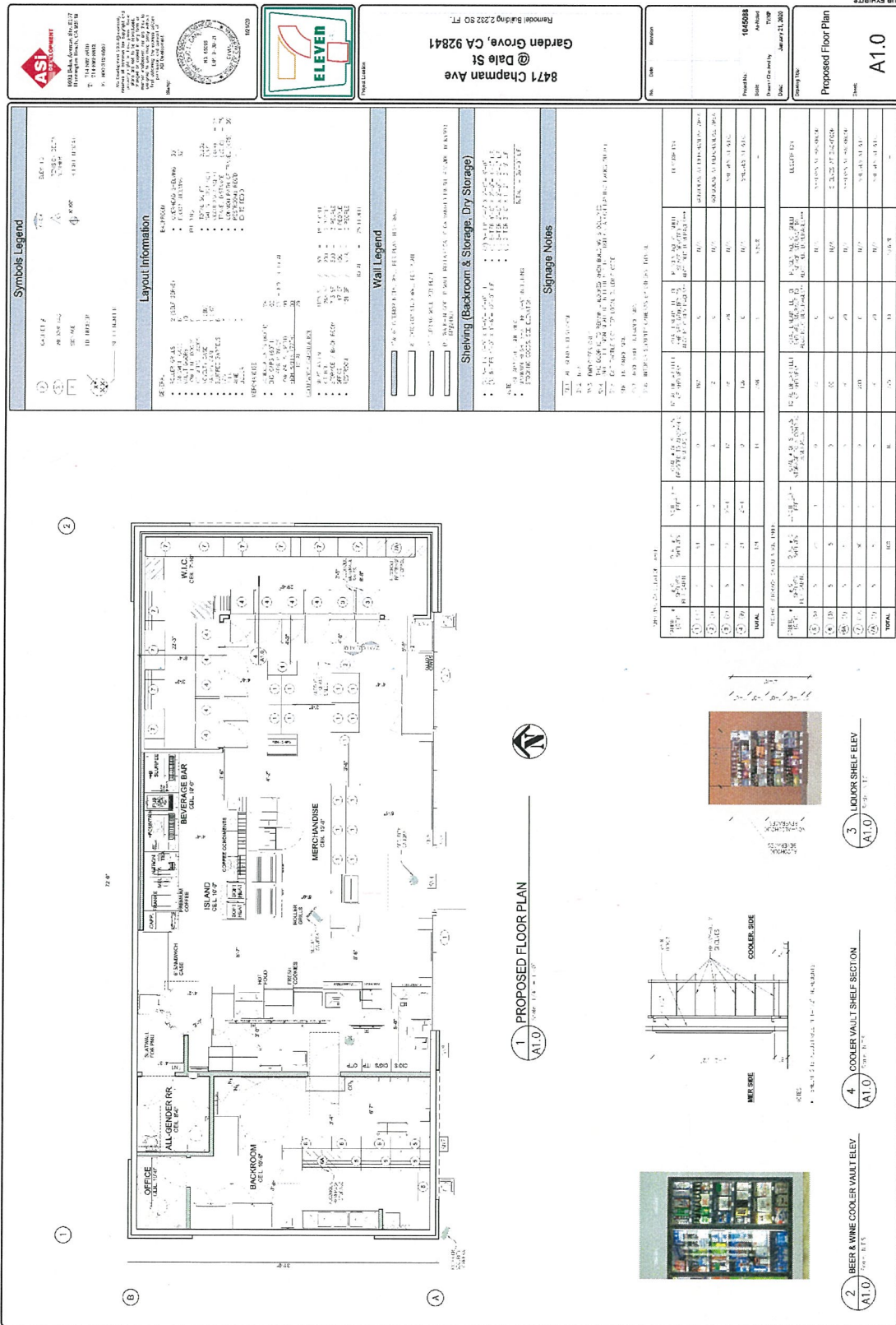
1. EXISTING CONDITIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE IN FEET AND INCHES (FRACTIONS TO 1/4").
3. ALL DISTANCES ARE MEASURED AT THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
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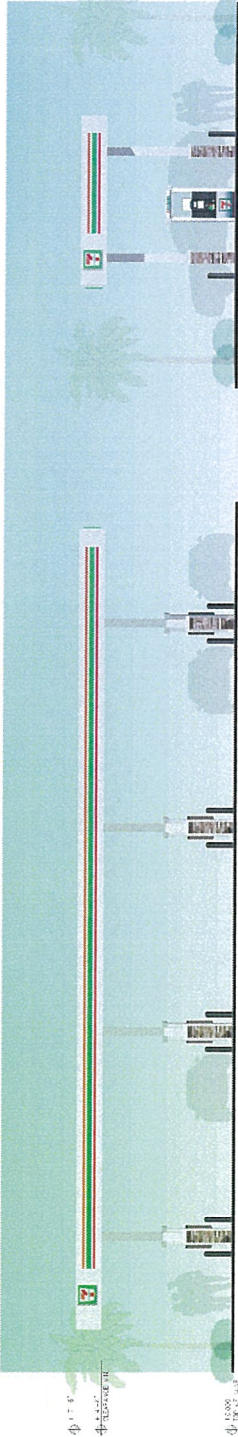
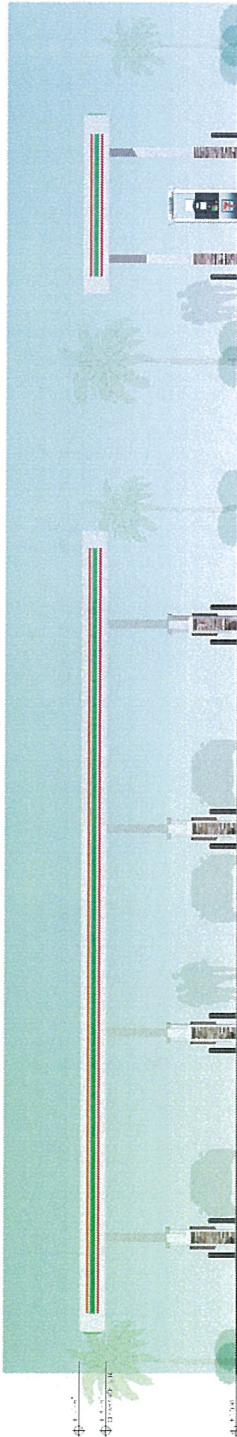
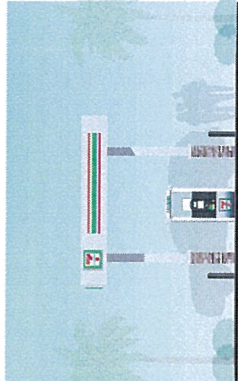
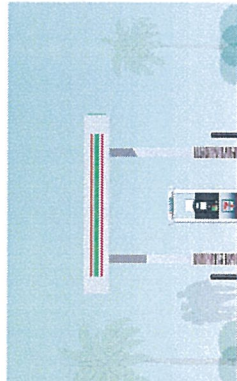
SHEET INDEX

NO.	DESCRIPTION
1	PROPOSED
2	EXISTING
3	REMOVED
4	UTILITIES
5	ROAD
6	WALKWAY
7	BIKEWAY
8	LANDSCAPE
9	STREET LIGHT
10	POLE
11	WALL
12	POST
13	RAILROAD
14	CURB
15	TRAILER





CUP EXHIBITS
 Proposed Colored Elevation
 Sheet
A2.1

 <p>ASI ARCHITECTURAL SERVICES INTERNATIONAL</p> <p>1500 Wilshire Blvd, Ste. 4015 Beverly Hills, CA 90210 T: 310-209-2818 F: 310-209-2817 P: 800-242-1861</p> <p>AS2 Design Inc. 2002 Wilshire Blvd Beverly Hills, CA 90210 T: 310-209-2818 F: 310-209-2817 P: 800-242-1861</p> <p>1/11/20</p>	 <p>ELEVATION</p>	<p>8471 Chapman Ave @ Dale St Garden Grove, CA 92841</p> <p>Remodel Building 2,322 SQ. FT.</p>	<p>1040083</p> <p>Project No. 1040083 Date: 1/11/20 Client: University Drawing Date: January 11, 2020</p>	<p>Colored Canopy Elevation</p> <p>Sheet: A3.2</p>
<p>CUP EXHIBITS</p>				
 <p>1. PROPOSED COLORED SOUTH ELEVATION A3.2 3.16' x 38'-11"</p>	 <p>4. PROPOSED COLORED WEST ELEVATION A3.2 3.16' x 38'-11"</p>			
 <p>2. PROPOSED COLORED EAST ELEVATION A3.2 3.16' x 38'-11"</p>	 <p>3. PROPOSED COLORED NORTH ELEVATION A3.2 3.16' x 38'-11"</p>			

RESOLUTION NO. 5994-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-082-2020, AND CONDITIONAL USE PERMIT NO. CUP-180-2020, FOR A PROPERTY LOCATED ON THE NORTHWEST CORNER OF CHAPMAN AVENUE, AND DALE STREET, AT 8471 CHAPMAN AVENUE, ASSESSOR'S PARCEL NO. 131-184-01.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on July 2, 2020, hereby approves Site Plan No. SP-082-2020, Conditional Use Permit No. CUP-180-2020, and revokes Conditional Use Permit No. CUP-228-08, for the construction and operation of a new service station with a convenience store, and to continue to operate the convenience store with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer & Wine) License (the "Project") for the property located on the northwest corner of Chapman Avenue and Dale Street, at 8471 Chapman Avenue, Assessor's Parcel No. 131-184-01.

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by 7-Eleven, Inc.
2. The applicant is requesting Site Plan and Conditional Use Permit approval to demolish an existing convenience store, construct and operate a new 1,800 square foot fueling canopy with four (4) multi-product dispensing units, each with two pumps, and a new 2,232 square foot 24-hour convenience store, on an existing lot located at 8471 Chapman Avenue. Additionally, a request for Conditional Use Permit approval to continue to allow the operation of the convenience store with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License.
3. Pursuant to the California Environmental Quality Act ("CEQA"), the Planning Commission hereby determines that the proposed project is categorically exempt from the CEQA pursuant to Section 15303(c) (New Construction or Conversion of Small Structures) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303).
4. The property has a General Plan Land Use designation of Light Commercial, and is zoned C-1 (Neighborhood Commercial). The subject property is currently an approximately 19,233 square foot lot, improved with an existing 3,600 square foot retail building, located on the northwest corner of Chapman Avenue and Dale Street.
5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.

6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on July 2, 2020, and all interested persons were given an opportunity to be heard.
8. The Planning Commission gave due and careful consideration to the matter during its meeting of July 2, 2020, and

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

FACTS:

The subject property is currently an approximately 19,233 square foot lot improved with a 3,600 square foot retail building, located on the northwest corner of Chapman Avenue and Dale Street. The property has a General Plan Land Use Designation of Light Commercial, and is zoned C-1 (Neighborhood Commercial). The property is adjacent to an R-3 (Multiple-Family Residential) property to the west and the north. To the east, across Dale Street, the subject property is adjacent to R-1 (Single-Family Residential) and C-1 properties. To the south, across Chapman Avenue, the property is adjacent to residential uses in the City of Stanton.

In 1961, the City of Garden Grove annexed the subject property, with an existing R-1 (Single-Family Residential) zoning, and a nonconforming service station. In 1968, the City Council approved Site Plan Amendment No. SPA-114-68 in 1968 for improvements to the existing facilities, and to change the zoning of the site to C-1 (Neighborhood Commercial). In 1972, permits were issued for the demolition of the service station, and all existing site improvements. In 1974 and 1975, the City approved Site Plan No. SP-124-74, and Lot Split No. LS-101-75, respectively, reflecting the current state of the improvements. A State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License was approved in 2008 under Conditional Use Permit No. CUP-228-08.

Now, the applicant is requesting Site Plan and Conditional Use Permit approval to construct and operate a new service station with a convenience store. Also, a request for a Conditional Use Permit to allow the convenience store to operate with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. The Municipal Code requires a new Conditional Use Permit when there is a change in the floor area in an existing ABC licensed establishment.

The subject convenience store is located in a low-crime district, and is located in an area with an over-concentration of Alcoholic Beverage Control Licenses. A summary of the district is as follows:

- The subject site is located in Crime Reporting District No. 62.
- The crime count for the District is 13.
- Average crime count per district in the City is 97.
- A District is considered high when it exceeds the Citywide average by 20%.
- The subject District has a crime count of 86.5% below the citywide average; therefore, it is not considered a high-crime area.
- The subject site is located in Alcoholic Beverage Control (ABC) Census Report District No. 879.02.
- ABC Census Reporting District No. 879.02 allows for three (3) off-sale licenses within the District. Currently, there are four (4) off-sale licenses in the District. The approval of this CUP will not increase the number of off-sale ABC Licenses in the District, because the existing convenience store being replaced has an off-sale license that is being replaced. The total number of off-sale licenses will remain at four (4).

There is no additional State Alcoholic Beverage Control (ABC) license being added, because the premises are already licensed. Therefore, findings of Public Convenience or Necessity are not required.

FINDINGS AND REASONS:

SITE PLAN:

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

The project has a General Plan land use designation of Light Commercial and is zoned C-1 (Neighborhood Commercial). The Light Commercial (LC) land use designation is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community. The C-1 zone is intended to provide for business at the neighborhood level in small scale convenience shopping facilities. The shopping facilities are encouraged to be integrated into the surrounding area to maintain the image of the neighborhood and to ensure operational compatibility. The project complies with the land use designation and the zoning requirements for the property.

The proposed project has been designed within the parameters of the C-1 zone and Section 9.16.020.050.BB (Service Station, Special Operating Conditions and Development Standards) of Title 9 of the Municipal Code. The placement of the structures, the site design, the parking lot and drive-aisles, the

number of on-site parking spaces, and the landscape areas are consistent with the spirit and intent of the requirements of the Municipal Code.

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

The project site will provide one (1) new 30'-0" wide driveway approach along Dale Street, and one (1) new 28'-0" wide driveway along Chapman Avenue. Additionally, three (3) existing driveway approaches, two (2) on Dale Street, and one (1) on Chapman Avenue, are being completely removed. Reducing the amount of driveway access-points from four (4) to two (2) will minimize any adverse effects on traffic circulation.

The site plan has been designed to provide sufficient drive aisle widths, as well as sufficient spacing in between fuel pump islands and parking areas, including when vehicles are parked next to respective fuel pumps. Additionally, the site plan has been designed to provide sufficient spacing for ingress and egress to allow for truck deliveries, and emergency vehicle access, without creating any vehicular circulation issues on- or off-site.

Furthermore, the City's Traffic Engineering Division and the Orange County Fire Authority have also reviewed the plans, and all appropriate conditions of approval will eliminate any adverse impacts to surrounding streets.

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

The streets in the area will be adequate to accommodate the development once the developer provides the necessary improvements for the project. Utilities and drainage channels in the area are existing and adequate to accommodate the development. The property is not located in a sewer deficiency area. The Public Works Department has incorporated conditions of approval to limit the potential impacts to the sewer system.

The proposed development will also provide landscaping and proper grading of the site in order to improve drainage in the area. The site as currently developed is largely flat, with minimal landscaping. The proposed alterations, including with the landscaping will vastly improve drainage.

The Public Works Engineering and Water Services Division have reviewed the plans, and all appropriate conditions of approval will eliminate any adverse impacts to the streets and alleys, utilities and drainage channels.

4. The development does have a reasonable degree of physical, functional, and visual compatibility with neighboring uses and desirable neighborhood characteristics.

The project is located in an area with both commercial and residential uses. The proposed project features a contemporary design, which is compatible with the surrounding area, and land uses. The proposed structures were designed to be oriented toward the intersection of Chapman Avenue and Dale Street, and not toward residential uses.

Landscaping has been designed to lessen the visual impacts of the proposed development. This includes meeting all of Title 9 of the Municipal Code requirements for landscaping along setback areas, and exceeding the Code required overall site landscaping. The design of the proposed development landscaping, and other site improvements, will ensure a reasonable degree of compatibility with adjacent developments.

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

The project has been designed to consider building appearance, building placement, landscaping, and other amenities in order to balance the need of visitors arriving by multiple modes of transportation. Adequate access is provided for motor vehicles, bicyclists, and pedestrians.

The proposal increases the total landscape area, as compared to the previous site design. The total landscape area exceeds the minimum amount required by Title 9 of Municipal Code. All landscaped areas are required to adhere to the landscaping requirements, including the Water Efficient Landscaping Guidelines of Title 9 of the Municipal Code. Through the conditions of approval for the project, the necessary agreements for the protection and maintenance of all landscaping will be achieved.

CONDITIONAL USE PERMIT:

1. That the proposed use will be consistent with the City's adopted General Plan and redevelopment plan.

The site has a General Plan Land Use Designation of Light Commercial and is zoned C-1 (Neighborhood Commercial). The Light Commercial (LC) land use designation is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community. The C-1 zone is intended to provide for business at the neighborhood level in small scale convenience shopping facilities. The shopping facilities are encouraged to be

integrated into the surrounding area to maintain the image of the neighborhood and to ensure operational compatibility. Service stations, with alcohol sales, for off-site consumption, are conditionally permitted uses in the C-1 zone. Provided that the conditions of approval are complied with, the use is consistent with the General Plan, and Municipal Code.

2. That the requested use at the location proposed will not: adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area, or unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

The use will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. The proposed service station, with convenience store, will be consistent and compatible with the existing uses in the area. The proposed use complies with the intent of the Light Commercial land use designation, and C-1 zoning by providing a small scale convenience shopping facility, oriented to the neighborhood level. The convenience store currently on-site has been operating twenty-four (24) hours a day, with a State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer & Wine) License since 2008. The new convenience store proposes to keep the same hours of operation, and the same license type, Type "20" (Off-Sale, Beer & Wine). The operation of the convenience store will be consistent with the use previously approved for the site. The project has been designed to comply with all development standards for the C-1 zone. Provided that the project adheres to the conditions of approval, the project will not adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area.

The use will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site. The proposed development will be similar to the existing uses in the vicinity of the site. Similar uses have occupied the site since the property has been incorporated into the City. The site has historically been improved with a service station that was later demolished in 1974 to accommodate a convenience store. The project has been designed to comply with all development standards for the C-1 zone. Provided that the project adheres to the conditions of approval, the project will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site.

The use will not jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare. The project has been designed to comply with all Municipal Code Title 9 development standards for the zone.

The City's Departments have reviewed the plan, and all appropriate conditions of approval have been incorporated. The conditions of approval will ensure public health, safety, and welfare.

3. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title or as is otherwise required in order to integrate such use with the uses in the surrounding area.

The proposed site is adequate in size and shape to accommodate the required yards, walls, loading facilities, landscaping and other development standards required by the Municipal Code. The proposed development, and subject use meet all of the requirements of the C-1 zone, including Municipal Code Section 9.16.020.050.BB (Service Station, Special Operating Conditions and Development Standards). The City's Departments have reviewed the plan for compliance with applicable codes, and all appropriate conditions of approval have been incorporated.

4. That the proposed site is adequately served: by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such as to be generated, and by other public or private service facilities as required.

Adequate parking and vehicular access are available for the subject site in accordance with the requirements of Title 9. The proposed development meets the minimum parking requirements of the Municipal Code, as well as provides sufficient drive aisle widths, and spacing in between fuel pump islands and parking areas. The proposal has been reviewed by City Departments, and Orange County Fire Authority, responsible for traffic, water services, environmental services, and safety. These Departments have determined that the site for the proposed service station and convenience store will be adequately served by existing infrastructure, circulation, and other facilities to allow its operation.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan, and Conditional Use Permit possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.
2. In order to fulfill the purpose and intent of the Municipal Code, and, thereby, promote the health, safety, and general welfare, the following conditions of approval, attached as "Exhibit A," shall apply to Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020.

Adopted this 2nd day of July 2020

ATTEST:

/s/ DAISY PEREZ
VICE CHAIR

/s/ JUDITH MOORE
RECORDING SECRETARY

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

I, JUDITH MOORE, Secretary of the City of Garden Grove Planning Commission, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Garden Grove, California, at a meeting held on July 2, 2020, by the following vote:

AYES:	COMMISSIONERS:	(5)	LINDSAY, NGUYEN, PEREZ, RAMIREZ, SOEFFNER
NOES:	COMMISSIONERS:	(0)	NONE
ABSTAIN:	COMMISSIONERS:	(1)	LE
ABSENT:	COMMISSIONERS:	(1)	LEHMAN

/s/ JUDITH MOORE
RECORDING SECRETARY

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

A decision becomes final if it is not timely appealed to the City Council. Appeal deadline is July 23, 2020.

EXHIBIT "A"

Site Plan No. SP-082-2020 Conditional Use Permit No. CUP-180-2020

8471 Chapman Avenue

CONDITIONS OF APPROVAL

General Conditions

1. The applicant and each owner of the property shall execute, and the applicant shall record a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office, on the property. Proof of such recordation is required prior to issuance of a building permit.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to each of the following: the project applicant, 7-Eleven, Inc., the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership. Any changes of the Conditions of Approval require approval by the Planning Commission.
3. Approval of this Site Plan, and Conditional Use Permit shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
4. Minor modifications to the Site Plan and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body
5. The approved site plan, floor plan, and use of the subject property, as represented by the Applicant, are an integral part of the decision approving this Site Plan, and Conditional Use Permit. If major modifications are made to the approved floor plan, site plan, or other related changes that result in the intensification of the project or create impacts that have not been previously addressed, the proper entitlements shall be obtained reflecting such changes.

6. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

Public Works Engineering Division

7. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
8. All vehicular access drives to the site shall be provided in locations approved by the City Traffic Engineer.
9. All parking spaces that abut to sidewalks that are not elevated with a curb face to the stall, if any, shall have wheel stops in order to prevent vehicle overhang into sidewalk. Minimum six foot (6'-0") width sidewalk is required for parking spaces that are utilizing elevated sidewalk curb face as a wheel stop and must maintain a four foot (4'-0") minimum from the overhang of the vehicle bumper for ADA pathway.
10. No parallel curb parking shall be permitted anywhere on the site.
11. Prior to issuance of a grading permit, the applicant shall design overhead lighting within the development in a manner meeting the approval of the City Engineer. Location of lighting poles shall be shown on the precise grading plans.
12. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction, saturation, permeability, and groundwater levels.
13. A separate street permit is required for work performed within the public right-of-way.
14. Grading improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site,

including a boundary survey, topography on adjacent properties up to thirty feet (30'-0") outside the boundary, and designed to preclude cross-lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan. Grading improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.

15. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
16. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition.
17. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.
18. Prior to the issuance of any grading or building permits, or prior to recordation upon subdivision of land, if determined applicable by the City Building Official, the applicant shall submit to the City for review and approval a Water Quality Management Plan that:
 - a. Addresses Site Design BMPs based upon the geotechnical report recommendations, and findings such as infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - b. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.
 - c. Incorporates structural and Treatment Control BMPs as defined in the DAMP.
 - d. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - e. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - f. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.

19. Prior to grading or building permit closeout, and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
 - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available onsite.
 - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.

20. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502, and state mandated commercial organic recycling law (AB 1826):
 - a. Paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, screened or walled to prevent off-site transport of trash;
 - b. Provide solid roof or awning to prevent direct precipitation;
 - c. Connection of trash area drains to the municipal storm drain system is prohibited;
 - d. Potential conflicts with fire code and garbage hauling activities should be considered in implementing this source control;
 - e. See CASQA Storm Water Handbook Section 3.2.9, and BMP Fact Sheet SD-32 for additional information.
 - f. The trash shall be located to allow pick-up and maneuvering, including turnarounds, in the area of enclosures.
 - g. Pursuant to state mandated commercial organic recycling law, AB 1826, the applicant is required to coordinate storage and removal of the organics waste with local recycling/trash company.

21. The applicant and their contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall,

- prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. The applicant and their contractor shall also re-set the tie monuments where curb or curb ramps are removed and replaced, or new ramps are installed. The applicant and their contractor shall be liable for, at their expense, any resurvey required due to their negligence in protecting existing ties, monuments, benchmarks, or any such horizontal and vertical controls.
22. Any new or required block walls, and/or retaining walls shall be shown on the grading plans. Cross sections shall show vertical and horizontal relations of improvements and property line. Block walls shall be designed in accordance to City standards, or designed by a professional registered engineer. In addition, the following shall apply:
 - a. The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division Prior to installation.
 23. The applicant shall identify a temporary parking site(s) for construction crew and construction trailers office staff prior to issuance of a grading permit. No construction parking is allowed on local streets.
 24. Prior to issuance of a grading permit, the applicant shall submit and obtain approval of a worksite traffic control plan, satisfactory to the City Traffic Engineer.
 25. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m.
 26. Any required lane closures should occur outside of peak travel periods.
 27. Construction vehicles should be parked off traveled roadways in a designated parking area.
 28. In accordance to City of Garden Grove Municipal Code (Chapter 9.48.030), the applicant is required to underground the existing northeast utility pole fronting the property on Dale Street. All existing improvements and utilities shall be shown as part of the grading submittal package in the topography section. The developer may elect to pay the City an in-lieu fee to offset the developer's fair share of the costs of undergrounding the off-site utilities, per Garden Grove Municipal Code (Chapter 9.48.050).

29. Prior to issuance of a grading permit, the applicant shall provide a hydrological analysis with scaled map and calculations, and hydraulic calculations to size storm drains per the Orange County RDMD standards. Parkway culverts shall be designed per Orange County Standard Plan 1309, Type B or City of Garden Grove Standard B-209. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
30. Prior to issuance of a building permit, the applicant shall design and construct street frontage improvements as identified below:

Chapman Avenue

- a. Remove existing easterly substandard driveways on Chapman Avenue, and construct curb/gutter and sidewalk in accordance with City of Garden Grove Standard B-113 (Type C-8) and B-106.
- b. New eight inch (8") curb and gutter shall be constructed, replacing the existing easterly driveway at forty-two (42'-0") feet from the center line of Chapman Avenue, according to City of Garden Grove Standard Plan B-113 (Type C-8, modified).
- c. Remove the existing easterly driveway aprons on Chapman Avenue, and construct new eight foot (8'-0") sidewalk adjacent to the new curb/gutter, matching existing sidewalk improvements to the immediate west of Chapman Avenue per City Standard Plan B-106.
- d. Remove and replace existing westerly substandard driveway approach to the site on Chapman Avenue per City of Garden Grove Standard B-120 (Option #2). Standard plan B-120 calls for a minimum width of thirty feet (30'-0") opening for commercial projects, however, the applicant shall reduce the opening width of the new driveway to twenty-eight feet (28'-0") to avoid reducing the existing bus pad length on Chapman Avenue.
- e. Remove and replace existing ADA curb ramp at the southeast corner of Chapman Avenue and Dale Street per Caltrans Standard Plan No A88A. The applicant shall identify all traffic signal equipment's (poles and pull boxes) prior to start of construction to ensure that such equipment is not in in conflict with the new ramp, and properly relocate signal equipment, if needed.
- f. The applicant shall locate and protect all existing public utilities, and public improvements that are fronting the property prior to commencement of mobilization.
- g. Applicant shall coordinate the location of all new water meters, backflow preventers, and backflow devices to be placed in

sidewalk/landscape area on Chapman Avenue with the Planning Services Division and Water Division.

- h. Any proposed new landscaping in public right of way shall be approved by the Planning Services Division and Public Works Streets Division.

Dale Street

- a. Remove existing substandard driveways on Dale Street, and construct curb/gutter and sidewalk in accordance with City of Garden Grove Standard B-113 (Type C-8) and B-106.
- b. New 8-inch curb and gutter shall be constructed replacing the existing driveways at thirty-two feet (32'-0") from the center line of Dale Street, according to City of Garden Grove Standard Plan B-113 (Type C-8).
- c. Remove the existing driveway aprons on Dale Street, and construct a new eight foot (8'-0") sidewalk adjacent to the new curb/gutter, matching existing sidewalk improvements to the immediate north of Dale Street per City Standard Plan B-106.
- d. Construct a new driveway approach to the site on Dale Street per City of Garden Grove Standard B-120 (Option #2).
- e. The applicant shall coordinate the relocation or removal of the existing power pole on Dale Street with Southern California Edison, and other utility owners on that pole prior to start of street improvement construction.
- f. The applicant shall locate and protect all existing public utilities, and public improvements that are fronting the property prior to commencement of mobilization.
- g. Applicant shall coordinate the location of all new water meters, backflow preventers, and backflow devices to be placed in sidewalk/landscape area on Dale Street with the Planning Services Division and Water Division.
- h. Any proposed new landscaping in public right of way shall be approved by the Planning Services Division and Public Works Streets Division.

Public Works Water Services Division

- 31. New water service installations two inches (2") and smaller, shall be installed by the City of Garden Grove at the owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted.

- Fire services and larger water services three inches (3") and larger shall be installed by developer/owner's contractor per City Standards.
32. Water meters shall be located within the City right-of-way. Fire services and large water services three inches (3") and larger, shall be installed by contractor with a Class A or C-34 license, per City water standards, and inspected by approved Public Works inspection.
 33. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross connection inspector shall be notified for inspection after the installation is completed. The property owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. The property owner must open a water account upon installation of RPPD device.
 34. It shall be the responsibility of the owner/developer to abandon any existing private water well(s) per Orange County Health Department requirements. Abandonment(s) shall be inspected by the Orange County Health Department inspector, after permits have been obtained.
 35. The City shall determine if existing water services(s) is/are usable, and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense.
 36. If required, fire service shall have above-ground backflow device with a double-check valve assembly per City standard plan B-773. Device shall be tested immediately after installation and once a year thereafter by a certified backflow device tester, and the results to be submitted to Public Works, Water Services Division. The device shall be on private property, and is the responsibility of the property owner. The above-ground assembly shall be screened from public view as required by the Planning Services Division.
 37. Water meters and boxes shall be installed by City forces upon payment of applicable fees, and after new water system (including water services) pass all bacteriological and pressure tests.
 38. New utilities shall have a minimum five-foot (5'-0") horizontal and a minimum one-foot (1'-0") vertical clearance from the water main and appurtenances.
 39. There shall be a minimum clearance from the sewer main and water main of ten feet (10'-0"), measured from outside of pipe to outside of pipe.

40. If water main is exposed during the installation of a storm drain, a twenty-foot (20'-0") section of the water main shall be replaced with twenty-foot (20'-0") PVC C-900 DR-14 Class 305 water pipe, size in kind, and centered at the crossing.

Public Works Sewer Division

41. Commercial food use of any type shall require the installation of an approved grease interceptor prior to obtaining a business license. Plumbing plan for grease interceptor shall be routed to Environmental Services for review.
42. If applicable, a properly sized grease interceptor shall be installed on the sewer lateral and maintained by the property owner. There shall be a separate sanitary waste line that will connect to the sewer lateral downstream of the grease interceptor. All other waste lines shall be drained through the grease interceptor. Grease interceptor shall be located outside of the building and accessible for routine maintenance. The property owner shall maintain comprehensive grease interceptor maintenance records, and shall make them available to the City of Garden Grove upon demand.
43. Food grinders (e.g., garbage disposal devices) are prohibited per Ordinance 6 of the Garden Grove Sanitary District Code of Regulations. Any existing units are to be removed.
44. If needed, the property owner shall install a new sewer lateral with clean out at right-of-way line. The lateral in the public right-of-way shall be six inches (6") minimum diameter, extra strength VCP with wedgelock joints.
45. Contractor shall abandon any existing unused sewer lateral(s) at the street right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug, and encased in concrete. Only one sewer connection per lot is allowed.

Orange County Fire Authority

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

Police Department

47. There shall be no gaming tables or gaming machines, as outlined in City Code Sections 8.20.010 and 8.20.050, on the premises at any time.
48. Hours of operation shall be permitted twenty-four (24) hours a day, seven (7) days a week. The hours of operation shall be applicable to the entire premises. The City of Garden Grove reserves the right to reduce hours of operation, by order of the Chief of the Police Department, in the event

problems arise due to noise, disturbances or other problems that may be resolved by modifying the hours of operation.

49. The sale of alcoholic beverages shall cease between the hours of 2:00 a.m. and 6:00 a.m. every day. The operator shall lock the doors to the refrigerated cooler(s) where the alcohol is displayed between the hours of 2:00 a.m. and 6:00 a.m. to ensure that patrons do not have access to alcoholic beverages.
50. In the event security problems occur, and at the request of the Police Department, the permittee, at his own expense, shall provide a California licensed, uniformed security guard(s) on the premises during such hours as requested by the Police Department.
51. The sale of alcoholic beverages for consumption on the premises is prohibited. Consumption of alcoholic beverages shall not occur anywhere on the site or within the premises.
52. All pay phones located on the property, adjacent to the premises, shall be limited to out-going calls only. This condition shall be complied with within 30 days following approval of this application.
53. There shall be no customers or patrons loitering in or about the premises during the service station and convenience store hours of operation. If the store operators decide to close the store for short periods of time, there shall be no customers or patrons on or about the premises when the establishment is closed.
54. The business shall show proof to the Police Department that all members of the business staff have completed the LEAD training (Licensee Education on Alcohol and Drugs) through the Alcoholic Beverage Control Department or an ABC approved "Responsible Beverage Service (RBS) Training" program.
55. In the event that the Alcoholic Beverage Control (ABC) License is suspended for any period of time and/or fined for any ABC violation as a result of disciplinary action, the Conditional Use Permit shall be presented to the Planning Commission for review or further consideration.
56. Any violations or noncompliance with the conditions of approval may result in the issuance of an Administrative Citation of up to \$1,000 pursuant to GGMC 1.22.010 (a).

Building and Safety Division

57. The building shall comply with the 2019 California Building Standards Code.
58. Short-term bicycle parking shall be provided per the California Green Code.

59. The applicant shall prepare a soils/geotechnical report that includes an evaluation of the effects of liquefaction, and recommended mitigation measures.
60. All proposed signage and canopies shall be applied for, and permitted on separate building permits.
61. A minimum of 15% of the total roof area shall be designated as a solar zone.
62. The project shall comply with all of the accessibility requirements of the CBC Chapter 11B.

Community and Economic Development Department

63. No outside display of merchandise shall be permitted at any time.
64. A prominent, permanent sign, stating "NO LOITERING IS ALLOWED ON OR IN FRONT OF THE PREMISES," shall be posted in a place that is clearly visible to patrons of the licensee. The sign lettering shall be four (4) to six (6) inches high with black letters on a white background. The sign shall be displayed near or at the store's entrance, and shall also be visible to the public.
65. Any adult merchandise (books, magazines, videos) shall be kept under the control of the management, behind the cashier's counter, and must be segregated and screened from minors.
66. There shall be no pool tables or incidental amusement devices on the premises at any time.
67. There shall be no uses or activities of an adult-oriented nature permitted as outlined in City Code Section 9.08.070.
68. There shall be no deliveries to or from the premises between the hours of 10:00 p.m. and 8:00 a.m., seven (7) days a week.
69. Litter shall be removed daily from the premises, including adjacent public sidewalks, and from all parking areas under the control of the licensee. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
70. The applicant/property owner shall abate all graffiti vandalism within the premises. The applicant/property owner shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the

installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant/property owner as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.

71. The applicant is advised that the establishment is subject to the provisions of State Labor Code Section 6404.5 (ref: State Law AB 13), which prohibits smoking inside the establishment as of January 1, 1995.
72. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community and Economic Development Department, Planning Services Division. No advertising material shall be placed thereon.
73. There shall be no outdoor activities conducted on the premises without approval of a Special Event Permit or Community Event Permit.
74. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
75. Signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort. No signs advertising alcoholic beverages shall be placed on the windows. Any opaque material applied to the store front, such as window tint, shall count toward the maximum window coverage area.
76. Exterior advertisements displays or exterior wall advertisements shall not be allowed.
77. All signs shall comply with Section 9.16.370, Service Station Signs, of Title 9 of the Municipal Code. The entire site shall be limited to 200 square feet of information and directional signage, which includes all wall, canopy and freestanding signs. All signs require a separate permit and shall be installed in accordance with the provision of the sign ordinance. A detailed signage program governing the entire site that includes that height, size, color and locations of all signs, shall be approved by the Community and Economic Development Department, Planning Services Division prior to installation. All exterior wall signage shall be comprised of individual channel letters.
78. Any modifications to existing signs or the installation of new signs shall require approval by the Community and Economic Development Department, Planning Services Division prior to issuance of a building permit.
79. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Section 8.47.010 as adopted, except that:

- a. Monday through Friday – not before 7:00 a.m. and not after 5:00 p.m.
 - b. Saturday – not before 8:00 a.m. and not after 5:00 p.m. All construction activity on Saturday shall be limited to interior construction only.
 - c. Sunday and Federal Holidays – no construction shall occur.
80. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, using electricity from power poles rather than diesel or gasoline powered generators, and using methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible, using solar or low-emission water heaters, and using low-sodium parking lot lights, to ensure compliance with Title 24.
81. The property owner shall comply with the adopted City Noise Ordinance.
82. The applicant shall install air and water dispensers in an area convenient for customers on the property. The proposed location of the air and water dispensers shall be reviewed and approved by the Planning Services Division.
83. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the Planning Services Division. Lighting adjacent to residential properties shall be restricted to low, decorative type, wall-mounted lights, or ground lighting system. Lighting in the common and parking areas shall be directed, positioned or shielded in such manner so as not to unreasonably illuminate the window area of nearby residences. Parking area lighting shall be provided during the hours of darkness the establishment is open at a minimum of two-foot candles of light, and one-foot candle of light during all other hours of darkness.
84. The applicant shall submit detailed plans showing the proposed location of utilities and mechanical equipment to the Community and Economic Development Department, Planning Services Division, for review and approval prior to submittal of plans for Building Division, Plan Check. The project shall also be subject to the following:
- a. All above-ground utility equipment (e.g., electrical, gas, telephone) shall not be located in the street setbacks and shall be screened to the satisfaction of the Community and Economic Development Department, Planning Services Division.
 - b. No roof or wall mounted mechanical equipment shall be permitted unless the Planning Services Division approves a method of screening complimentary to the architecture of the building, prior to the issuance of building permits. Said screening shall block visibility of any roof-

mounted mechanical equipment from view of public streets, including the surrounding properties.

85. All landscaping shall be consistent with the landscape requirements of the Landscape Water Efficiency Guidelines (Appendix A), per Title 9 of the Municipal Code. The applicant shall submit a separate and complete Water Efficient Landscape Plan for each property. The water efficient landscape submittals shall include landscape plans, irrigation plans, soils report, grading plans, and all other applicable documentation. The landscape plans shall include type, size, location, and quantity of all plant material. The landscape plans are also subject to the following:
- a. A complete, permanent, automatic remote control irrigation system shall be provided for all landscaping areas shown on the plans. The sprinklers shall be of low flow/precipitation sprinkler heads for water conservation.
 - b. The plans shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, drought tolerant vines shall be used.
 - c. No trees shall be planted closer than five feet (5'-0") from any public right-of-way. Trees planted within ten feet (10'-0") of any public right of way shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low height variety to ensure safe sight clearance.
 - d. The landscape treatments along Dale Street, Chapman Avenue, and the area designated as public right-of-way, shall incorporate a mixture of ground cover, flowerbeds, and shrubs. The height of the plant material, and any fences located within the front setback areas shall not exceed three feet (3'-0") in height, in order to ensure visibility to the site from the public rights-of-way.
 - e. Landscape treatments and irrigation shall be installed within the front, side, and rear setback areas of both properties. The landscaping shall incorporate a mixture of ground cover, flowerbeds, shrubs, and trees. The Community and Economic Development Department shall review the type and location of all proposed trees.
 - f. The applicant shall be responsible for all installation and permanent maintenance of all landscaping on the properties. Said responsibility shall extend to the parkway landscaping, sidewalk, curb, and pavement

- of the site. All planting areas are to be kept free of weeds, debris, and graffiti.
- g. All above-ground utilities (e.g., water backflow devices, electrical transformers, irrigation equipment, etc.) shall be shown on the landscaping plans in order to ensure proper screening.
 - h. The landscape plans shall incorporate and maintain, for the life of the project, means and methods to address water run-off, also identified as Low Impact Development (LID) provisions which address water run-off. This is to also to be inclusive of any application of Water Quality Management Plans (WQMP), Drainage Area Management Plans (DAMP), and any other water conservation measures applicable to this type of development.
 - i. The applicant shall be responsible for installing and maintaining all landscaped areas.
 - j. The applicant shall provide a row of columnar trees along the northern and western property lines in order to screen the views of the adjacent residential properties.
86. During construction, if paleontological or archaeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with CEQA.
87. No exterior piping, plumbing, roof top access ladders, or mechanical ductwork shall be permitted on any exterior facade and/or be visible from any public right-of-way or adjoining property.
88. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant and all agents thereof.
89. All on-site curbs, not associated with a parking space, shall be painted red.
90. The site improvements and subsequent operation of the site/business(es) shall adhere to the following:
- a. There shall be no business activities, or storage permitted outside of the building. All business related equipment and material shall be kept inside the building except for loading or unloading purposes.
 - b. Property owners, employees, and business operators shall not store vehicles anywhere on the site.

- c. The trash enclosure shall match the color and material type used for the building, and shall be gated. The trash bins shall be kept inside the trash enclosure, and gates closed at all times except during disposal and pick-up. The property owner shall provide sufficient trash bins and pick-up to accommodate the site. The trash shall be picked up at least once per week.
 - d. All drive aisles on the site are considered to be fire lanes and shall remain clear and free of any materials, and/or vehicles.
91. The applicant shall work with the Planning Services Division to ensure that the proposed building colors are appropriate, and not overly bright. The applicant shall submit the samples of the proposed paint colors to the Planning Services Division for review and approval.
 92. A copy of the resolution, including the conditions approving Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020, shall be kept on the premises at all times.
 93. The Conditional Use Permit may be called for review by City staff, the City Council, Planning Commission, if noise or other complaints are filed and verified as valid by the Code Enforcement office, or other City department concerning the violation of approved conditions, the Garden Grove Municipal Code, or any other applicable provisions of law.
 94. The permittee shall submit a signed letter acknowledging receipt of the decision approving Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020, and his/her agreement with all conditions of the approval.
 95. If deemed necessary by the Community and Economic Development Director, the Conditional Use Permit may be reviewed one year from the date of this approval, and every three (3) years thereafter in order to determine if the business is operating in compliance.
 96. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including, but not limited to, any award of

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

97. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the use authorized by this approval of Site Plan No. SP-082-2020, and Conditional Use Permit No. CUP-180-2020 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1) year of the expiration of the appeal period and thereafter diligently advanced until completion of the project.
98. The applicant is advised that if the use of the establishment ceases to operate for more than 90 days, then the existing Conditional Use Permit for the sale of alcohol will become null and void and the new applicant shall be required to apply for a new Conditional Use Permit subject to the approval by the Community and Economic Development Department, Planning Services Division. In the event the use(s) authorized by the CUP cease and the property owner no longer desires to continue such use(s) on the property, property owner may voluntarily terminate the CUP and all rights and obligations thereunder by executing and recording a request for voluntary revocation and termination of the CUP in a form acceptable to the City.
99. The applicant shall provide an automatic shutoff for the air and water dispensers, preventing the use of said dispensers between the hours of 10:00 p.m. and 8:00 a.m., seven (7) days a week.