



A G E N D A

GARDEN GROVE PLANNING COMMISSION

REGULAR MEETING

DECEMBER 5, 2019

COMMUNITY MEETING CENTER  
11300 STANFORD AVENUE

REGULAR SESSION – 7:00 P.M. – COUNCIL CHAMBER

ROLL CALL: CHAIR LEHMAN, VICE CHAIR RAMIREZ  
COMMISSIONERS LE, LINDSAY, NGUYEN, PEREZ, 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.

Any person requiring auxiliary aids and services due to a disability should contact the City Clerk's office at (714) 741-5035 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 Council Chamber 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 agenda.

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

- A. ORAL COMMUNICATIONS - PUBLIC
- B. APPROVAL OF MINUTES: November 21, 2019
- C. CONTINUED PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)
  - C.1. AMENDMENT NO. A-026-2019  
LOT LINE ADJUSTMENT NO. LLA-023-2019  
FRONT YARD DETERMINATION NO. FYD-005-2019

APPLICANT: HENRY TRAN & Y-MINH DINH, KEVIN DINH & XUAN THAO NGUYEN, AN DAC NGUYEN & MY-Y DINH, AI MY DINH, JIMMY TONG, RONALD DINH & MINH THUY LE, VINNY DINH, THOMAS DINH & ANNIE TRAN

LOCATION: SOUTH SIDE OF STANFORD AVENUE, BETWEEN GILBERT STREET AND BROOKHURST WAY AT 9792 STANFORD AVENUE

REQUEST: Approval of a Zone Change and Lot Line Adjustment to reconfigure the existing lot lines of a currently vacant 0.97-acre project site in order to reduce the total number of legal lots from four (4) to three (3) for the purpose of constructing a single-family dwelling unit on each lot. The request will include (i) a Zone Change to amend the site zoning designation from R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet to R-1 (Single-Family Residential) with a minimum lot size of 11,000 square feet, (ii) a Lot Line Adjustment to reconfigure the existing lot lines to create three (3) new lots with areas of 14,228 square feet (Lot 1), 14,224 square feet (Lot 2), and 14,223 square feet (Lot 3), and (iii), a Front Yard Determination to designate the interior street side of Lot 1 as the front of the property. In conjunction with the request, the Planning Commission will consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Sections 15061 – Review for Exemption, 15303 – New Construction or Conversion of Small Structures, and 15305 – Minor Alterations in Land Use Limitations.

STAFF RECOMMENDATION: Recommend denial of Amendment No. A-026-2019, Lot Line Adjustment No. LLA-023-2019, and Front Yard Determination No. FYD-005-2019.

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

D.1. SITE PLAN NO. SP-078-2019  
CONDITIONAL USE PERMIT NO. CUP-158-2019

APPLICANT: COTTAGE INDUSTRIES, LLC

LOCATION: NORTH SIDE OF GARDEN GROVE BOULEVARD, BETWEEN CIVIC CENTER AND 9<sup>TH</sup> STREET AT 11352 ACACIA PARKWAY, 11412 ACACIA PARKWAY, 12911 7<sup>TH</sup> STREET, 12902 7<sup>TH</sup> STREET, 12912 7<sup>TH</sup> STREET, 12932 7<sup>TH</sup> STREET, 11361 GARDEN GROVE BOULEVARD, 11391 GARDEN GROVE BOULEVARD, AND 12911 8<sup>TH</sup> STREET

REQUEST: A request by the Cottage Industries, LLC for approval of a Site Plan, Associated Parking Management Plan, and Conditional Use Permit for the Cottage Industries

Art Block Project. The proposed Site Plan would allow the conversion of nine (9) existing residential structures and nine (9) existing accessory structures, along with the construction of six (6) new commercial structures, with a total combined square footage of 2,800 square feet, to accommodate new commercial restaurant, office/service, retail, and motel uses; and, the construction of an accessory trellis structure. The proposed Conditional Use Permit would allow the operation of a motel use within ten (10) building structures on five (5) properties of the project site.

STAFF RECOMMENDATION: Approval of Site Plan No. SP-078-2019 and Conditional Use Permit No. CUP-158-2019, subject to the recommended Conditions of Approval. In conjunction with the request, the Planning Commission will consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15333 – Infill Development Projects.

D.2. MITIGATED NEGATIVE DECLARATION  
MITIGATION MONITORING AND REPORTING PROGRAM  
PLANNED UNIT DEVELOPMENT NO. PUD-104-70 (REV. 2019)  
SITE PLAN NO. SP-079-2019

APPLICANT: REXFORD INDUSTRIAL REALTY, LP

LOCATION: NORTHWEST CORNER OF KNOTT STREET AND ACACIA AVENUE AT 12821 KNOTT STREET, INCLUDING THAT PORTION OF BRADY WAY, WHICH FRONTS ALONG THE WESTERLY PROPERTY LINE OF THE SUBJECT SITE

REQUEST: To amend Planned Unit Development No. PUD-104-70 to facilitate an expansion of the existing 119,836 square foot industrial building with the construction of a 45,335 square foot one-story addition of industrial space. Also, a request for Site Plan approval to construct a 45,335 square foot one-story addition of industrial space to the existing 119,836 square foot industrial building, along with associated site improvements. The site is in the Planned Unit Development No. PUD-104-70 zone. The Planning Commission will also consider a recommendation that the City Council adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.

STAFF RECOMMENDATION: Recommend adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approval of Planned Unit Development No. PUD-104-70

(REV. 2019) to City Council, and approval of Site Plan No. SP-079-2019.

D.3. VARIANCE NO. V-028-2019

APPLICANT: ORANGE COUNTY EMERGENCY PET CLINIC

LOCATION: SOUTH SIDE OF GARDEN GROVE BOULEVARD AT  
12750 GARDEN GROVE BOULEVARD

REQUEST: Variance approval, from the City of Garden Grove Municipal Code Sections 9.20.040a and 9.20.040.2.c, to allow the construction of a second free-standing monument sign on a lot that is less than five (5) acres, and to allow the monument sign to be located less than 25 feet from a property line for an integrated office development. The site is in the HCSP-OP (Harbor Corridor Specific Plan-Office Professional) zone.

STAFF RECOMMENDATION: Approval of Variance No. V-028-2019, subject to the recommended Conditions of Approval. In conjunction with the request, the Planning Commission will consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15311 – Accessory Structures.

E. MATTERS FROM COMMISSIONERS

F. MATTERS FROM STAFF

G. ADJOURNMENT

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

Meeting Minutes  
Thursday, November 21, 2019

CALL TO ORDER: 7:00 p.m.

ROLL CALL:

Chair Lehman  
Vice Chair Ramirez  
Commissioner Le  
Commissioner Lindsay  
Commissioner Nguyen  
Commissioner Perez  
Commissioner Soeffner

Absent: Le, Lehman

PLEDGE OF ALLEGIANCE: Led by Commissioner Perez.

ORAL COMMUNICATIONS – PUBLIC – None.

November 7, 2019 MINUTES:

Action: Received and filed.

Motion: Perez Second: Lindsay

Ayes: (5) Lindsay, Nguyen, Perez, Ramirez, Soeffner

Noes: (0) None

Absent: (2) Le, Lehman

PUBLIC HEARING – SITE PLAN NO. SP-037-2017TE2, VARIANCE NO. V-015-2017TE2, AND CONDITIONAL USE PERMIT NO. CUP-106-2017TE2 FOR PROPERTY LOCATED AT 7051 GARDEN GROVE BOULEVARD, NORTH SIDE OF GARDEN GROVE BOULEVARD, WEST OF KNOTT STREET.

Applicant: ROSA ESTELLA BERMEO

Date: November 21, 2019

Request: One-year time extension (Time Extension No. 2) for approved entitlements under Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017, for (i) Site Plan approval to construct a new service (gas) station with a new drive-

thru convenience store on a vacant lot located at 7051 Garden Grove Boulevard, (ii) Variance approval to deviate from the minimum rear setback requirement to construct a trash enclosure within the rear ten-foot setback along the northerly property line (adjacent to the SR-22 Freeway), and (iii) Conditional Use Permit approval to allow the new convenience store to operate with a new original State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. The City of Garden Grove recognizes a previous exemption from CEQA.

Action: Public Hearing held. Speaker(s): Juan Sandoval

Action: Resolution No. 5970-19 was approved.

Motion: Lindsay Second: Soeffner

Ayes: (5) Lindsay, Nguyen, Perez, Ramirez, Soeffner

Noes: (0) None

Absent: (2) Le, Lehman

MATTERS FROM COMMISSIONERS: None.

MATTERS FROM STAFF: Staff gave a brief description of agenda item(s) for the next regular Planning Commission meeting on December 5th and announced the Planning Commissioner Dinner would be held on Thursday, December 19th. Staff wished all a Happy Thanksgiving.

ADJOURNMENT: At 7:11 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, December 5, 2019, at 7:00 p.m. in the Council Chamber of the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

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Judith Moore  
Recording Secretary

**COMMUNITY AND ECONOMIC DEVELOPMENT  
DEPARTMENT  
PLANNING STAFF REPORT**

<b>AGENDA ITEM NO.:</b> C.1.	<b>SITE LOCATION:</b> South side of Stanford Avenue, between Gilbert Street and Brookhurst Way, at 9792 Stanford Avenue
<b>HEARING DATE:</b> December 5, 2019	<b>GENERAL PLAN:</b> Low Density Residential
<b>CASE NO.:</b> Amendment No. A-026-2019, Lot Line Adjustment No. LLA-023-2019, and Front Yard Determination No. FYD-005-2019	<b>ZONE:</b> R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet
<b>APPLICANT AND PROPERTY OWNER:</b> Henry Tran, Y-Minh Dinh, Kevin Dinh, Xuan Thao Nugyen, An Dac Nguyen, My-Y Dinh, Ai My Dinh, Jimmy Tong, Ronald Dinh, Minh Thuy Le, Vinny Dinh, Thomas Dinh and Annie Tran	<b>APN:</b> 133-372-06
	<b>CEQA DETERMINATION:</b> : Exempt

**REQUEST:**

For the Planning Commission to consider and act on proposed Resolutions denying the Applicant's request for Zone Change Amendment, Lot Line Adjustment, and Front Yard Determination in conjunction with the reconfiguration of existing lot lines of a currently vacant 42,675 square foot (0.97-acre) project site to reduce the total number of legal lots from four (4) to three (3) for the purpose of constructing a single-family dwelling unit on each lot.

**DISCUSSION:**

On November 7, 2019, a public hearing was held to consider the proposed project. At the meeting, six (6) members of the public spoke in opposition of the project. The concerns raised by the public included that the project was not consistent with the existing neighborhood; that the project will increase the density in the neighborhood; that the neighbors should know the design of the proposed homes; that plans for each home should be submitted to determine compatibility with the neighborhood; that there should be more community engagement for the development of the site; that the proposed zone change request will trigger more zone change requests; and, that a variance would be a possible option to develop the site in lieu of the zone change. In addition, two (2) letters were received in opposition of the project.

CASE NOS. A-026-2019, LLA-023-2019 and FYD-005-2019

At the conclusion of the Public Hearing, the Planning Commission voted 7-0 to direct Staff to prepare a Resolution of Denial based on the findings articulated by the Planning Commission that the 1) zone change is not consistent with the City's General Plan; that the 2) zone change will not ensure a degree of compatibility with surrounding properties and uses; and 3) that the Lot Line Adjustment is not consistent with the zone.

Staff has prepared the attached Resolutions of Denial for the Planning Commission's consideration.

The Public Hearing for this matter has been closed. Therefore, if the Planning Commission wishes to reconsider its action of November 7, 2019 and/or take further public testimony or evidence on this matter, a new Public Hearing will need to be scheduled and noticed.

**RECOMMENDATION:**

Staff recommends that the Planning Commission either:

1. Adopt Resolution No. 5968-19 denying Amendment No. A-026-2019, and adopt Resolution No. 5969-19 denying Lot Line Adjustment No. LLA-023-2019 and Front Yard Determination No. FYD-005-2019, and authorize the Chair to execute the Resolutions; or
2. Provide further direction to Staff.



Lee Marino  
Planning Service Manager



By: Maria Parra  
Senior Planner



## RESOLUTION NO. 5968-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE DENYING AMENDMENT NO. A-026-2019, TO REZONE THE MINIMUM LOT SIZE REQUIREMENT FROM R-1 (SINGLE-FAMILY RESIDENTIAL) WITH A MINIMUM LOT SIZE OF 15,000 SQUARE FEET TO R-1 (SINGLE-FAMILY RESIDENTIAL) WITH A MINIMUM LOT SIZE OF 11,000 SQUARE FEET FOR A PARCEL OF LAND LOCATED ON THE SOUTH SIDE OF STANFORD AVENUE, BETWEEN GILBERT STREET AND BROOKHURST WAY, AT 9792 STANFORD AVENUE, ASSESSOR'S PARCEL NO. 133-372-06.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on December 5, 2019 does hereby deny Amendment No. A-026-2019, to rezone a parcel of land, located at 9792 Stanford Avenue, Assessor's Parcel No. 133-372-06, from R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet to R-1 (Single-Family Residential) with a minimum lot size of 11,000 square feet, to facilitate the development of a vacant site with three (3) single-family homes on three (3) reconfigured parcels that comply with the minimum lot size of the proposed zone.

BE IT FURTHER RESOLVED in the matter of Amendment No. A-026-2019, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Henry Tran, Y-Minh Dinh, Kevin Dinh, Xuan Thao Nguyen, An Dac Nguyen, My-Y Dinh, Ai My Dinh, Jimmy Tong, Ronald Dinh, Minh Thuy Le, Vinny Dinh, Thomas Dinh and Annie Tran Dan, the property owners of the project site, 9792 Stanford Avenue.
2. The project site is located on the south side of Stanford Avenue, between Gilbert Street and Brookhurst Way, and is comprised of four (4) legal parcels with an aggregate land area of 0.97 acres. The parcels were created in 1991 with approval of Parcel Map No. PM-91-300. Parcels 1 and 4 have a lot size of 11,971 square feet, while Parcels 2 and 3 have a lot size of 9,366 square feet.
3. The property has a General Plan Land Use designation of Low Density Residential and is zoned R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet (R-1-15).
4. The applicant requests approval of an Amendment to rezone a 42,675 square foot (0.97 acre) parcel of land from R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet (R-1-15) to R-1 (Single-Family Residential) with a minimum lot size of 11,000 square feet (R-1-11), to facilitate the development of the project site with three (3) single-family homes on three (3) reconfigured parcels that comply with the minimum lot size of the proposed R-1-11 zone. In conjunction with the Amendment, the

applicant requests approval of Lot Line Adjustment No. LLA-023-2019, to reconfigure the project site from four (4) parcels to three (3) parcels with lot sizes of 14,228 square feet (Lot 1), 14,224 square feet (Lot 2), and 14,223 square feet (Lot 3), and Front Yard Determination No. FYD-005-2019, to designate the front of each parcel as that portion of the lot that directly abuts the shared driveway easement.

5. In order to approve the Zone Change Amendment, all of the findings required by Garden Grove Municipal Code Section 9.32.030.D.2 must be made.
6. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
7. Report submitted by City staff was reviewed.
8. Pursuant to a legal notice, a public hearing was opened on November 7, 2019, and all interested persons were given an opportunity to be heard. The public hearing was closed on November 7, 2019.
9. Following the conclusion of the public hearing on November 7, 2019, and after giving due and careful consideration to the matter, the Planning Commission voted to direct City staff to prepare a Resolution denying the Applicant's requested Zone Change Amendment, and continued the item to the Planning Commission meeting of December 5, 2019.
10. Because the application is denied, the Project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to the provisions of Article 18, Section 15270(a) of the CEQA Guidelines.

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 project site is located on the south side of Stanford Avenue, between Gilbert Street and Brookhurst Way. The project site has a General Plan Land Use designation of Low Density Residential, and is zoned R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet (R-1-15). The project site is located in a single-family residential neighborhood that is developed with a mix of single-story and two-story residences. This residential neighborhood is characterized by having large lots that range in size from 7,200 square feet to over one acre.

The project site abuts R-1 zoned properties developed with single-family homes to the north, across Stanford Avenue, to the east, and to the west. The properties immediately to the west of the project site are developed with a single-family residential subdivision located on Crestwood Circle. The properties to the south of the project site are zoned R-3 (Multiple-Family Residential), and are developed with multiple-family apartments.

The project site is comprised of four (4) legal parcels with an aggregate land area of 0.97 acres. The parcels were created in 1991 with approval of Parcel Map No. PM-91-300. Parcels 1 and 4 have a lot size of 11,971 square feet, while Parcels 2 and 3 have a lot size of 9,366 square feet. The individual parcels were never developed with single-family homes as approved by Site Plan No. SP-112-91. In 2007, the previous property owner requested land use approvals to develop the project site and each parcel with a single-family home through a rezone change and Site Plan request; however, the request was denied by the hearing body due to incompatibility of the proposed project with the character of the neighborhood that will not preserve the large-lot character of the area. The project site remained improved with the original single-family home that was constructed in 1936 until 2016 when building permits were issued to demolish the existing residence and accessory structure. Today, the project site is vacant and unimproved.

The current property owners purchased the project site in 2012 with the intent of developing the site with single-family homes; however, the existing four (4) parcels have a lot size that is less than the minimum lot size of 15,000 square feet required by the R-1-15 zone to develop each parcel in compliance with the zoning code. In order to facilitate the development of the project site, an amendment to the minimum lot size of the R-1-15 zone is required. The applicant requests an amendment to rezone the minimum lot size of the project site from R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet to R-1 (Single-Family Residential) with a minimum lot size of 11,000 square feet, to facilitate the development of the project site with three (3) single-family homes on three (3) reconfigured parcels that conform with the minimum lot size of the proposed R-1-11 zone.

In conjunction with the proposed amendment, the applicant requests approval of Lot Line Adjustment No. LLA-023-2019 to reconfigure the existing parcels from four (4) to three (3) parcels in order to comply with the minimum lot size of the zoning code, and Front Yard Determination No. FYD-005-2019 to designate the front of each parcel as that portion of the lot abutting the shared driveway easement.

On November 7, 2019, a public hearing was held to consider the proposed project. At the meeting, six (6) members of the public spoke in opposition of the project. The concerns raised by the public included that the project was not consistent with the existing neighborhood; that the project will increase the density in the neighborhood; that the neighbors should know the design of the proposed homes;

that plans for each home should be submitted to determine compatibility with the neighborhood; that there should be more community engagement for the development of the site; that the proposed zone change request will trigger more zone change requests; and, that a variance would be a possible option to develop the site in lieu of the zone change. In addition, two (2) letters were received in opposition of the project.

At conclusion of the Public Hearing, the Planning Commission voted 7-0 to direct Staff to prepare a Resolution of Denial based on the findings.

#### FINDINGS AND REASONS:

In order to approve the Zone Change Amendment, all of the findings required by Garden Grove Municipal Code Section 9.32.030.D.2 must be made. In this case, based on the totality of information provided, the Planning Commission finds that for the following reasons, the following required findings for approval of the requested Zone Change Amendment cannot be made:

1. The propose zone change is not consistent with the City's General Plan.

The proposed project is not consistent with the goals and policies of the Land Use Element of the General Plan. The intent of the Neighborhood Preservation Policy of the General Plan is to preserve residential neighborhoods. The City Council approved the current R-1 (Single-Family) zone with a minimum lot size of 15,000 square feet to preserve the larger lot character of the neighborhood. The net developable lot area of the reconfigured parcels is not consistent with the neighborhood as the proposed homes will be developed on smaller lots when the shared easement is removed from the developable lot area. The proposed zone change amendment will change the character of the neighborhood, and will not preserve the existing large-lot character of the neighborhood.

2. The proposed zone change will not ensure a degree of compatibility with surrounding properties and uses.

The zone change is not compatible with the surrounding properties, and will not ensure the preservation of the existing residential character of the neighborhood. The residential area is characterized as having larger lots. The net developable lot area of the reconfigured parcels is not consistent with the neighborhood as the proposed homes will be developed on smaller lots when the shared easement is removed from the developable lot area. While there are existing parcels in the area that have existing smaller lot sizes, the homes on those parcels are oriented toward Stanford Avenue. The proposed homes on the reconfigured lots will be oriented toward the shared easement,

and not onto Stanford Avenue, which is not consistent with the character of the neighborhood.

RELIANCE ON THE RECORD

Unless otherwise provided, each and every one of the findings and conclusions in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the requested Zone Change. The findings and conclusions constitute the independent findings and conclusions of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole. Unless otherwise provided, all summaries of information in this Resolution are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The requested Zone Change Amendment does not possess characteristics that would justify the request in accordance with Municipal Code Section 9.32.030.D.2 (Zone Change).
2. The applicant's request for Amendment No. A-026-2019 is denied in its entirety.

## RESOLUTION NO. 5969-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE DENYING LOT LINE ADJUSTMENT NO. LLA-023-2019 AND FRONT YARD DETERMINATION NO. FYD-005-2019 FOR PROPERTY LOCATED AT 9792 STANFORD AVENUE, ASSESSOR'S PARCEL NO. 133-372-06.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on December 5, 2019, hereby deny Lot Line Adjustment No. LLA-023-2019 and Front Yard Determination No. FYD-005-2019 for property located on the south side of Stanford Avenue, between Gilbert Street and Brookhurst Way, at 9792 Stanford Avenue, Assessor's Parcel No. 133-372-06.

BE IT FURTHER RESOLVED in the matter of Lot Line Adjustment No. LLA-023-2019 and Front Yard Determination No. FYD-005-2019, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Henry Tran, Y-Minh Dinh, Kevin Dinh, Xuan Thao Nguyen, An Dac Nguyen, My-Y Dinh, Ai My Dinh, Jimmy Tong, Ronald Dinh, Minh Thuy Le, Vinny Dinh, Thomas Dinh and Annie Tran Dan, the property owners of the project site, 9792 Stanford Avenue.
2. The project site is located on the south side of Stanford Avenue, between Gilbert Street and Brookhurst Way, and is comprised of four (4) legal parcels with an aggregate land area of 0.97 acres. The parcels were created in 1991 with approval of Parcel Map No. PM-91-300. Parcels 1 and 4 have a lot size of 11,971 square feet, while Parcels 2 and 3 have a lot size of 9,366 square feet.
3. The property has a General Plan Land Use designation of Low Density Residential and is zoned R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet (R-1-15).
4. The applicant requests approval of a Lot Line Adjustment to reconfigure existing lot lines of a vacant, 42,675 square foot (0.97-acre), project site to reduce the total number of legal lots from four (4) parcels to three (3) parcels, with sizes of 14,228 square feet (Lot 1), 14,224 square feet (Lot 2), and 14,223 square feet (Lot 3), for the purpose of constructing a single-family dwelling unit on each lot, and a Front Yard Determination to designate the front of each parcel as that portion of the lot that directly abuts the shared driveway easement. In conjunction with a request, the applicant requests approval of Amendment No. A-026-2019, to rezone the minimum lot size requirement of the project site from R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet to R-1 (Single-Family Residential) with a minimum lot size of 11,000 square feet.

5. In order to approve the Lot Line Adjustment and Front Yard Determination, all of the findings required by Garden Grove Municipal Code Section 9.40.190 (Lot Line Adjustment) and Section 9.08.040.100.J (Front Yard Determination) must be made.
6. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
7. Report submitted by the City staff was reviewed.
8. Pursuant to a legal notice, a public hearing was opened on November 7, 2019, and all interested persons were given an opportunity to be heard. The public hearing was closed on November 7, 2019.
9. Following the conclusion of the public hearing on November 7, 2019, and after giving due and careful consideration to the matter, the Planning Commission voted to direct City staff to prepare a Resolution denying the Applicant's requested Zone Change Amendment, and continued the item to the Planning Commission meeting of December 5, 2019.
10. Because the application is denied, the Project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to the provisions of Article 18, Section 15270(a) of the CEQA Guidelines.

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 9.40.190 (Lot Line Adjustment) and Section 9.08.040.100.J (Front Yard Determination) as follows:

FACTS:

The subject project site is located on the south side of Stanford Avenue, between Gilbert Street and Brookhurst Way. The project site has a General Plan Land Use designation of Low Density Residential, and is zoned R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet (R-1-15). The project site is located in a single-family residential neighborhood that is developed with a mix of single-story and two-story residences. This residential neighborhood is characterized by having large lot sizes that range from 7,200 square feet to over one acre.

The project site abuts R-1 zoned properties developed with single-family homes to the north, across Stanford Avenue, to the east, and to the west. The properties immediately to the west of the project site are developed with a single-family tract subdivision located on Crestwood Circle. The properties to the south of the project site are zoned R-3 (Multiple-Family Residential), and are developed with multiple-family apartments.

The project site is comprised of four (4) legal parcels with an aggregate land area of 0.97-acres. The parcels were created in 1991 with approval of Parcel Map No. PM-91-300. Parcels 1 and 4 have a lot size of 11,971 square feet, while Parcels 2 and 3 have a lot size of 9,366 square feet. The individual parcels were never developed with single-family homes as approved by Site Plan No. SP-112-91. In 2007, the previous property owner requested land use approvals to develop the project site and each parcel with a single-family home through a zone change and Site Plan request; however, the request was denied by the hearing body due to incompatibility of the proposed project with the existing character of the neighborhood that will not preserve the large-lot character of the area. The project site remained improved with the original single-family home that constructed in 1936 until 2016 when building permits were issued to demolish the existing residence and accessory structure. Today, the project site is vacant and unimproved.

The current property owners purchased the project site in 2012 with the intent of developing the site with single-family homes; however, the existing four (4) parcels have a lot size that is less than the minimum lot size of 15,000 square feet required by the R-1-15 zone to develop each parcel in compliance with the zoning code. In order to facilitate the development of the project site, an amendment to the minimum lot size of the R-1-15 zone is required. The applicant is requesting Lot Line Adjustment to reconfigure the existing parcels from four (4) parcels to three (3) parcels in order to comply with the minimum lot size of the proposed zone, and a Front Yard Determination to designate the front of each parcel as that portion of the lot abutting the shared driveway easement.

In conjunction with the proposed Lot Line Adjustment and Front Yard Determination, the applicant also requests an amendment, Amendment No. A-026-2019, to rezone the minimum lot size of the project site from R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet to R-1 (Single-Family Residential) with a minimum lot size of 11,000 square feet, to develop the project site with three (3) single-family homes on three (3) parcels that conform with the minimum lot size of the R-1-11 zone.

On November 7, 2019, a public hearing was held to consider the proposed project. At the meeting, six (6) members of the public spoke in opposition of the project. The concerns raised by the public included that the project was not consistent with the existing neighborhood; that the project will increase the density in the neighborhood; that the neighbors should know the design of the proposed homes; that plans for each home should be submitted to determine compatibility with the neighborhood; that there should be more community engagement for the development of the site; that the proposed zone change request will trigger more zone change requests; and, that a variance would be a possible option to develop the site in lieu of the zone change. In addition, two (2) letters were received in opposition of the project.



At conclusion of the Public Hearing, the Planning Commission voted 7-0 to direct Staff to prepare a Resolution of Denial based on the findings.

FINDINGS AND REASONS:

In order to approve the Zone Change Amendment, all of the findings required by Garden Grove Municipal Code Section 9.40.190 (Lot Line Adjustment) and Section 9.08.040100.J (Front Yard Determination) must be made. In this case, based on the totality of information provided, the Planning Commission finds that for the following reasons, the following required findings for approval of the requested Lot Line Adjustment and Front Yard Determination cannot be made:

**LOT LINE ADJUSTMENT:**

1. The parcels, as a result of the Lot Line Adjustment, will not conform to the zoning and building codes.

Lot Line Adjustment LLA-023-2019 is contingent upon approval of Amendment No. A-026-2019; however, the Planning Commission has denied Amendment No. A-026-2019 pursuant to the findings and reasons set forth in Resolution No. 5968-19. As such, the Lot Line Adjustment request is not consistent with the current zoning designation of R-1 (Single-Family Residential) with a minimum lot size of 15,000 square feet. The net developable lot area of the reconfigured subject parcels will be less when the shared easement is eliminated, which is not consistent with the other residential lots in the area.

**FRONT YARD DETERMINATION**

1. The proposed Front Yard Determination will allow each parcel to be developed to its fullest and best use by determining the front for the purpose of applying requirements for setbacks, wall, fence, hedge heights, parking, and landscaping.

The Front Yard Determination is contingent upon approval of Amendment No. A-026-2019; however, the Planning Commission has denied Amendment No. A-026-2019 pursuant to the findings and reasons set forth in Resolution No. 5968-19.

**RELIANCE ON THE RECORD**

Unless otherwise provided, each and every one of the findings and conclusions in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the requested Lot Line Adjustment and Front Yard determination. The findings and conclusions constitute the independent findings and conclusions of the

Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole. Unless otherwise provided, all summaries of information in this Resolution are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The requested Lot Line Adjustment does not possess characteristics that would justify the request in accordance with Municipal Code Section 9.40.190 (Lot Line Adjustment) and Section 9.08.040.100.J (Front Yard Determination).
2. The applicant's request for Lot Line Adjustment No. LLA-023-2019 and Front Yard Determination No. FYD-005-2019 is denied in its entirety.

# COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

<b>AGENDA ITEM NO.:</b> D.1.	<b>SITE LOCATION:</b> North side of Garden Grove Boulevard, south side of Acacia Parkway, between Civic Center Drive and 9 <sup>th</sup> Street, at 11352 Acacia Parkway, 11412 Acacia Parkway, 12911 7 <sup>th</sup> Street, 12902 7 <sup>th</sup> Street, 12912 7 <sup>th</sup> Street, 12932 7 <sup>th</sup> Street, 12911 8 <sup>th</sup> Street, 11361 Garden Grove Boulevard, and 11391 Garden Grove Boulevard
<b>HEARING DATE:</b> December 5, 2019	<b>GENERAL PLAN:</b> Civic Center Mixed Use
<b>CASE NO.:</b> Site Plan No. SP-078-2019 and Conditional Use Permit No. CUP-158-2019	<b>ZONE:</b> CC-1 (Civic Center East)
<b>APPLICANT:</b> Chris Bennett for Cottage Industries, LLC	<b>CEQA DETERMINATION:</b> Exempt
<b>PROPERTY OWNERS:</b> Cottage Industries, LLC	<b>APN:</b> 090-172-29, 090-173-22, 090-172-18, 090-173-04, 090-173-05, 090-173-07, 090-173-16, 090-173-09, and 090-173-11

**REQUEST:**

Planning Commission approval of a Site Plan, associated Parking Management Plan, and Conditional Use Permit for the Cottage Industries Art Block Project. The proposed Site Plan would allow the conversion of nine (9) existing residential structures and nine (9) existing accessory structures, along with the construction of six (6) new commercial structures, with a total combined square footage of 2,800 square feet, to accommodate new commercial restaurant, office, personal service, retail, and motel uses; and, the construction of an accessory trellis structure. The proposed Conditional Use Permit would allow the operation of a motel with a total of (10) motel rooms on five (5) properties of the Art Block.

**BACKGROUND:**

The subject project parcels are located on the north side of Garden Grove Boulevard, south of Acacia Parkway, between Civic Center Drive and 9<sup>th</sup> Street. The subject parcels are located in the Civic Center area and have a General Plan Land Use designation of Civic Center Mixed Use and are zoned CC-1 (Civic Center East). The

Civic Center Mixed Use Land Use designation is intended to provide a mix of civic, institutional, commercial, higher density residential, and open space uses. The Civic Center area is recognized as the City's historic core and a public gathering place. Proposed uses within the Civic Center area should contribute to the sense that this area is the heart and soul of the community. The CC-1 zone is intended to allow for uses and developments that maintain the character and form of the established neighborhood, which includes allowing the conversion of existing single-family homes and accessory structures to adaptive commercial uses. The CC-1 zone also allows for a variety of commercial and retail uses, such as restaurants, retail, office, personal service, and motel uses.

The developer, Cottage Industries, LLC, proposes to establish a unique commercial development that will revitalize, preserve, and repurpose existing residential buildings in the Civic Center area through a project called Cottage Industries. The Cottage Industries Project includes the Farm Block and the proposed Art Block. The developer received Site Plan and Conditional Use Permit approval from the Planning Commission to develop the Farm Block Project on March 15, 2018. The developer now proposes to receive land use approval to develop the Art Block.

The concept of Cottage Industries is to create a true neighborhood environment that invites residents and visitors to experience the "true comforts of home." The project includes preserving and repurposing existing residential structures into retail businesses operated by local independent operators and artisans. The outdoor spaces will be activated with an infusion of art, community programming, and aesthetically pleasing landscaping that together will create a gathering space for the community.

Cottage Industries LLC, is a subsidiary of LAB Holding, LLC. LAB Holding LLC, established in 1991, is renowned for revitalizing, preserving, and repurposing existing buildings and creating unique retail spaces that support local independent operators and artisans. The LAB is an acronym for Little American Business. The LAB has a series of successful repurposing projects in Orange County, including the Lab Anti-Mall and the CAMP in Costa Mesa, the Anaheim Packing District, including the Packing House, and the Anaheim MAKE in Anaheim. The LAB also operates several restaurants on Center Street in downtown Anaheim, and has also restored the historic Casino in San Clemente into an event space. The LAB will bring their artistic vision, which has proven to be successful in other Orange County communities, to the City of Garden Grove.

The parcels that will form part of the Art Block are located within two (2) blocks of the Civic Center area (see Figure 1). The parcels are bounded by Garden Grove Boulevard to the north, Acacia Parkway to the south, Civic Center Drive to the west and 9<sup>th</sup> Street to the east. Each parcel is currently unoccupied, and is improved with

a single-family home with a detached enclosed garage. The combined gross land area for the entire project site is approximately 77,269 square feet (1.7 acres). Due to a 10-foot right-of-way street dedication required for four (4) parcels (11352 Acacia Parkway, 12911 7<sup>th</sup> Street, 12902 7<sup>th</sup> Street, and 11412 Acacia Parkway) for future street widening purposes, the total net land area of the project site will be 71,868 square feet. Table 1 provides an overview of the existing site conditions of each parcel.

The Art Block project is located in an area of the Civic Center improved with single-family and multiple-family residential uses, and the project parcels directly abut properties improved with residential uses. The project site is also located in close proximity to City Hall, the Fire and Police Department Stations, other civic institutions, and office professional buildings.

Figure 1: Art Block Project Site Area Map  
(subject parcels outlined in bold)

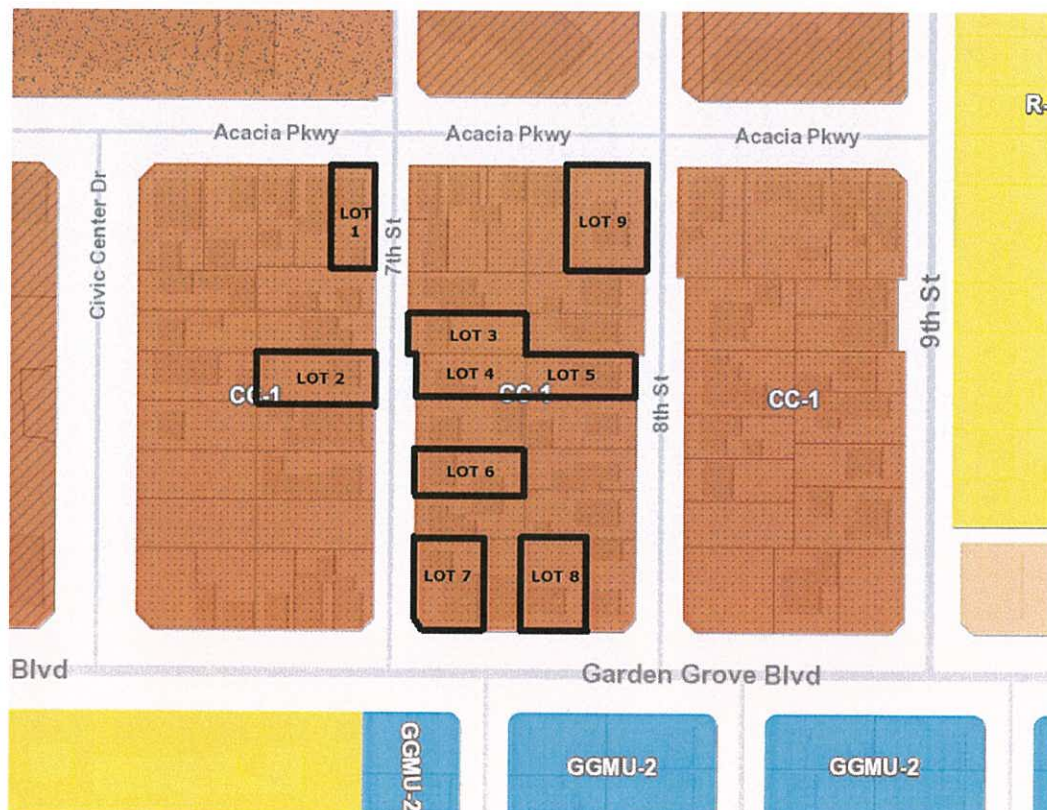


Table 1: Existing Site Condition

LOT	Parcel Address	Gross Lot Size	Existing Site Improvements	Property Ownership
Lot 1	11352 Acacia Parkway APN: 090-172-29	6,957 S.F.	Single-family home with detached garage built in 1914	Cottage Industries, LLC
Lot 2	12911 7 <sup>th</sup> Street APN: 090-172-18	8,761 S.F.	Single-family home with detached garage built in 1930	Cottage Industries, LLC
Lot 3	12902 7 <sup>th</sup> Street APN: 090-173-04	7,978 S.F.	Single-family home with detached garage built in 1946	Cottage Industries, LLC
Lot 4	12912 7 <sup>th</sup> Street APN: 090-173-05	7,122 S.F.	Single-family home with detached garage built in 1946	Cottage Industries, LLC
Lot 5	12911 8 <sup>th</sup> Street APN: 090-173-16	8,231 S.F.	Single-family home with detached garage built in 1928	Cottage Industries, LLC
Lot 6	12932 7 <sup>th</sup> Street APN: 090-173-07	7,059 S.F.	Single-family home with detached garage built in 1949	Cottage Industries, LLC
Lot 7	11361 Garden Grove Blvd. APN: 090-173-09	9,818 S.F.	Single-family home with detached garage built in 1929	Cottage Industries, LLC
Lot 8	11391 Garden Grove Blvd. APN: 090-73-11	8,906 S.F.	Single-family home with detached garage built in 1948	Cottage Industries, LLC
Lot 9	11412 Acacia Parkway APN: 090-173-22	12,437 S.F.	Single-family home with detached garage built in 1922	Cottage Industries, LLC

In 2016, the City Council adopted Resolution No. 9353-16 approving a Disposition and Development Agreement (“DDA”) with LAB Holding, LLC to develop the Cottage Industries Project through the purchase of twelve (12) properties in the Civic Center area owned by the Garden Grove Housing Authority. Three (3) of the twelve (12) properties form part of the Farm Block, and nine (9) properties will form part of the proposed Art Block Project. In addition, the City Council adopted Resolution No. 9354-16 approving a lease and sublease agreement for five (5) unimproved parcels owned by the City of Garden Grove and the Garden Grove Housing Authority to the developer to facilitate the Cottage Industries Project, which are part of the Farm Block Project.

On November 16, 2017, Director’s Review No. DR-031-2017 was approved to allow a minor land use deviation for the temporary conversion of the four (4) existing single-family homes and accessory garage structures to commercial uses, while the applicant prepared the necessary plans to submit to the City for Site Plan and Conditional Use Permit approval for the Farm Block. The Director’s Review approval did not authorize the use, occupancy, or operation of the converted structures until the applicant obtained all Site Plan and Conditional Use Permit approvals. The developer did not exercise this approval as plans for the Farm Block construction were submitted into the City for building plan check review after land use entitlements were approved by the Planning Commission.

On March 15, 2018, the Planning Commission approved entitlements for the Farm Block Project that included:

- Adoption of Resolution No. 5908-2018 approving Site Plan No. SP-045-2018 allowing the conversion of four (4) existing residential structures and two (2) existing accessory structures into commercial restaurant and retail use; the construction of two (2) new commercial buildings with a combined square footage of approximately 2,284 square feet; the construction of accessory trellis and patio shade structures with a combined square footage of approximately 4,900 square feet; and the conversion of two (2) parcels into a surface parking lot to serve the development, and Conditional Use Permit No. CUP-121-2018 approving the sale/consumption of alcohol and entertainment within a communal outdoor area of the development.
- Adoption of Resolution No. 5909-2018 approving Conditional Use Permit No. CUP-122-2018 to operate a proposed restaurant, located at 12932 8<sup>th</sup> Street, with an Alcoholic Beverage Control (ABC) Type "47" (On-Sale, General, Public Eating Place) license.
- Adopted of Resolution No. 5910-2018 approving Conditional Use Permit No. CUP-123-2018 to operate a proposed restaurant, located 12941 9<sup>th</sup> Street, with an Alcoholic Beverage Control (ABC) Type "47" (On-sale, General, Public Eating Place) license and entertainment.

The developer has submitted construction drawings for the Farm Block to the City of Garden Grove Building and Safety Division for review and approval. The construction drawings have been approved by the City, and are waiting for the developer to obtain the building permits.

The developer is now requesting approval to develop the Cottage Industries Art Block Project. In order to facilitate the Art Block Project, the developer is requesting approval of a Site Pan to convert nine (9) existing residential structures and nine (9) garage structures, along with constructing six (6) new commercial structures, to accommodate new commercial uses for restaurant, office, personal service, retail, and a motel use on nine (9) properties, and also to construct an accessory trellis structure. Also, the developer requests approval of a Conditional Use Permit to allow the operation of a motel within ten (10) building structures on five (5) properties of the project site.

**PROJECT STATISTICS:**

	<b>Provided</b>	<b>Code</b>
<b>Art Block Project Area (9 parcels):</b>	Gross: 77,269 S.F. (1.77 acres) Net <sup>1</sup> : 71,868 S.F. (1.64)	N/A
<b>Parking<sup>2</sup></b>		
Full Program of Uses	85	109
Amended Program of Uses	78	100
<b>Setback to New Buildings<sup>3</sup>:</b>		
Side	5'-0"	5'-0"
Rear	10'-0" <sup>3</sup>	10'-0"
Building Height for New Buildings:	16'-0"	35'-0"
<b>Total Site Landscaping</b>	12,554 (17.2%)	7,257 (10%)

- <sup>1</sup> The net lot size refers to the land area that remains after any required street dedication. The City is requiring a 10-foot street dedication for street widening purposes that will affect four (4) properties that will reduce the development lot area from 77,269 S.F. to 71,868 S.F.
- <sup>2</sup> A Shared Parking Study Analysis was prepared in accordance with Section 9.18.140.060 (Joint Use and Parking Management) of the Municipal Code to allow up to a 25% reduction to the required parking when two or more uses propose to share parking. The developer has prepared two (2) Shared Parking Analysis' for the full program and for the amended program of uses. At this time, the developer can only provide the required parking to accommodate the amended program.
- <sup>3</sup> A 10 foot setback is required for new commercial structures that directly abut a property improved with a residential use.

**DISCUSSION:**

Site Design:

The Art Block Project is comprised of nine (9) parcels bounded by Garden Grove Boulevard to the north, Acacia Parkway to the south, Civic Center Drive to the west, and 9<sup>th</sup> Street to the east. Three (3) parcels (Lots 3, 4 and 5) are contiguous with the rear yards connected to provide a shared garden area, while six (6) parcels (Lots 1, 2, 6, 7, 8, and 9) will remain as stand-alone developments. The developer's goal is to acquire additional properties in the area to connect the parcels, and thereby, expand the Cottage Industries Project within the Civic Center area.

The Art Block includes the conversion of nine existing (9) residential structures and nine (9) accessory garage structures, along with the construction of six (6) new commercial structures, with a total combined square footage of 2,800 square feet, to accommodate new commercial restaurant, office, personal service, retail, and motel uses on nine (9) properties. The new structures will be designed as garden greenhouse structures with glass panels, similar to a garden greenhouse structure constructed by the developer at Farmers Park located in the Anaheim Packing District. The full program of uses ("full program") for the Art Block project that will



be entitled includes four (4) full-service restaurants, five (5) food stalls, four (4) retail uses, one (1) office, one (1) personal service use, and ten (10) motel rooms.

It should be noted that a food stall is a restaurant use that is classified as having a smaller customer service area, and per the parking code, is parked at a retail rate (1 space per 200 square feet gross floor area), and is limited to a maximum customer/dining area of 300 square feet within a maximum of 16 dining seats.

The developer will operate the motel as a boutique motel concept that will distribute individual motel rooms throughout five (5) properties of the project site that will allow guests to benefit from the amenities and the unique environment of the Art Block Project. The developer has not identified specific tenants or business operators for the project. The developer anticipates that businesses will operate from 7:00 a.m. to 12:00 a.m., seven days a week, with the majority of businesses operating from 10:00 a.m. to 9:00 p.m. Outdoor activities, including outdoor dining, will occur from 8:00 a.m. to 10:00 p.m., seven days week. Attachment 1 provides a comprehensive list of the proposed uses by property and building.

A detailed discussion of each lot and the existing and proposed site improvements are discussed below.

#### *Lot 1*

Lot 1 (11352 Acacia Parkway) will house a full-service restaurant, a food stall, and a motel room. The lot is currently improved with an unoccupied two-story, 1,974 square foot, craftsman-style residential structure built in 1914 with a detached, two-story, 984 square foot, barn-style garage constructed in 1968.

The developer proposes to convert the residential structure into a full-service restaurant. The first floor, 1,278 square feet, will consist of a customer dining area, a kitchen, and a restroom. The second floor, 696 square feet, will be used for storage, and will be accessed from an existing staircase located at the rear of the building. An outdoor patio area to serve the restaurant will be located at the rear, south side of the building. Appropriate handicap ramps will be constructed to access the restaurant building from Acacia Parkway.

The first floor of the detached garage, approximately 492 square feet, will be converted into a food stall. The interior of the tenant space will consist of a dining area, a customer dining/service counter, and a kitchen. An outdoor patio area to serve the use will be located at the rear, west side of the building. The garage doors located on the east elevation of the building, along the 7<sup>th</sup> Street frontage, will be replaced with glass, accordion-style doors to create a storefront.

The second floor of the detached garage, approximately 492 square feet, will be converted into a motel room consisting of a sleeping area, a bathroom, and a closet. The motel room will be accessed from a private entrance located on the west side of the building.

The architectural design of the existing buildings will be preserved, and the exterior of the buildings will be enhanced by repainting the existing shiplap wood siding, and by upgrading doors to comply with accessibility requirements. The restaurant building will be painted grey, while the detached barn-style structure will be painted red.

#### *Lot 2*

Lot 2 (12911 7th Street) will house three (3) motel rooms. The lot is currently improved with a one-story, 1,167 square foot, Spanish-style, residential structure with a detached 407 square foot garage constructed in 1930. The developer proposes to convert the residential structure into a motel suite that will consist of three (3) sleeping rooms, a living room, a dining area, two (2) bathrooms, and a kitchenette. The architecture style of the building will be preserved, and the structure will maintain the existing terra cotta tile roof and the white color stucco finish. Appropriate handicap ramps will be constructed to access the motel.

The detached, 407 square foot, garage will be converted into a motel room that will consist of a sleeping area, a restroom, and a closet. The existing barn-style doors, located on the east elevation of the structure will remain, and the upper portion of the doors will be modified to include glass windows. Similar barn-style doors will be installed on the east elevation of the structure. A new canvas awning will be installed over the main entrance of the motel room, located on the east elevation. The architecture style of the building will be preserved, including the existing flat roof and the white colored stucco finish.

A new, 450 square foot, motel room, designed as a garden greenhouse structure, is proposed at the rear, northwest corner of the property. The motel room will consist of a sleeping area and a restroom. The greenhouse will be designed as a metal-framed structure with glass panels that will have an overall building height of 16 feet.

#### *Lot 3*

Lot 3 (12902 7<sup>th</sup> Street) will house two (2) food stalls and a retail use. The lot is currently improved with an unoccupied, single-story, 881 square foot, residential structure with a detached, 693 square foot, garage constructed in 1946.

The developer proposes to convert the residential structure into an 811 square foot food stall that will consist of a dining area, a kitchen, and a restroom. An outdoor patio area to serve the use will be located at the rear, east side of the building. The architecture style of the building will be preserved, and appropriate exterior enhancements will be made to the building that include repainting the existing shiplap wood siding, and installing accessible entry doors designed as wooden and barn-style doors.

The detached, 693 square foot, garage will be converted into a retail use. The exterior building enhancements include repainting the existing stucco, and installing new steel and accordion-style type doors along the east and west building elevations to create a new storefront.

A new, 500 square foot, garden greenhouse structure is proposed at the rear, northeast corner, of the property to accommodate a food stall that will consist of a dining area, eating/service counter, and a kitchen. The greenhouse will be designed as a metal-framed structure with glass panels that will have an overall building height of 16 feet.

#### *Lot 4*

Lot 4 (12912 7<sup>th</sup> Street) will house a food stall and a retail use. The lot is currently improved with a unoccupied, single-story, 1,175 square foot, residential structure with a detached, 369 square foot, garage constructed in 1946.

The developer proposes to convert the 1,175 square foot residential structure into a food stall that will consist of a dining area and a kitchen. An outdoor patio area to serve the use will be located at the rear, east side of the building. Appropriate handicap ramps will be constructed in order to access the restaurant from 7<sup>th</sup> Street. The exterior building enhancements include repainting the existing shiplap wood siding, and installing accessible entry doors designed as wooden and barn-style doors.

The detached, 369 square foot, garage will be converted into a retail use. The exterior building enhancements include repainting the existing shiplap wood siding, and installing new steel and accordion-style doors on the east elevation to create a storefront.

#### *Lot 5*

Lot 5 (12911 8<sup>th</sup> Street) will house a full-service restaurant, a food stall, and a retail use. The lot is currently improved with an unoccupied, single-story, 1,257

square foot, residential structure with a detached, 221 square foot, garage constructed in 1928.

The developer proposes to convert the 1,257 square foot residential structure into a restaurant that will consist of a dining area, kitchen, and a restroom. An outdoor patio area to serve the restaurant will be located along the north side of the building. Proposed exterior building enhancements include repainting the existing white color stucco finish and installing accessible wooden and accordion-style doors.

The detached, 221 square foot, garage, will be converted into a retail use. The proposed exterior building enhancements include repainting the existing white color stucco, and installing accessible steel and accordion-style doors on the east and west elevations of the building to create a storefront.

A new, 500 square foot, garden greenhouse structure is proposed at the rear, northwest corner of the lot, to accommodate a food stall that will consist of a dining area, eating/service counter, and a kitchen. The greenhouse will be designed as a metal-framed structure with glass panels that will have an overall building height of 16 feet.

#### *Lot 6*

Lot 6 (12932 7th Street) will house one (1) office and two (2) motel rooms. The lot is currently improved with an unoccupied, single-story, 955 square foot, residential structure with a detached, 662 square foot, garage constructed in 1949. A building permit to extend the existing garage was approved in 1957.

The developer proposes to convert the 955 square foot residential structure into an office use that will consist of a lobby, three (3) offices, and a restroom. The proposed exterior building enhancements include repainting the white shiplap wood sliding, installing accessible exterior wooden doors, and painting a mural on the east building elevation.

The detached, 662 square foot garage will be converted into a motel suite that will consist of a sleeping area, a bathroom, a kitchenette, and a dining area. The proposed exterior building enhancements include repainting the existing white shiplap wood sliding and stucco finishes, and replacing the garage doors with a series of wooden doors.

A new, 450 square foot, garden greenhouse structure is proposed at the rear of the lot to accommodate a motel room that will consist of a sleeping area and a restroom. The greenhouse will be designed as a metal-framed structure with glass panels that will have an overall building height of 16 feet.

*Lots 7*

Lot 7 (11361 Garden Grove Boulevard) will house a full-service restaurant and a personal service use, such as a barber. The lot is currently improved with an unoccupied, single-story, 1,730 square foot, craftsman-style residential structure with a detached, 473 square foot, garage constructed in 1929. The residential structure is currently painted black, and is referred to as the 'black house.'

The developer proposes to convert the 1,730 square foot residential structure into a full-service restaurant that will consist of a lobby, three (3) dining areas, a kitchen, and restrooms. The existing wood trellis carport, located on the west side of the building, will be converted into an outdoor patio area to serve the restaurant. The architectural style of the building will be preserved, and proposed exterior building enhancements include the installation of exterior wooden-style doors.

The detached, 473 square foot, garage will be converted into a personal service use. The architectural style of the building will continue to be preserved, and the structure will continue to maintain the barn-style doors on the south elevation of the building.

A new, 200 square foot, freestanding trellis is proposed along the rear, north side, of the property, that will provide a shaded area for patrons to use and enjoy the proposed garden landscaping.

*Lot 8*

Lot 8 (11391 Garden Grove Boulevard) will house three (3) motel rooms. The lot is currently improved with an unoccupied, single-story, 1,200 square foot, residential structure with a detached, 487 square foot, garage constructed in 1948.

The developer proposes to convert the 1,200 square foot residential structure into a motel suite that will consist of three (3) sleeping rooms, a living room, a dining room, a kitchen, a laundry room, and two (2) bathrooms. The proposed exterior improvements include upgrades to the entry doors and repainting the existing exterior stucco finish.

The detached, 487 square foot, garage will be converted into a motel room that will consist of a sleeping area, bathroom, and a kitchenette area. The architectural style of the building will be preserved, and proposed exterior building enhancements will include repainting the existing stucco, and replacing the garage door with accordion-style doors.

A new, 450 square foot, garden greenhouse structure is proposed at the rear, east side of the property, to accommodate a motel room that consists of a sleeping area, bath, and kitchenette area. The greenhouse will be designed as a metal-framed structure with glass panels that will have an overall building height of 16 feet.

#### Lot 9

Lot 9 (11412 Acacia Parkway) will house a full-service restaurant, a retail use, and a motel use. The lot is currently improved with an unoccupied, single-story, 1,528 square foot, craftsman-style residential structure with a detached, 252 square foot, garage constructed in 1922.

The developer proposes to convert the 1,528 square foot residential structure into a full-service restaurant that will consist of a dining area, a kitchen, and restrooms. An outdoor patio area to serve the restaurant will be located on the west, interior side, of the building. The architectural style of the building will be preserved, and the proposed exterior enhancements include repainting the existing shiplap wood sliding blue, and providing accessible entry doors.

The detached, 225 square foot, garage will be converted into a retail use. The architectural style of the building will be preserved, and the proposed exterior building enhancements include repainting the shiplap wood sliding blue, and installing steel and accordion-style doors on the east elevation of the structure to create a new storefront.

A new, 450 square foot, garden greenhouse structure is proposed at the rear, southwest corner of the lot to accommodate a motel room that will consist of a sleeping area and a bathroom. The greenhouse will be designed as a metal-framed structure with glass panels that will have an overall building height of 16 feet.

#### *Art Installations and Landscaping*

A unique feature of the project is that art will be an integral part of the project's landscape that will not only enhance the aesthetics of the environment, but it also enhance the experience for patrons. The developer's vision for the Art Block is to integrate and unify the nine (9) parcels through an infusion of art. The parcels will feature art installations, murals, and sculptures as a unifying element to connect the parcels together as being part of the Art Block. The project will include art installations created by local artists that will change seasonally, as well as an Art Walks program that encourages community participation in the arts through the appreciation of new art installations, participation in art focused education programs, and participation in pop-up gallery nights within existing businesses.

Lots 3, 4, and 5 are contiguous parcels that will have connected rear yard areas that will serve for community programming and for art installations.

The landscaping throughout each of the Art Block properties will be enhanced. Existing trees will be maintained, as necessary, and new shade trees will be planted throughout the project site, including new hedges and other perimeter plantings to buffer and screen adjacent residential uses from possible noise impacts.

The project is required to comply with the landscaping and irrigation requirements of the Municipal Code. All landscaping is required to be watered by means of an automatic irrigation system meeting the City's requirements for water conservation, and as required in the City's Landscape Water Efficiency Guidelines.

#### *Parking and Parking Management Plan*

The developer has prepared a Shared Parking Analysis and associated Parking Management Plan for the Art Block in accordance with Section 9.18.140.060 (Joint Use and Parking Management Plan) of the Municipal Code that allows up to a 25% reduction to the required parking when two or more uses propose to share parking. The uses proposed for the Art Block are considered shared land uses that are intended to be compatible and complimentary to one another as it is anticipated that patrons will utilize more than one use in the same trip.

A Shared Parking Analysis was performed to analyze the parking demand for the proposed full program of the Art Block that includes: four (4) full-service restaurants (one restaurant with dinner service only), five (5) food stalls, four (4) retail uses, one (1) office, one (1) personal service use, and ten (10) motel rooms (see Attachment 2). The square footages specifically analyzed in the Shared Parking Analysis for the purposes of calculating the parking demand are identified in Table 2.

The Shared Parking Analysis also included public transportation and walking as two (2) modes that patrons can use to reach the project site in-lieu of driving. The Art Block is located in close proximity to City Hall, the Fire and Police Department Stations, other civic institutions, and office professional buildings that can facilitate walking to the project site. Bus stops are also located in close proximity to the project site, on the north side of Garden Grove Boulevard at the 9<sup>th</sup> Street and Euclid Street intersections. Due to the share nature of the proposed uses, and the ability for patrons to easily walk or use public transportation to reach the project site, the Shared Parking Analysis and the Parking Management Plan will be effective in satisfying the parking demand for the project site.

It should be noted that the Municipal Code allows each eating establishment to maintain an outdoor dining area where the first 500 square of the outdoor dining area is not counted in the required parking calculations. The applicant has designed the project so that each eating establishment complies with this requirement.

Table 2: Shared Parking Analysis for the Full Program

Proposed Uses	Combined Square Footage
Three (3) full-service restaurants	5,232 square feet
One (1) full-service restaurant with dinner service only	1,257 square feet
Four (4) food stalls	3,548 square feet
Four (4) retail uses	1,535 square feet
One (1) office	955 square feet
One (1) personal service	473 square feet
10-motel rooms <sup>1</sup>	N/A

<sup>1</sup> The Shared Parking Analysis only analyzed the individual number of motel rooms and not the total square footage of each individual motel room.

The Shared Parking Analysis determined that, based on the proposed uses, the parking demand for the project is 85 parking spaces at the weekday noon hour. The proposed peak parking demand of 85 parking spaces is a 22 percent reduction to the required parking of 109 parking spaces that would otherwise be required if the standard parking requirements for each of the various individual uses was applied.

Due to constraints in providing the required 85 parking spaces to accommodate the full program for the Art Block, including limitations to creating additional on-site parking, the developer has prepared an amended use program for the project that will provide the required peak demand parking through a combination of on-site and off-site parking.

With the amended program, the developer proposes to hold the construction of the six (6) new buildings until parking for those uses can be provided. A condition of approval has been included that the new buildings cannot be constructed until parking for those uses are provided.

The Amended Shared Parking Analysis analyzed four (4) full service restaurants (one restaurant with dinner service only), three (3) food stalls, four (4) retail uses, one (1) office, one (1) personal service use, and six (6) motel rooms/suites (see Attachment 2).

The square footages specifically analyzed in the amended Shared Parking Analysis for the purposes of calculating the parking demand are identified in Table 3.



Table 3: Shared Parking Analysis for Amended Program

Proposed Uses	Combined Square Footage
Three (3) full-service restaurants	5,232 square feet
One (1) full-service restaurant with dinner service only	1,257 square feet
Three (3) food stalls	2,548 square feet
Four (4) retail uses	1,535 square feet
One (1) office	955 square feet
One (1) personal service	473 square feet
6-motel rooms <sup>1</sup>	N/A

<sup>1</sup> The amended Shared Parking Analysis only analyzed the individual number of motel rooms and not the total square footage of each individual motel room.

The Shared Parking Analysis determined that, based on the proposed uses and square footages, the parking demand for the project is 78 parking spaces at the weekday noon hour. The proposed peak parking demand of 78 parking spaces results in a 22 percent reduction to the required parking of 100 parking spaces that would otherwise be required if the standard parking requirements for each of the various individual uses was applied.

Parking to accommodate the amended program will be provided as on-site and off-site parking. The parking for the amended program will include twenty-four (24) on-site parking spaces, and fifty-four (54) off-site parking spaces, located in a Farm Block parking lot and in a City-owned parking lot, which combined, will provide a total of 78 parking spaces to satisfy the parking demand for the Art Block’s amended program. Section 9.18.140.050 (Location of Parking Spaces) of the Municipal Code allows for off-site parking on privately or publically-owned properties through a Site Plan review and with the preparation of a Parking Management Plan. The developer has prepared a Parking Management Plan for approval of the off-site parking (see Attachment 4). Table 4 identifies the location of the proposed parking spaces

Table 4: Art Block Parking Space Locations

Parking Location	Number of Parking Spaces Available
Art Block on-site Parking	24
Farm Block Parking Lot	2
City-owned Acacia Lot	52
<b>Total Parking</b>	<b>78</b>

The developer proposes to reconfigure the existing on-street parallel parking spaces to angle parking spaces on 7<sup>th</sup> Street and 8<sup>th</sup> Street, along the frontage of each parcel, to accommodate a total of twenty-one (21) parking spaces. The parking spaces will encroach into a portion of the project site, and as such, the parking

spaces are considered on-site parking spaces for the purpose of this project. The appropriate street and sidewalk improvements will be constructed to provide the necessary pedestrian path-of-travel access from the public right-of-way to the project site. The City's Engineering Division has reviewed and approved the design of the parking spaces. As more properties are converted into commercial use, the angle parking space designed will be continued to create uniformity. In addition, the properties at 12911 7<sup>th</sup> Street and 11391 Garden Grove Boulevard will utilize the existing driveways to provide a total of three (3) parking spaces for the Art Block.

Currently, the Farm Block project is over-parked by two (2) parking spaces as one new building will not be constructed. Based on the uses proposed by the developer for the Farm Block, and with the elimination of a new building, only fifty-four (54) parking spaces are required to serve the proposed uses for the Farm Block. The Farm Block provides a total of 56 parking spaces. The developer proposes to use two (2) parking spaces to meet the required parking for the Art Block. The two (2) parking spaces that will serve the Art Block will be located on a parking lot at 12951 7<sup>th</sup> Street.

The developer will also enter in a license agreement with the City of Garden Grove to lease fifty-two (52) parking spaces at the Acacia Parking Lot, located north of Acacia Parkway, east of 8<sup>th</sup> Street, at 11391 Acacia Parkway, to satisfy the parking requirement for the Art Block's amended program.

The Acacia Lot has 110 existing parking spaces that serve the Acacia Adult Day Care Center, the Credit Union, the Police Department, and adjoining community facilities. The parking lot prohibits school parking. As part of the license agreement, the developer will restripe the parking lot to provide a minimum of 124 parking spaces to accommodate the existing parking demand for the Acacia Lot and the required parking demand for the Art Block. The developer's proposed restripe plan identifies that 129 parking spaces can be accommodated at the Acacia Lot, which will exceed the minimum number of 124 parking spaces required. The final design of the parking lot will be reviewed and approved by the City to ensure that the appropriate number of handicap parking spaces are maintained.

In 2017, a parking utilization analysis for the Acacia Lot was performed as part of the Downtown Parking Management Strategic Plan. The Downtown Parking Management Strategic Plan was prepared to identify parking issues, concerns, and needs of current and future developments, and to outline recommendations and strategies for improving and effectively managing parking in the downtown area.

The data collected on June 13, 2017 for the Acacia Lot determined that at the noon hour, the same time as the Art Block's peak parking demand, 72 parking spaces were

occupied. With the proposed restriping of the Acacia Lot to a minimum of 124 parking spaces, 72 parking spaces will continue to be available to serve the existing parking demand of the Acacia Lot, and 52 parking spaces will be available to serve the Art Block parking.

As previously mentioned, a Parking Management Plan has been prepared for the amended use program of the Art Block Project in accordance with Section 9.18.140.060 of the Municipal Code. The plan discusses the peak parking demand for the Art Block, the parking space locations, the peak parking demand for the Acacia Lot, includes a copy of the draft license agreement with the City of Garden Grove, and includes parking management recommendations for the project to improve and effectively manage its parking, including, but not limited to, providing static signage directing vehicles to associated parking facilities, providing valet parking, and assigning employees to park in the Acacia Lot. In addition, the required findings to support the Parking Management Plan have been made and are included in the attached resolution.

#### *Reasonable Accommodation*

The project is required to meet all code requirements for handicap accessibility, including providing the appropriate handicap ramps to access the existing buildings. A reasonable accommodation will be granted for the project to allow the developer to construct handicap ramps and path-of-travel access within the required front yard setback areas to meet the required handicap accessibility requirement.

#### *Signage*

All proposed signage for the project is required to adhere to Chapter 9.20, Sign Standards, of Title 9 of the Municipal Code. Conditions of approval will require the applicant to submit a detailed and comprehensive sign program for the entire site to the Planning Division for review and approval. A separate sign application will be submitted and separate building permits will be obtained for on-site signage.

#### CONDITIONAL USE PERMIT:

The developer requests approval of a Conditional Use Permit to operate ten (10) motel rooms on five (5) properties of the Art Block Project. The CC-1 zone allows the operation of a motel with approval of a Conditional Use Permit. The motel will operate as a boutique motel that will allow guests to benefit from the amenities and the unique environmental of the Art Block Project. Table 5 identifies the properties that will have a motel room(s), the number of motel room(s) per lot, the building each motel room will occupy, and the square footage of each motel room.

Table 5: Motel Room Property Location

Address	Number of Motel Rooms	Building Number	Square Footage
11352 Acacia Parkway	1	Bldg. 2 (2nd floor)	492 S.F.
12911 7 <sup>th</sup> Street	3	Bldg. 5 Bldg. 4 Bldg. 3	1,167 S.F. 407 S.F. 450 S.F.
12932 7 <sup>th</sup> Street	2	Bldg. 15 Bldg. 16	662 S.F. 450 S.F.
11391 Garden Grove Blvd	3	Bldg. 20 Bldg. 21 Bldg. 19	1,200 S.F. 487 S.F. 450 S.F.
11412 Acacia Parkway	1	Bldg. 23	450 S.F.

Section 9.18.030.220 of the Municipal Code requires a minimum site area of 30,000 square feet to operate a motel. For the purpose of this Conditional Use Permit approval, the five (5) motel properties will be tied together as one integrated project site for the purposes of complying with the minimum lot size. As such, the five (5) properties combined will have a total net lot area of 39,232 square feet. A deed restriction will be required as a condition of approval to hold the parcels together as one.

The motel room floor plan layout includes:

- Two (2) motel suites in Buildings 5 and 20. Building 5 will consist of three (3) sleeping rooms, a living room, dining area, kitchenette (microwave and sink only), and two (2) bathrooms, while Building 20 will consist of three (3) sleeping rooms, a living room, a dining room, a kitchen, two (2) bathrooms, and a laundry area.
- Six (6) motel rooms in Buildings 2, 3, 4, 16, 19, and 23 will consist of a sleeping area and bathroom.
- Two (2) motel rooms in Buildings 15 and 21 will consist of a sleeping room, bathroom, and kitchenette (microwave and sink only).

The Municipal Code allows a kitchen in 10% of the motel rooms. For this project, only one (1) motel room will be allowed to have a kitchen. All other motel rooms will be limited to a small refrigerator and a microwave. A kitchenette design that includes a microwave and a sink area will be permitted provided no cooking apparatus beyond a microwave are provided.

The occupancy of each motel room is limited to a maximum of 30 consecutive days, and a nonconsecutive occupancy cannot exceed 30 days in 45 consecutive days.

The proposed motel is required to comply with Chapter 8.70 (Public Lodgings) of the Municipal Code. These requirements include, but are not limited to, the motel operator having an agent to verify each guest's personal information, check their ID, enter the number and expiration date of the ID into written register; requiring all credit or debit card payments be made via a valid point-of-sale machine; and prohibiting credit/debit card information from being manually entered. The developer has indicated that they will operate in compliance with the City's Municipal Code requirements for public lodging facilities, and will have an agent available at one of the restaurants to assist motel guests.

The motel will provide outdoor amenity areas for guest to use, including patios, fire pits, and private yard areas throughout each parcel. To minimize possible noise impacts to adjacent residential uses, a condition of approval has been included that restricts the use of these outdoor areas by motel guests between the hours of 10:00 p.m. to 8:00 a.m., seven days a week. The developer is responsible for ensuring compliance with this restriction, and also ensuring compliance by motel guests. In addition, the motel is required to comply with the City's adopted Noise Ordinance of Chapter 8.47 of the Municipal Code.

The parking for the motel uses was analyzed with the Shared Parking Analysis for both the full program and amended program. The proposed motel will provide parking as a shared use with the Art Block project.

The Community and Economic Development Department has reviewed the proposed project and are in support. All standard conditions of approval have been incorporated in the respective entitlements to regulate the proposed conversion and new construction, and for the motel use.

**RECOMMENDATION:**

Staff recommends that the Planning Commission take the following actions:

1. Adopt Resolution No. 5971-19 approving Site Plan No. SP-078-2019, subject to the recommended Conditions of Approval; and,
2. Adopt Resolution No. 5972-19 approving Conditional Use Permit No. CUP-158-2019, subject to the recommended Conditions of Approval



LEE MARINO  
Planning Services Manager

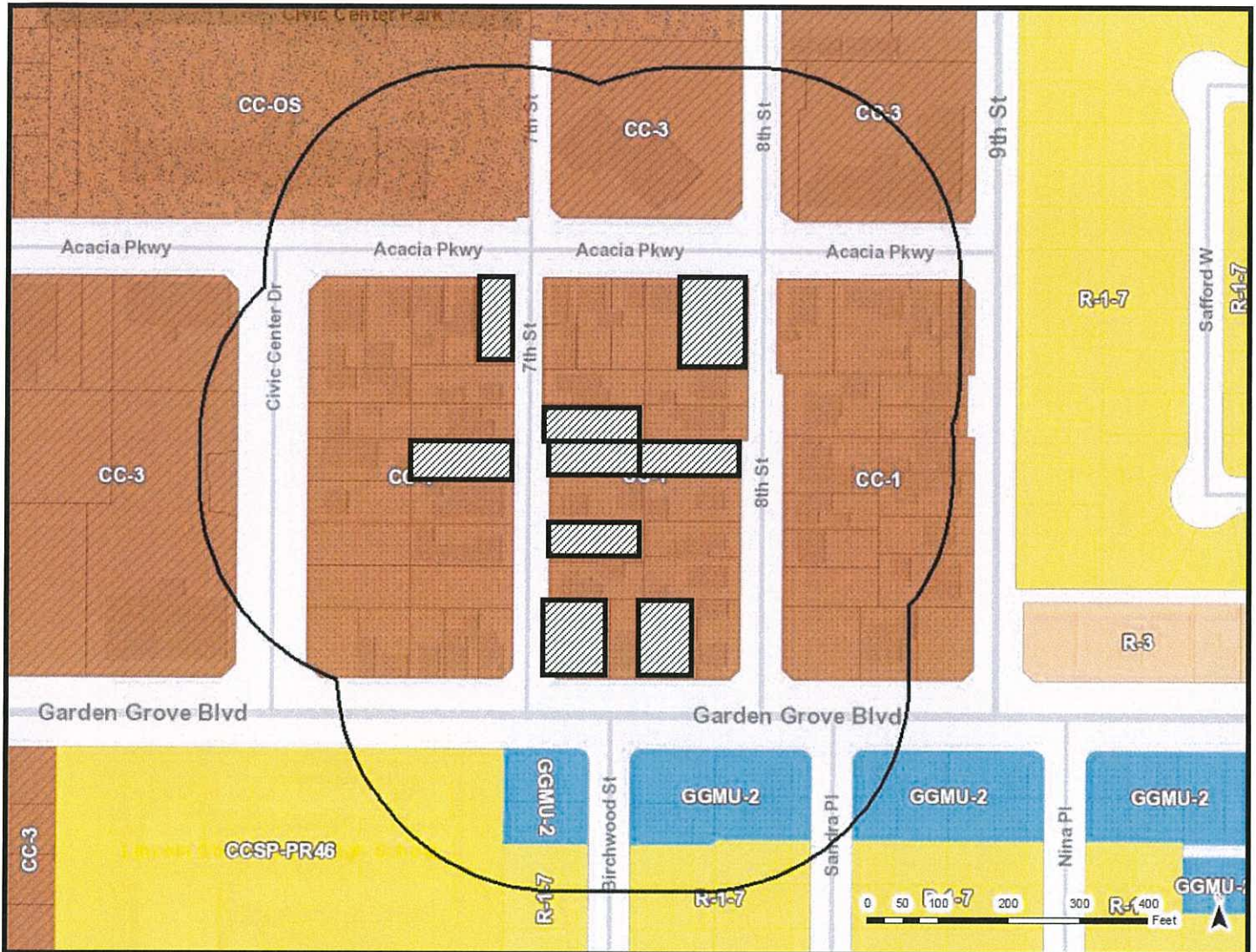


By: Maria Parra  
Senior Planner

- Attachment 1: Art Block Proposed Uses (Full Program)
- Attachment 2: Cottage Industries Art Block Shared Parking Analysis
- Attachment 3: Amended Cottage Industries Art Block Shared Parking Analysis
- Attachment 4: Parking Management Plan for Amended Program of the Cottage Industries Art Block Project



**SITE PLAN NO. SP-078-2019  
CONDITIONAL USE PERMIT NO. CUP-158-2019**



**LEGEND**

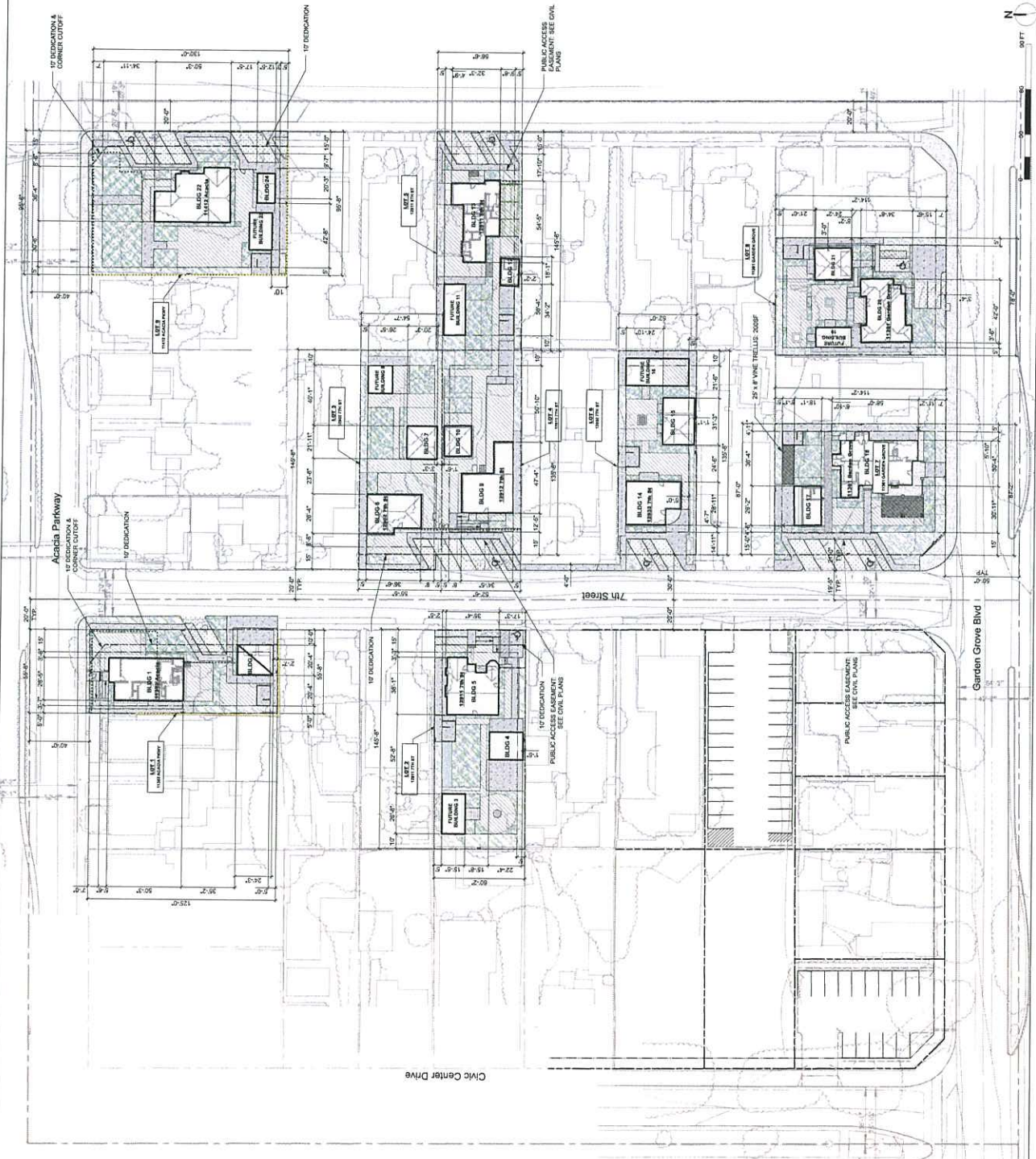
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-  300 FOOT RADIUS

**NOTES**

1. ZONING: CC-1 (CIVIC CENTER EAST)
2. GENERAL PLAN: CIVIC CENTER MIXED USE

	EXISTING CONCRETE PAVING
	PROPOSED IMPERMEABLE PAVING (CONCRETE OR OTHER)
	PROPOSED PERMEABLE PAVING
	PROPOSED PARKING
	PROPOSED PLANTING AREAS
	PROPOSED TRASHDUMPSTER AREA PER CITY STANDARDS
	ACCESSIBLE PATH OF TRAVEL

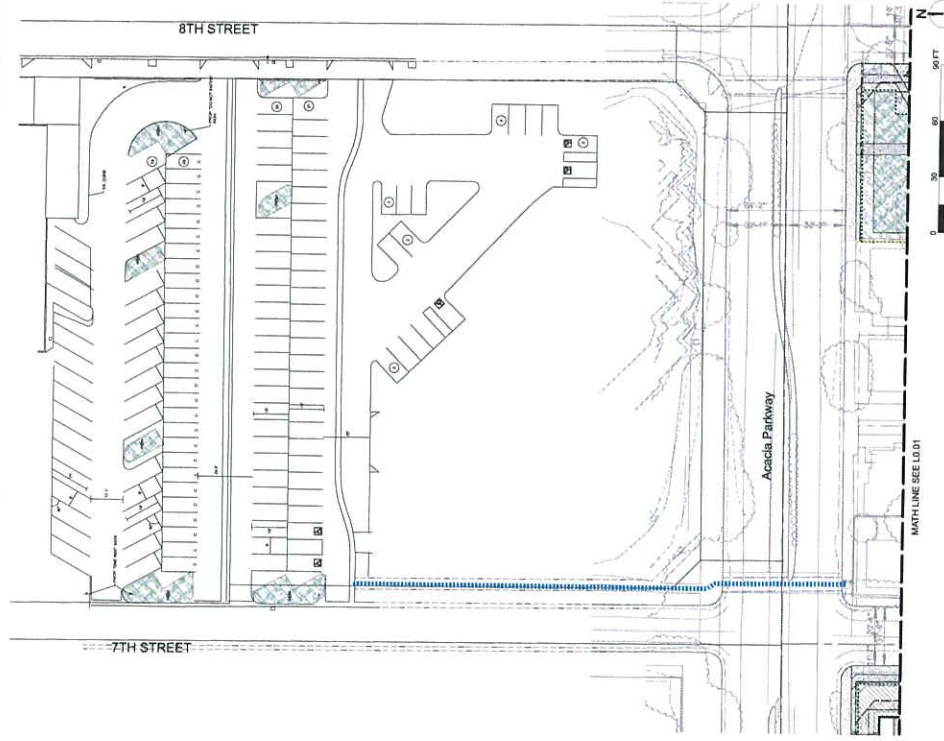
PLANTING AREA CALCULATIONS	
Total Lot Area	54,377
10% of Total	5,438
Planting Area Provided Within 10% of Total	13,476
Planting Area Provided Within 10% of Total	13,476



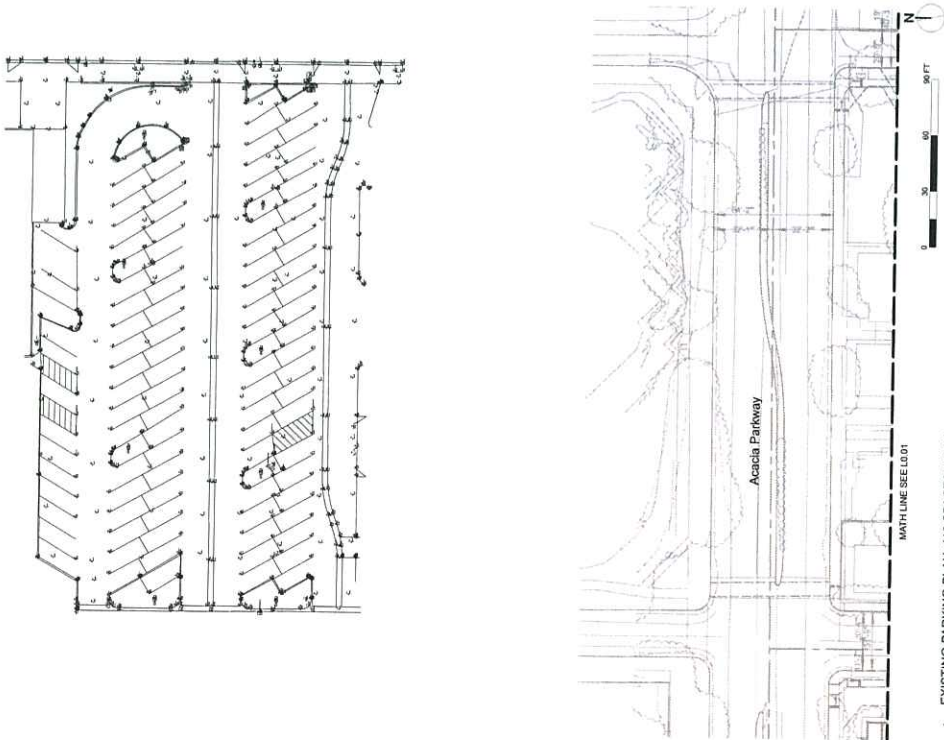


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- EXISTING CONCRETE PAVING
- PROPOSED IMPERMEABLE PAVING (CONCRETE OR OTHER)
- PROPOSED PERMEABLE PAVING
- PROPOSED PARKING
- PROPOSED PLANTING AREAS
- PROPOSED TRASH/DUMPSTER AREA PER CITY STANDARDS
- ACCESSIBLE PATH OF TRAVEL



2 PROPOSED PARKING PLAN: 129 SPACES TOTAL



1 EXISTING PARKING PLAN: 110 SPACES TOTAL  
Scale: 1" = 30'-0"

ISSUE NO.	DATE	ISSUED FOR
2	11/10/2019	CLP
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**EXISTING TREE REPORT**

ID	Botanical Name	Common Name	Average Height	DBH	Condition	Action
E01	Platanus acerifolia	London Plane Tree	25	8"	20"	Remove
E02	Ficus sp.	Ash	25	7"	20"	Remove
E03	Platanus acerifolia	London Plane Tree	25	30"	Average	Retain
E04	Ulmus parvifolius	Chinese Elm	25	0"	15"	Remove
E05	Ulmus parvifolius	Chinese Elm	16	2"	15"	Remove
E06	Ulmus parvifolius	Chinese Elm	16	2"	15"	Remove
E07	Ulmus parvifolius	Chinese Elm	16	2"	15"	Remove
E08	Ulmus parvifolius	Chinese Elm	16	2"	15"	Remove
E09	Ulmus parvifolius	Chinese Elm	16	2"	15"	Remove
E10	Ligustrum japonicum	Corelpa Tree	20	25"	15"	Average
E11	Ligustrum japonicum	Corelpa Tree	20	25"	15"	Average
E12	Ligustrum japonicum	Corelpa Tree	20	25"	15"	Average
E13	Ligustrum japonicum	Corelpa Tree	20	25"	15"	Average
E14	Ulmus parvifolius	Chinese Elm	15	12"	5"	Remove
E15	Ulmus parvifolius	Chinese Elm	15	12"	5"	Remove
E16	Ulmus parvifolius	Chinese Elm	15	12"	5"	Remove
E17	Ulmus parvifolius	Chinese Elm	15	12"	5"	Remove
E18	Ulmus parvifolius	Chinese Elm	15	12"	5"	Remove

**PLANTING AREA CALCULATIONS**

Net Lot Area	54,327
Net Lot Area	54,327
Planting Area	11,471
Planting Area	11,471

**COTTAGE INDUSTRIES (ART BLOCK) - USE LIST & PARKING**

#	Address	Lot Size - Gross (SF)	Lot Size - Net (SF)	High S.F. Exclusion Use	Proposed Use	Use Ratio S.F.	High S.F. Exclusion Use	Proposed Use Ratio S.F.	pkg/1000 total pkg
1	801718	1974	1974	1974	1974	100%	1974	100%	10
2	801719	450	450	450	450	100%	450	100%	5
3	801720	8791	8791	8791	8791	100%	8791	100%	40
4	801721	497	497	497	497	100%	497	100%	5
5	801722	2924	2924	2924	2924	100%	2924	100%	15
6	801723	3979	3979	3979	3979	100%	3979	100%	20
7	801724	4916	4916	4916	4916	100%	4916	100%	25
8	801725	1170	1170	1170	1170	100%	1170	100%	5
9	801726	1544	1544	1544	1544	100%	1544	100%	10
10	801727	271	271	271	271	100%	271	100%	5
11	801728	1227	1227	1227	1227	100%	1227	100%	10
12	801729	995	995	995	995	100%	995	100%	5
13	801730	450	450	450	450	100%	450	100%	5
14	801731	2081	2081	2081	2081	100%	2081	100%	10
15	801732	173	173	173	173	100%	173	100%	5
16	801733	220	220	220	220	100%	220	100%	5
17	801734	808	808	808	808	100%	808	100%	10
18	801735	1000	1000	1000	1000	100%	1000	100%	10
19	801736	237	237	237	237	100%	237	100%	5
20	801737	1107	1107	1107	1107	100%	1107	100%	10
21	801738	140	140	140	140	100%	140	100%	5
22	801739	252	252	252	252	100%	252	100%	5
23	801740	238	238	238	238	100%	238	100%	5
24	801741	19211	19211	19211	19211	100%	19211	100%	100

PARKING DEMAND BY CODE  
SHARED PARKING PEAK DEMAND STUDY



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1	11/18/2019	CUP
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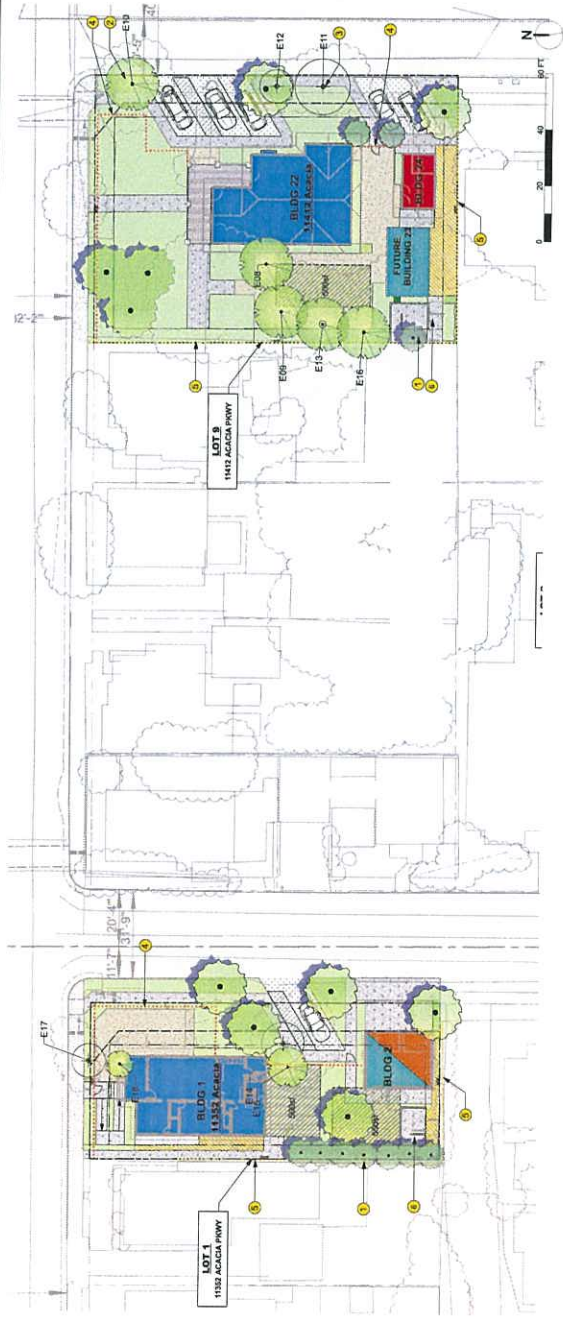
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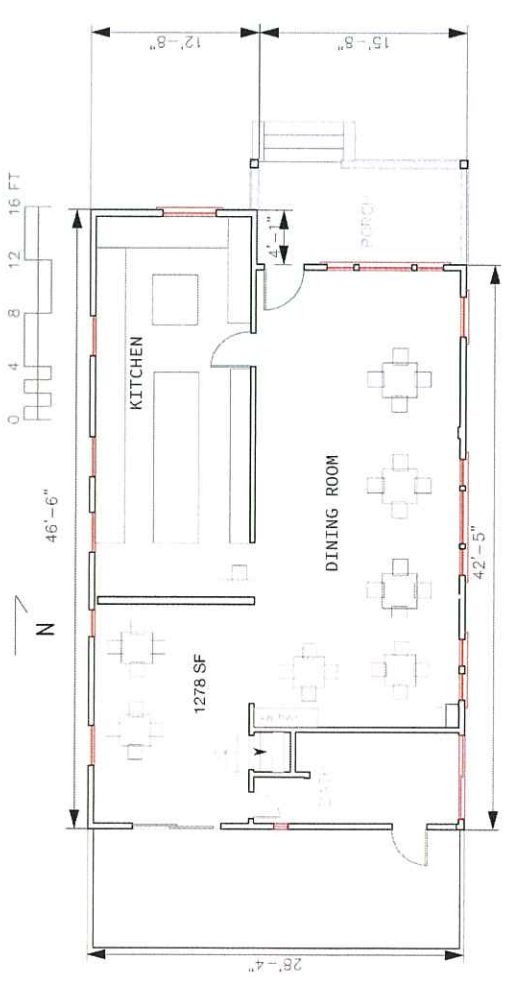
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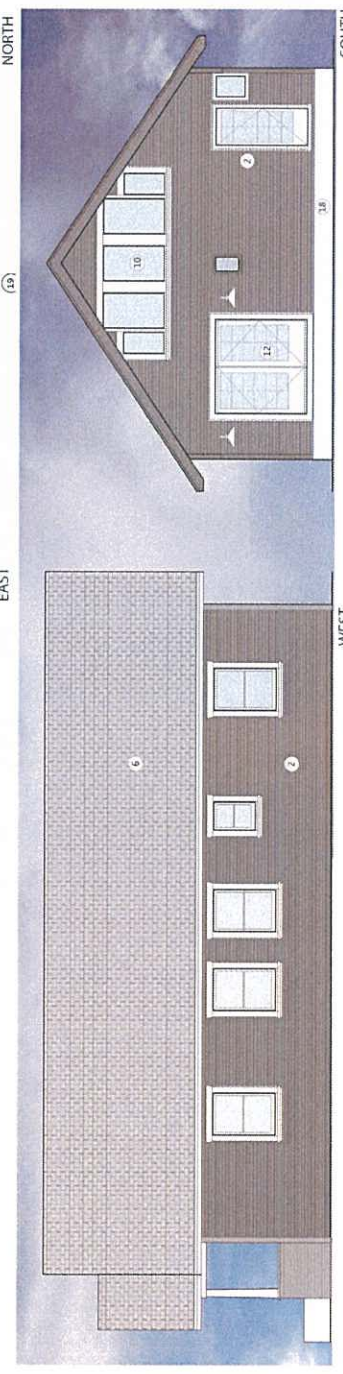
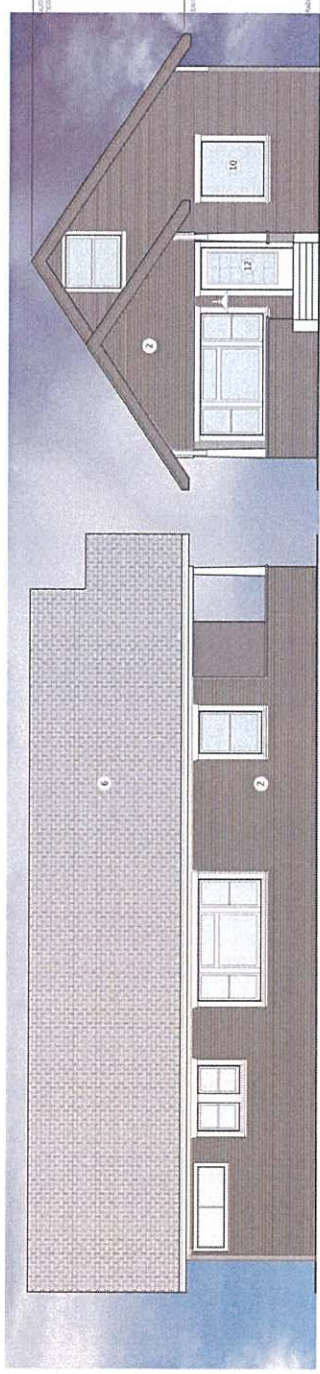
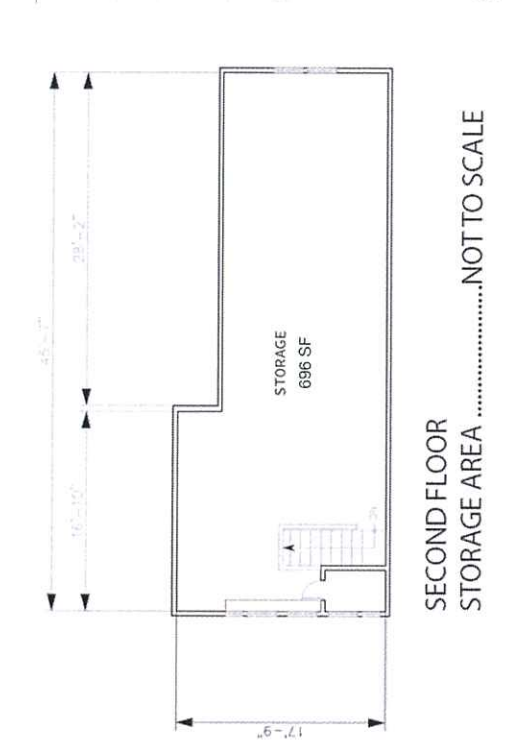


- NOTES**
- SCREEN PLANTING, TYP
  - (R) TREE TO REMAIN, TYP
  - (R) TREE TO BE REMOVED, TYP
  - LOW LOCKSET FENCE, TYP
  - (R) FENCE TO REMAIN, TYP
  - TRASH ENCLOSURE





SECOND FLOOR STORAGE AREA .....NOT TO SCALE



- 1-Stucco
- 2-Shiplap wood siding
- 3-Board and Battan Wood Siding
- 4-Corrugated Steel Siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Flat roof
- 8-Elastic Coated Asphalt Shingle Roof
- 9-Metal Roof
- 10-Wooden window
- 11-Metal window
- 12-Wooden Door
- 13-Steel Door
- 14-Barn Door
- 15-Accordian Door
- 16-Sliding Door
- 17-Folding Bar Window
- 18-Folding Wooden Deck
- 19-Stairs
- 20-Canvas Awning



Title: ARCHITECTURAL IMPROVEMENT

REVISION DATE	IDENTIFICATION	BY	DATE	ISSUED FOR

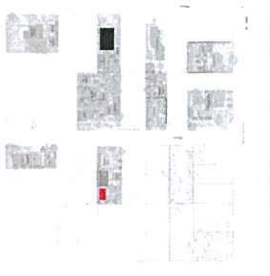
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SHEET NUMBER: \_\_\_\_\_

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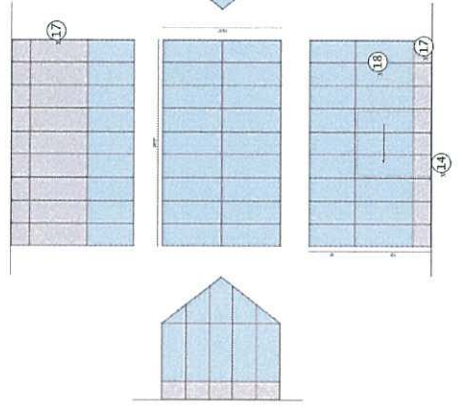
11302 ACACIA STREET  
MAIN FLOOR  
**RESTAURANT 1974 SF**  
LOT FOR CONSTRUCTION







Building 3  
45'x67'



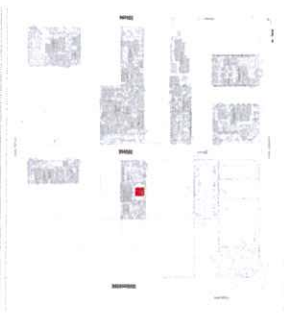
Title ARCHITECTURAL IMPROVEMENTS

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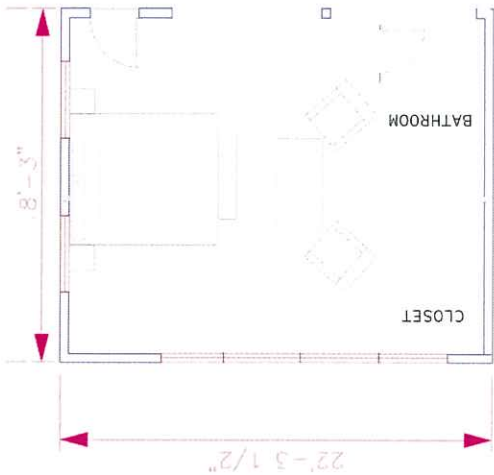
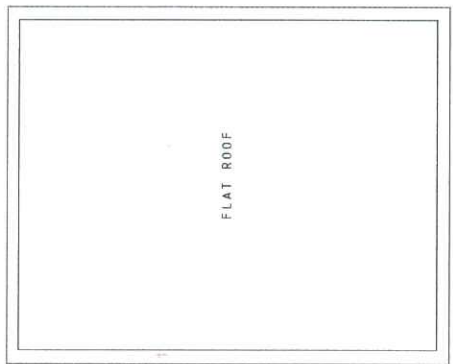
- 1- STUCCO
- 2- SHIP LAP WOOD SIDING
- 3- BOARD AND BATTEN WOOD SIDING
- 4- CORRUGATED STEEL SIDING
- 5- TERRA COTTA TILE ROOF
- 6- ASPHALT SHINGLE ROOF
- 7- BUILT UP ROOF
- 8- ELASTOMERIC COATED ASPHALT SHINGLE ROOF
- 9- METAL ROOF
- 10- WOODEN WINDOW
- 11- METAL WINDOW
- 12- WOODEN DOOR
- 13- STEEL DOOR
- 14- BARN DOOR
- 15- CORRUGATED DOOR
- 16- STEEL DOOR
- 17- GLASS PANELS
- 18- STEEL SIDING

# A 3.0

12911 7th St  
New Structure  
Motel



- 1-Structo Wood Sliding
- 2-Shingled Wood Sliding
- 3-Board and Batton Wood Sliding
- 4-Corrugated Steel Sliding
- 5-Terra cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Built Up Roof
- 8-Elastomeric Coated Asphalt Shingle Roof
- 9-Metal Roof
- 10-Wooden Window Awning
- 11-Wooden Door
- 12-Wooden Door
- 13-Steel Door
- 14-Barn Door
- 15-Accordian Door
- 16-Sliding Door
- 17-Bifold Bar Window
- 18-Raised Wooden Deck
- 19-Sitting Area
- 20-Canvas Awning



Title:

ARCHITECTURAL IMPROVEMENTS

REVISION	DATE	DESCRIPTION

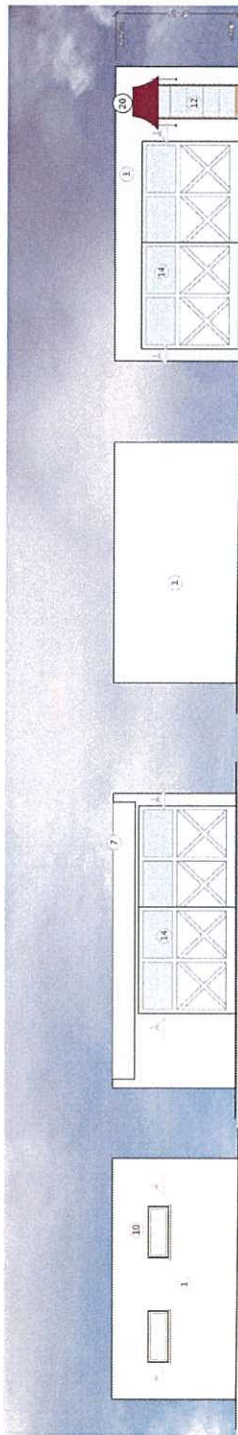
PROJECT NUMBER	
SCALE	
SHEET NUMBER	

# A 4.0

12911 7TH STREET  
GARAGE

**12911 7TH STREET  
MOTEL 407 SF**

NOT FOR CONSTRUCTION



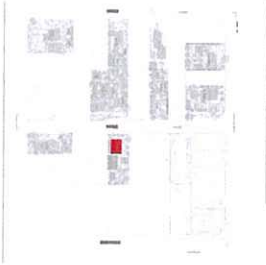
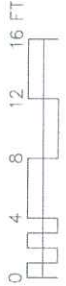
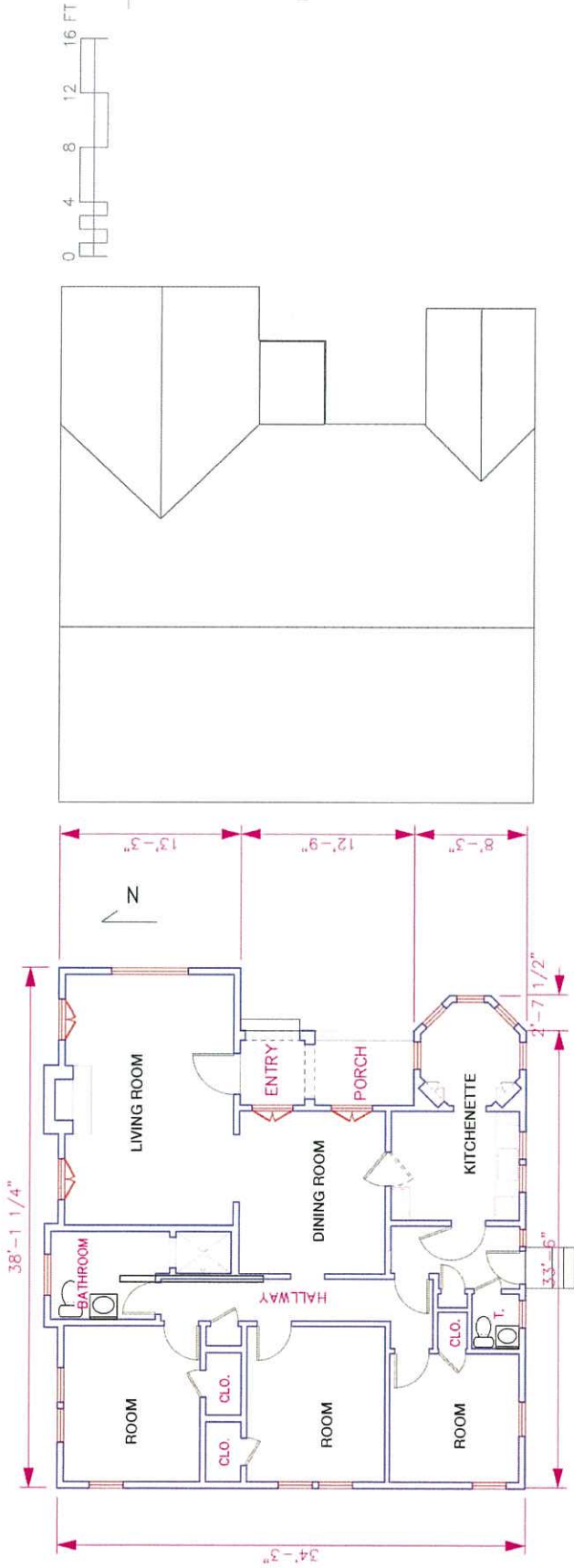
EAST

SOUTH

WEST

NORTH





T184  
ARCHITECTURAL IMPROVEMENT

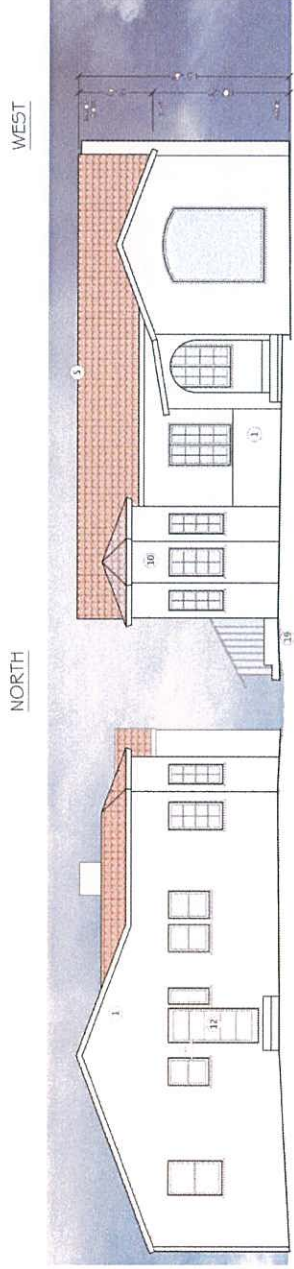
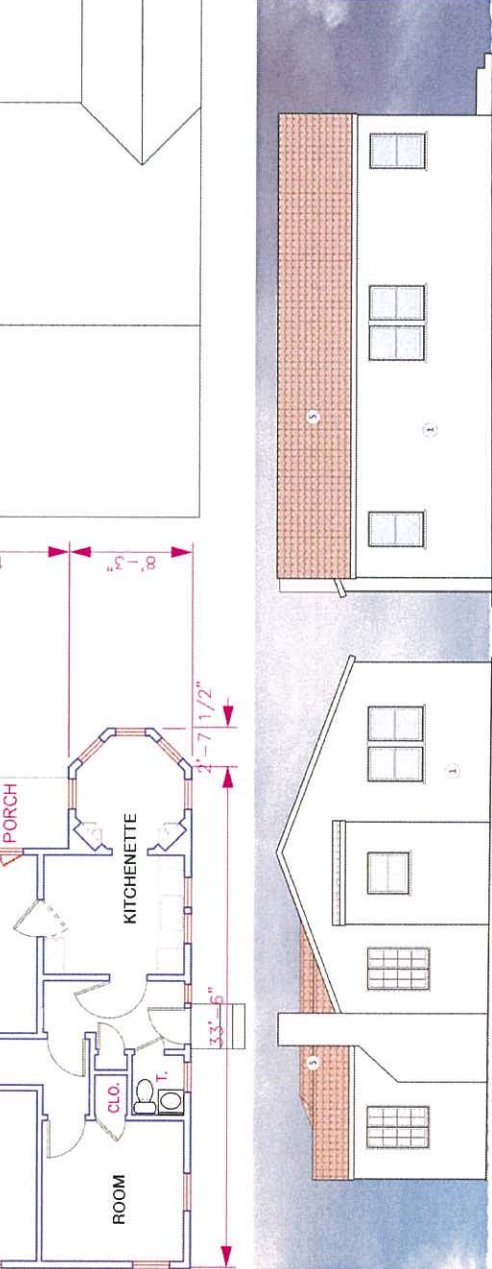
REVISION	DATE	ISSUED FOR	BY

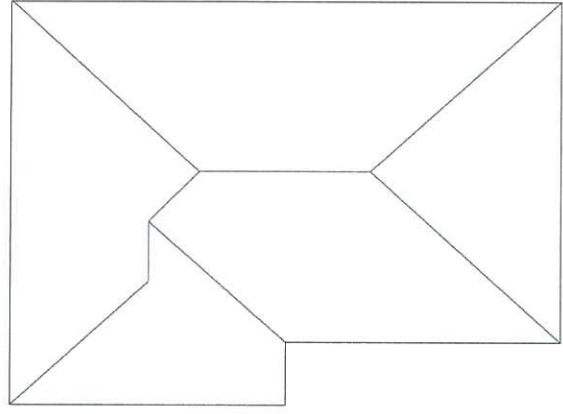
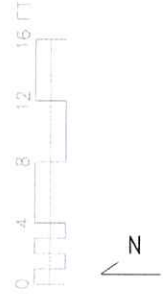
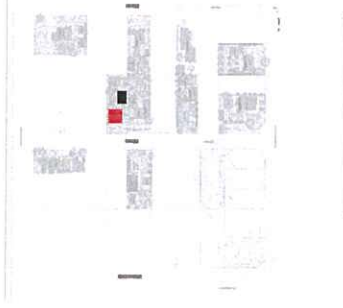
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 SCALE:                      DRAWN BY:  
 SHEET NUMBER:                  12911 7TH STREET  
 MAIN HOUSE

**A 5.0**

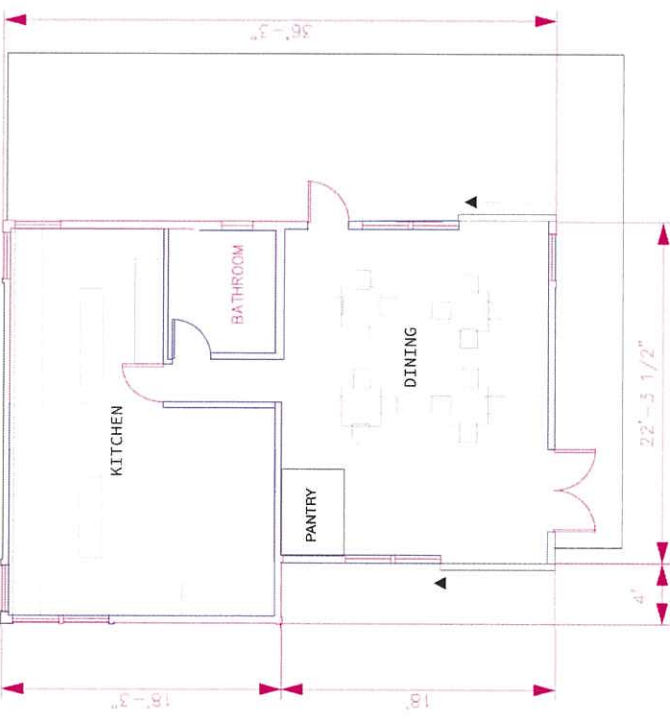
12911 7TH STREET  
 MOTEL 1167 SF  
 NOT FOR CONSTRUCTION

- 1-Stucco
- 2-Ship Lap Wood Siding
- 3-board and Batton wood Siding
- 4-Corrugated Steel Siding
- 5-Asphalt Shingle Roof
- 6-Asphalt Shingle Roof
- 7-Built up Roof
- 8-Elastomeric Coated Asphalt Shingle Roof
- 9-Metal Roof
- 10-Wooden Window
- 11-Metal Window
- 12-Wooden Door
- 13-Steel Door
- 14-Barn Door
- 15-Barn Door
- 16-Standing Bar Window
- 17-8" Fold Bar Window
- 18-Raised Wooden Deck
- 19-Steps





- 1-Stucco
- 2-Ship lap wood sliding
- 3-Board and Batten wood siding
- 4-Corrugated steel siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Built up Roof
- 8-Elastomeric Coated Asphalt Shingle roof
- 9-Metal Roof
- 10-Wood window
- 11-WR31 Window
- 12-Wooden Door
- 13-Steel Door
- 14-Barn door
- 15-Accordion door
- 16-Sliding door
- 17-Bifold Bar Window
- 18-Wood Deck
- 19-Stairs



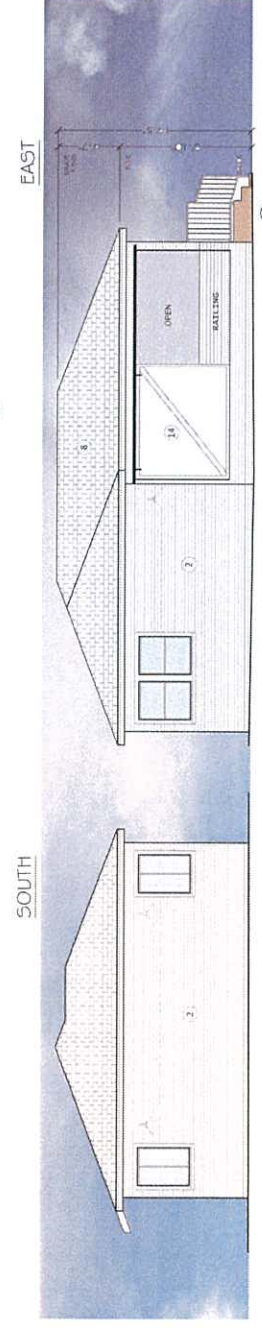
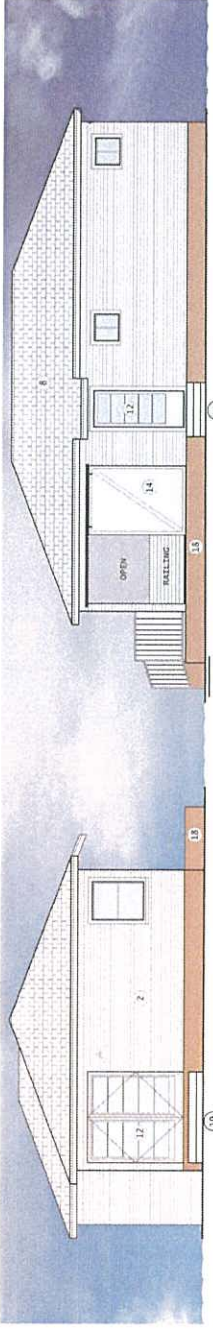
Title  
ARCHITECTURAL IMPROVEMENT

NO	DATE	ISSUED FOR

PROJECT NUMBER  
SCALE  
DRAWN BY  
SHEET NUMBER

# A 6.0

1-2502 7TH STREET  
MAIN HOUSE  
**12902 7TH STREET  
FOOD STALL 881 SF**  
NOT FOR CONSTRUCTION

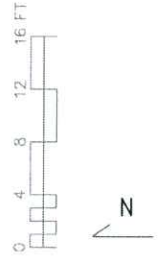
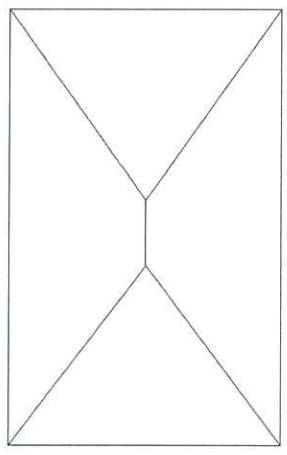
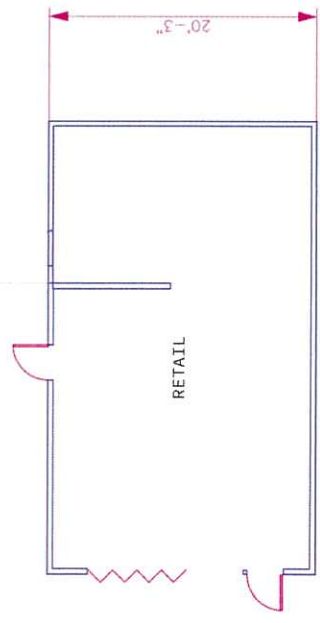


SOUTH

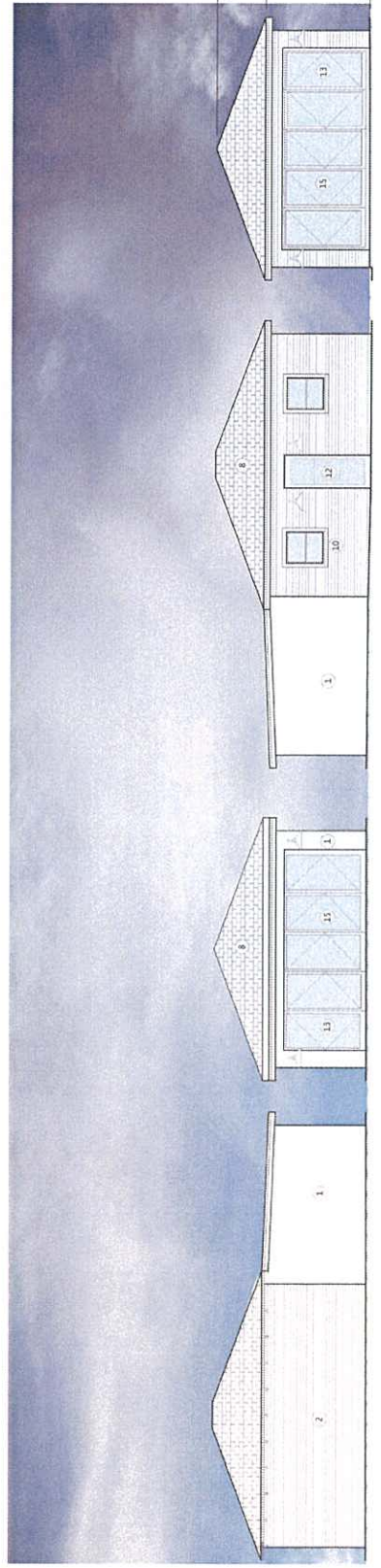
EAST

NORTH

WEST




**Cottage Industries**  
 TRUE NEIGHBORHOOD  
**ART BLOCK**



SOUTH      EAST      WEST      NORTH      WEST

- 1-Stucco
- 2-Ship lap wood Sliding
- 3-Board and Batten wood Siding
- 4-Corrugated Steel Siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Built up roof
- 8-Asphalt Shingle Coated Asphalt Shingle Roof
- 9-Metal Roof
- 10-Wooden window
- 11-Metal Window
- 12-Wooden Door
- 13-Steel Door
- 14-Barn Door
- 15-Accordian Door
- 16-Sliding Door
- 17-8 Fold Bar Window
- 18-Wooden Deck
- 19-Stairs

Title ARCHITECTURAL IMPROVEMENTS

ISSUE DATE	REVISION

DRAWN BY: \_\_\_\_\_  
 PROJECT NUMBER: \_\_\_\_\_  
 SCALE: 1/4" = 1'-0"  
 SHEET NUMBER: \_\_\_\_\_

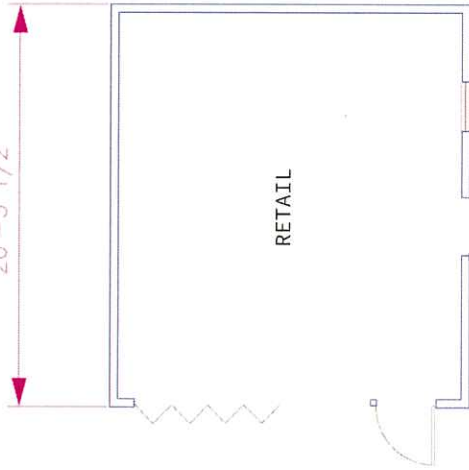
# A 7.0

12902 7TH STREET  
 GARAGE  
**12902 7TH STREET GARAGE**  
**RETAIL 693 SF**  
 NOT FOR CONSTRUCTION



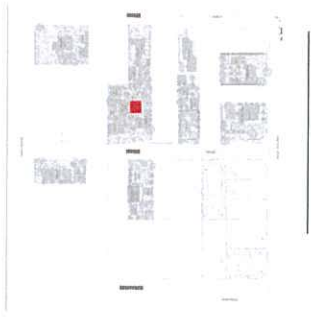
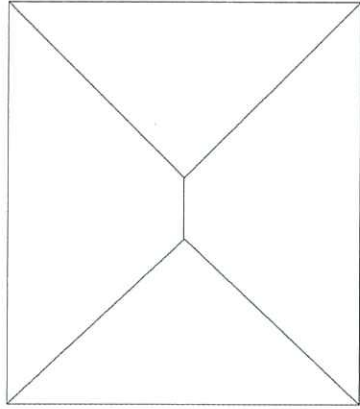


20'-3 1/2"



RETAIL

18'-2"



**Cottage Industries**  
TRUE NEIGHBORHOOD  
ART BLOCK

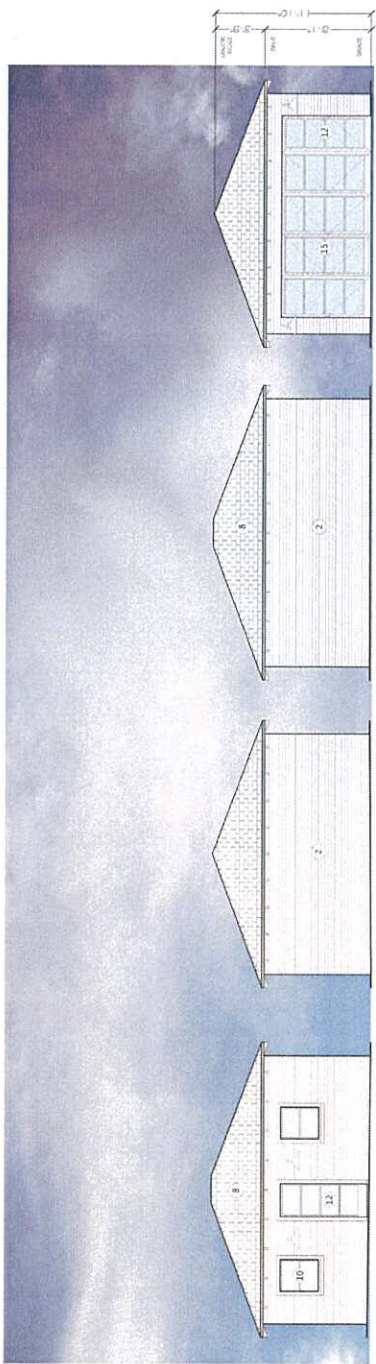
**ARCHITECTURAL IMPROVEMENTS**

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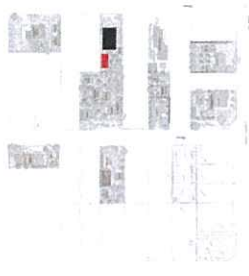
- 1-Structs
- 2-Ship lap wood siding
- 3-Board and batten wood siding
- 4-Corrugated steel siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Built up Roof
- 8-Elastomeric Coated Asphalt Shingle Roof
- 9-Steel Roof
- 10-Wooden Window
- 11-Metal Window
- 12-Wooden Door
- 13-Steel Door
- 14-Barn Door
- 15-Accordian Door
- 16-Sliding Door Window
- 17-Steel Window
- 18-Raised Wooden Deck
- 19-Stairs

PROJECT NUMBER	_____
SCALE	_____
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SHEET NUMBER	_____

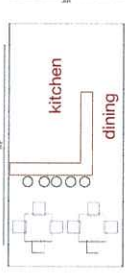
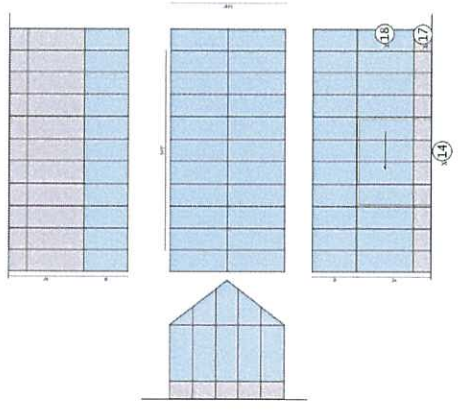
**A 10.0**  
12912 7TH STREET  
GARAGE  
**12912 7TH STREET**  
**RETAIL 369 SF**



SOUTH EAST NORTH WEST



Building 11  
500st



FLOORPLAN



Architectural Improvements

REV#	DATE	ISSUED FOR
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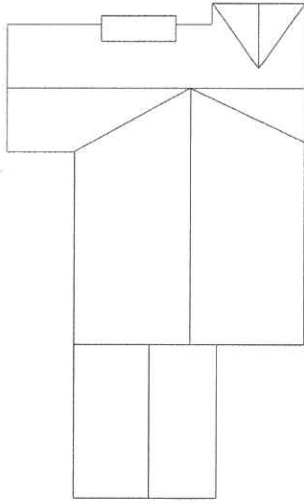
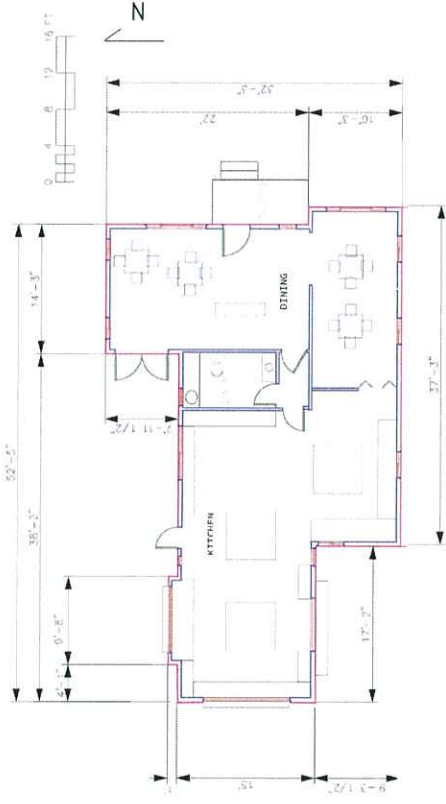
PROJECT NUMBER: 18-14  
SCALE: 1/8"=1'-0"  
ISSUED BY: [blank]  
DRAWN BY: [blank]  
SHEET NUMBER: [blank]

- 1-Stucco
- 2-Shingle wood siding
- 3-Board and Batten wood siding
- 4-Corrugated Steel Siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Built Up Roof
- 8-Elastomeric Coated Asphalt Shingle roof
- 9-Metal Roof
- 10-Wooden window
- 11-Metal window
- 12-Wooden door
- 13-Steel door
- 14-Born door
- 15-Sliding door
- 16-Glass Panels
- 18-Steel Siding

**A 11.0**  
12902 7th STREET  
FOOD STALL







TRUE NEIGHBORHOOD  
**ART BLOCK**

- 1-Stucco
- 2-Shiplap wood sliding door
- 3-shiplap wood siding
- 4-corrugated steel siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt shingle Roof
- 7-built up Roof
- 8-Elastomeric Coated Asphalt Shingle Roof
- 9-Metal Roof
- 10-Wooden window
- 11-Metal window
- 12-Wooden Door
- 13-Steel door
- 14-barn door
- 15-Accordion door
- 16-Double door
- 17-Bifold Barn window
- 18-Raised Wooden Deck
- 19-Stairs

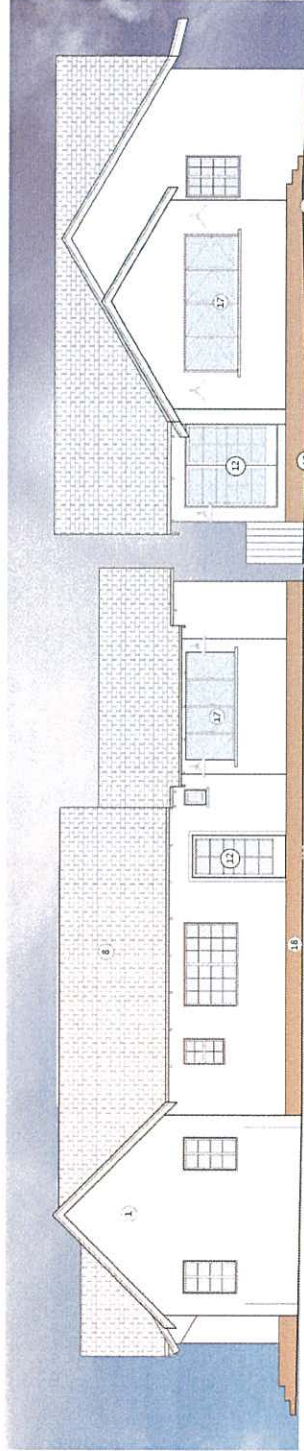
Tile  
ARCHITECTURAL IMPROVEMENTS

ISSUE DATE	DESCRIPTION
REV	DATE
	REVISION
REV	DATE
	ISSUED FOR
PROJECT NUMBER	
SCALE	
DRAWN BY	
SHEET NUMBER	

**A 13.0**

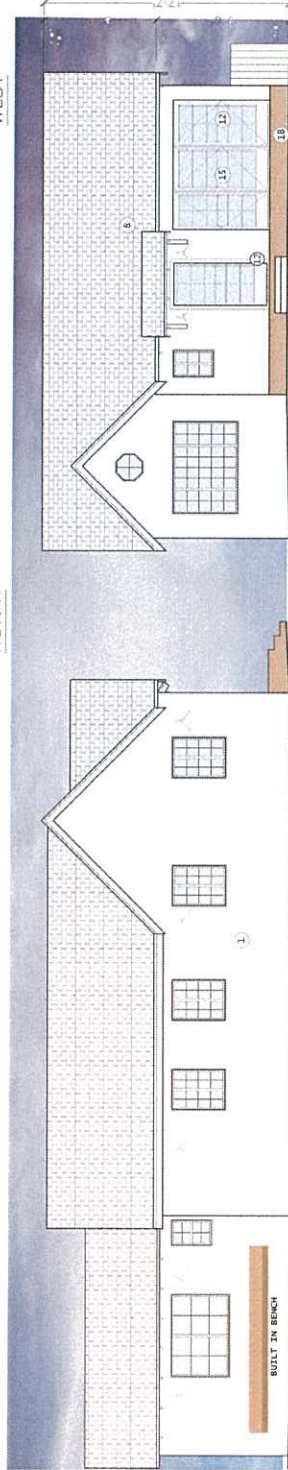
12911 8TH STREET  
MAIN HOUSE

12911 8TH STREET  
RESTAURANT 1257 SF



NORTH

WEST



SOUTH

EAST

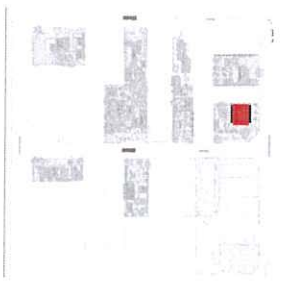
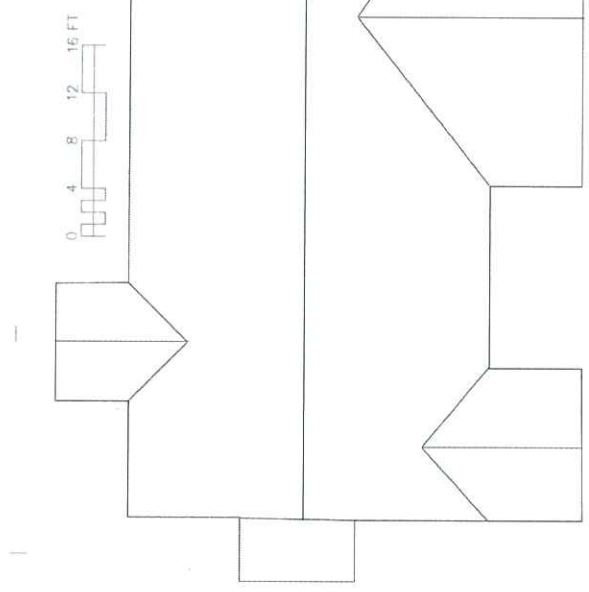
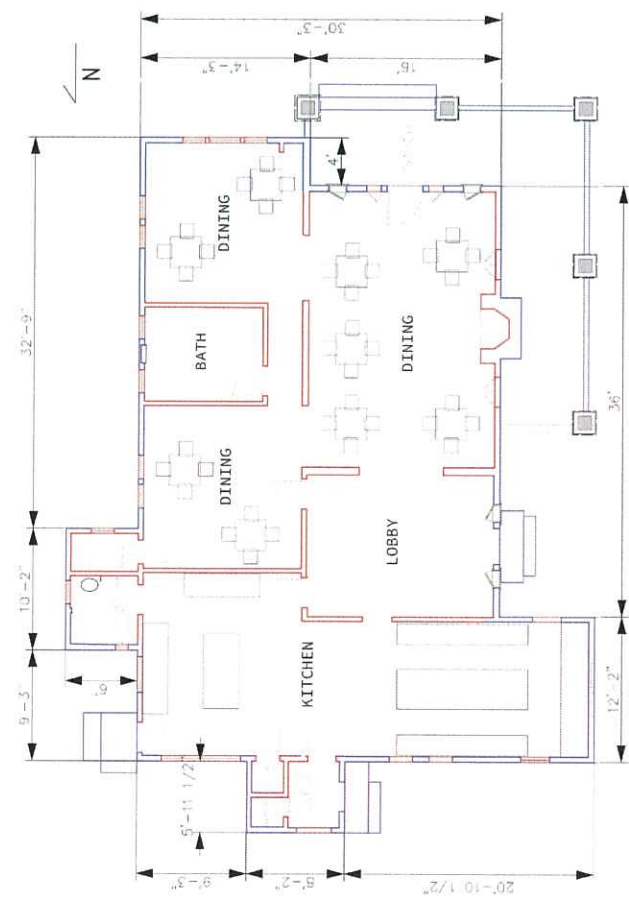
BUILT IN BENCH



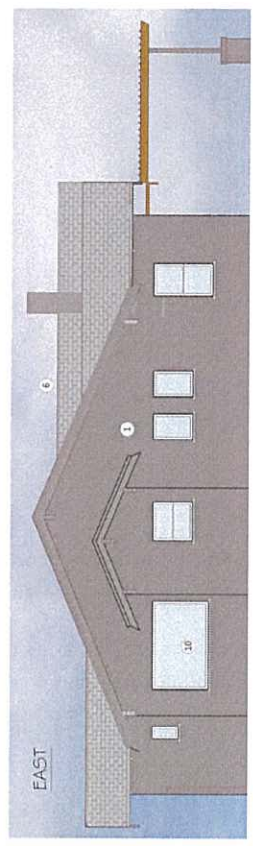
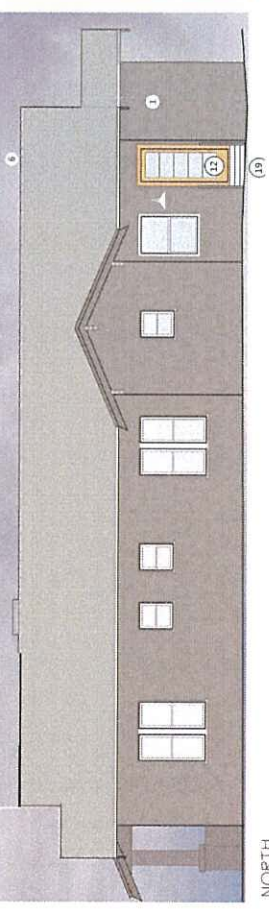






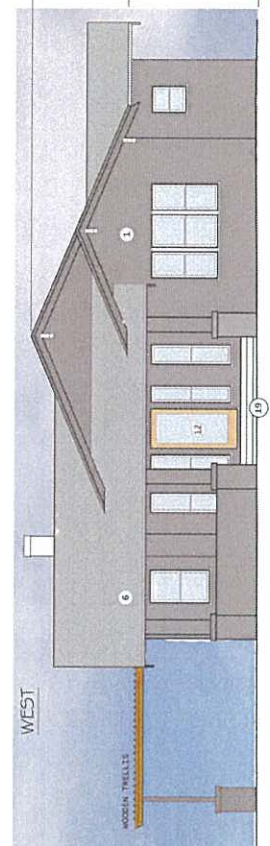
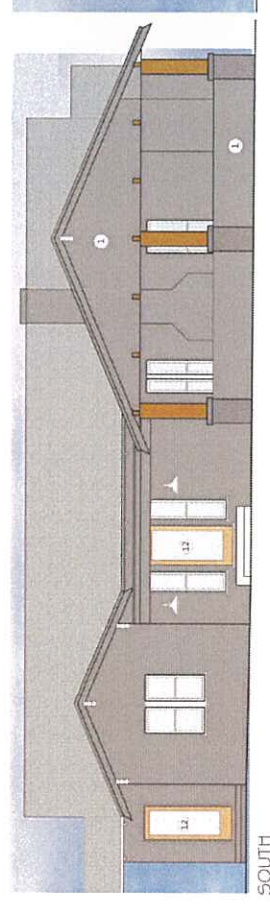


- 1-Stucco
- 2-Ship-lap wood siding
- 3-board and batten wood siding
- 4-corrugated steel siding
- 5-Asphalt shingle roof
- 6-Asphalt shingle roof
- 7-Built up roof
- 8-Elastomeric Coated Asphalt Shingle Roof
- 9-Metal Roof
- 10-Wooden window
- 11-Metal window
- 12-Wooden door
- 13-Steel door
- 14-Aluminum door
- 15-Accordion door
- 16-sliding door
- 17-81 fold bar window
- 18-Raised wooden deck
- 19-Scissors
- 20-Canvas Awning

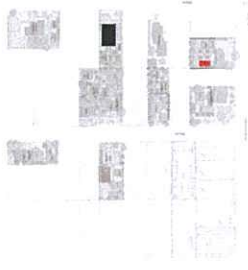


Title  
ARCHITECTURAL IMPROVEMENTS

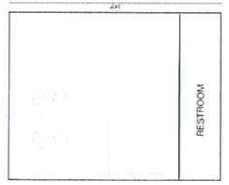
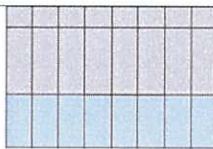
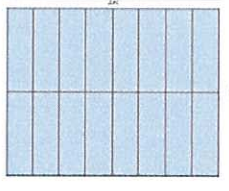
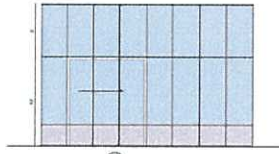
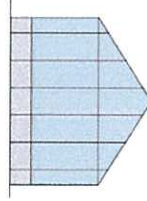
PROJ. NO.	DATE	DESCRIPTION



A 18.0  
11-866 GARDEN GROVE BLVD  
RESTAURANT 1730 SF



Building 19  
450sf



**FLOORPLAN**

- 1-Stucco
- 2-Shiplap wood Sliding
- 3-Board and Batton wood Siding
- 4-Corrugated Steel Siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Built up Roof
- 8-Elastomeric Coated Asphalt shingle Roof
- 9-Asphalt Roof
- 10-Wood Window
- 11-Metal Window
- 12-Wooden Door
- 13-Steel Door
- 14-Barn Door
- 15-Accordian Door
- 16-Sliding Door
- 17-Glass Panels
- 18-Steel Siding

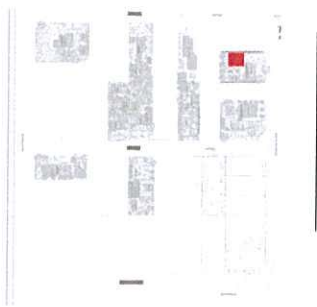
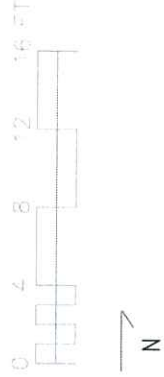
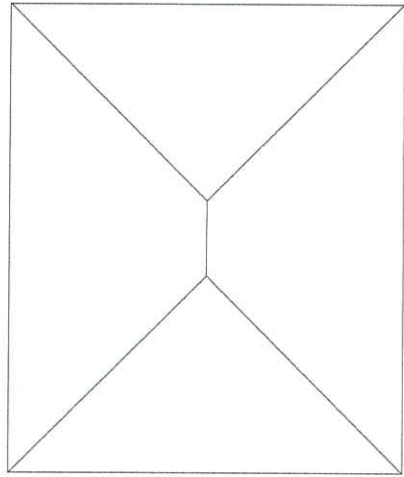
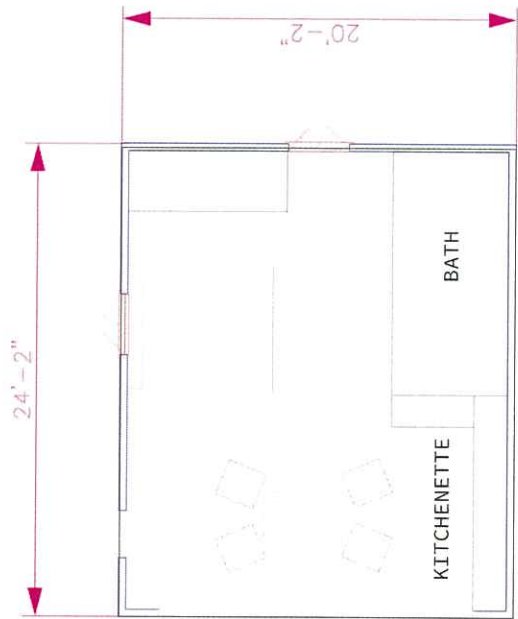


**ARCHITECTURAL IMPROVEMENTS**

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50		ISSUED FOR

**A 19.0**

11391 GARDEN GROVE BLVD  
MOTEL



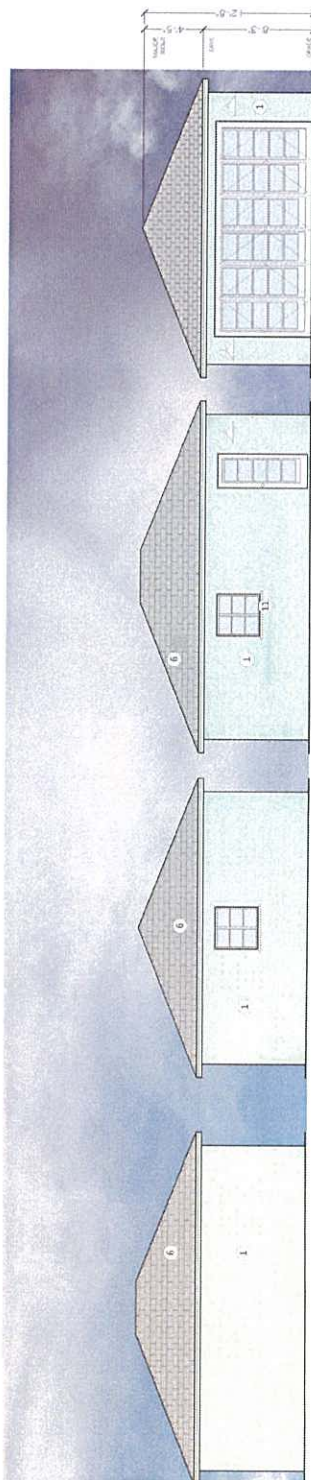
*Cottage Industries*  
TEXAS NEIGHBORHOOD

**Title**  
ARCHITECTURAL IMPROVEMENT

REVISION	DATE	DESCRIPTION
1		ISSUED FOR PERMITS
2		ISSUED FOR PERMITS
3		ISSUED FOR PERMITS
4		ISSUED FOR PERMITS
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10		ISSUED FOR PERMITS
11		ISSUED FOR PERMITS
12		ISSUED FOR PERMITS
13		ISSUED FOR PERMITS
14		ISSUED FOR PERMITS

PROJECT NUMBER: 18-14  
SCALE: AS SHOWN  
DRAWN BY: [Name]

SHEET NUMBER: [Number]



- 1-Stucco
- 2-Shiplap Wood Siding
- 3-Board and Batten Wood Siding
- 4-Corrugated Steel Siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Built Up Roof
- 8-Elastomeric Coated Asphalt Shingle Roof
- 9-Metal Roof
- 10-Wooden Window
- 11-Metal Window
- 12-Wooden Door
- 13-Steel Door
- 14-Barn Door
- 15-Canvas Awning
- 16-Sliding Door
- 17-Bifold Bar Window
- 18-Raised Wooden Deck
- 19-Stairs
- 20-Canvas Awning

**A 20.0**

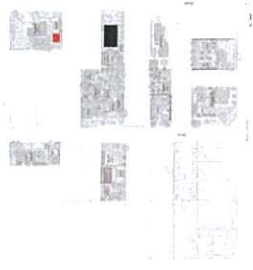
11391 GARDEN GROVE BLVD  
GARAGE

**11391 GARDEN GROVE BLVD GARAGE**  
**MOTEL 487 SF**

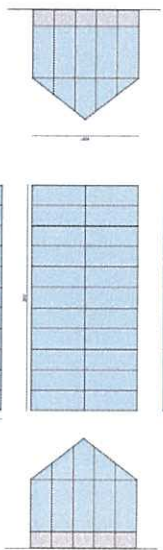
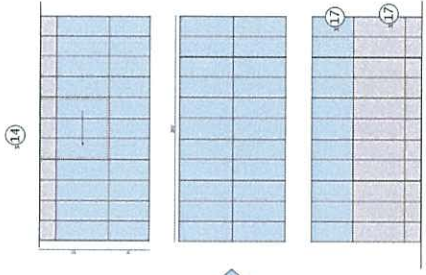








Building 23  
400sf



FLOORPLAN



Title ARCHITECTURAL IMPROVEMENTS

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- 1-Stucco
- 2-Ship lap wood Sliding
- 3-Board and Batton wood Sliding
- 4-Corrugated Steel Sliding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-Built Up Roof
- 8-Asphalt Shingle Roof
- 9-Asph/Flt Shingle Roof
- 10-Wooden Window
- 11-Metal Window
- 12-Wooden Door
- 13-Steel Door
- 14-Barn Door
- 15-Accordian Door
- 16-Sliding Door
- 17-Glass Panels
- 18-Steel Sliding

**A 23.0**

11412 ACACIA BLVD.  
MOTEL

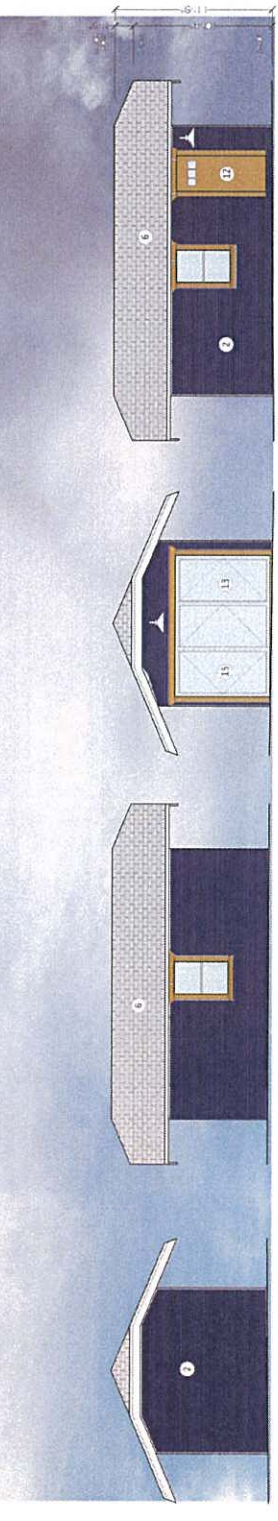
12'-5 1/4"



- 1-Stucco
- 2-Ship Lap Wood Siding
- 3-Board and Batten Wood Siding
- 4-Corrugated Steel Siding
- 5-Terra Cotta Tile Roof
- 6-Asphalt Shingle Roof
- 7-80/10 Tin Roof
- 8-Elastomeric Coated Asphalt Shingle Roof
- 9-Metal Roof
- 10-Wooden window
- 11-Metal Window
- 12-wooden Door
- 13-Steel door
- 14-Barn Door
- 15-Corridor Door
- 16-Siding Door
- 17-Bifold Bar Window
- 18-Raised Wooden Deck
- 19-Stairs
- 20-Canvas Awning



**Cottage Industries**  
TELL INTERIORS/DOOD



Title: ARCHITECTURAL IMPROVEMENT

ISSUE DATE	REVISION	DATE	DESIGNED FOR

**A 24.0**

11412 ACACIA STREET  
GARAGE

11412 ACACIA PKWY GARAGE  
RETAIL 252 SF

RESOLUTION NO. 5971-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-078-2019 FOR PROPERTIES LOCATED ON THE NORTH SIDE OF GARDEN GROVE BOULEVARD, SOUTH OF ACACIA PARKWAY, BETWEEN CIVIC CENTER DRIVE AND 9<sup>TH</sup> STREET, AT 11352 ACACIA PARKWAY, 11412 ACACIA PARKWAY, 12911 7<sup>TH</sup> STREET, 12902 7<sup>TH</sup> STREET, 12912 7<sup>TH</sup> STREET, 12932 7<sup>TH</sup> STREET, 12911 8<sup>TH</sup> STREET, 11361 GARDEN GROVE BOULEVARD, AND 11391 GARDEN GROVE BOULEVARD, ASSESSOR'S PARCEL NOS. 090-172-29, 090-173-22, 090-172-18, 090-173-04, 090-173-05, 090-173-07, 090-173-16, 090-173-09, AND 090-173-11.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on December 5, 2019, does hereby approve Site Plan No. SP-078-2019, for land located on the north side of Garden Grove Boulevard, south of Acacia Parkway, between Civic Center Drive and 9<sup>th</sup> Street, at 11352 Acacia Parkway, 11412 Acacia Parkway, 12911 7<sup>th</sup> Street, 12902 7<sup>th</sup> Street, 12912 7<sup>th</sup> Street, 12932 7<sup>th</sup> Street, 12911 8<sup>th</sup> Street, 11361 Garden Grove Boulevard, and 11391 Garden Grove Boulevard, Assessor's Parcel Nos. 090-172-29, 090-173-22, 090-172-18, 090-173-04, 090-173-05, 090-173-07, 090-173-16, 090-173-09, and 090-173-11 (collectively, the "Site").

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-078-2019 the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Chris Bennett for Cottage Industries, LLC.
2. The applicant is requesting Site Plan approval to allow the conversion of nine (9) existing residential structures and nine (9) existing accessory structures, along with the construction of six (6) new commercial structures, with a total combined square footage of 2,800 square feet, to accommodate new commercial restaurant, retail, office, personal service, and motel uses as part of the Art Block Project. The project also includes the construction of a new freestanding accessory trellis.
3. Pursuant to the California Environmental Quality Act ("CEQA"), the proposed project is categorically exempt from the CEQA pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303). As set forth in the Class 32 exemption, the proposed project is: (1) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (2) the proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses; (3) the project site has no value as habitat for endangered, rare or threatened species; (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality; and

(5) the site can be adequately served by all required utilities and public services. The project is therefore exempt from CEQA review.

4. The project site has a General Plan Land Use designation of Civic Center Mixed Use, and is zoned CC-1 (Civic Center-East). The subject project consists of nine (9) parcels with a combined gross land area of 77,269 square feet, and a net lot area of 71,868 square feet after the required street dedication. Each property is improved with a single-family home and detached accessory garage structure which are currently unoccupied.
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 December 5, 2019, 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 December 5, 2019, 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 project site consists of nine (9) parcels with a combined gross land area of 77,269 square feet and a net lot area of 71,868 square feet as a result of the street dedication required for four (4) properties, location along the 7<sup>th</sup> Street and 8<sup>th</sup> Street frontages, for future street widening purposes. The subject parcels are located in the Civic Center area and have a General Plan Land Use designation of Civic Center Mixed Use and are zoned CC-1 (Civic Center East). The project is located in an area improved with single-family and multiple-family residential uses. The project site is also located in close proximity to City Hall, the Fire and Police Department Stations, other civic institutions, and office professional uses.

The developer proposes a commercial development that will revitalize, preserve, and repurpose existing residential buildings in the Civic Center area through a project called Cottage Industries Project. The developer received land use approvals in March 2018 for the Farm Block Project of the Cottage Industries Project. The developer now proposes to develop, and receive land use approvals, for the Art Block Project.

The Art Block Project includes preserving and repurposing existing residential structures into commercial businesses operated by local independent operators and artisans. Three (3) parcels (Lots 3, 4 and 5) are contiguous with the rear yard areas connected to provide a shared garden, while six (6) parcels (Lots 1, 2, 6, 7, 8, and 9) will remain as stand-alone developments.

The developer has prepared a Shared Parking Analysis, and associated Parking Management Plan for the Art Block. Two (2) Shared Parking Analysis were performed for the project analyzing both the full program and an amended program of proposed uses. The full program includes four (4) full service restaurants (one restaurant with dinner service only), five (5) food stalls, four (4) retail uses, one (1) office, one (1) personal service, and ten (10) motel rooms. The Shared Parking Analysis determined that the peak parking demand for the full program was 85 parking spaces at the noon hour, which is a 22 percent reduction to the required parking of 109 parking spaces that would otherwise be required if each use was parked to code.

Due to constraints in providing the required 85 parking spaces to accommodate the full program, the developer has prepared a Shared Parking Analysis for an amended program that analyzed four (4) full-service restaurants (one restaurant limited to dinner service), three (3) food stalls, four (4) retail uses, one (1) office, one (1) professional service, and six (6) motel rooms. The Shared Parking Analysis determined that the peak parking demand for the amended program was 78 parking spaces at the noon hour, which is a 22 percent reduction to the required parking of 100 parking spaces that would otherwise be required if each use was parked to code.

With the amended program, the developer proposes to hold the construction of the six (6) new buildings until parking for those uses can be provided.

Parking to accommodate the amended program will be provided as on-site and off-site parking. The parking for the amended program will include twenty-four (24) on-site parking spaces, and fifty-four (54) off-site parking spaces, that combined, will include 78 parking spaces to satisfy the parking demand for the Art Block's amended program. The on-site parking spaces include twenty-one (21) angle parking spaces along the frontage of each lot, and three (3) parking spaces within the existing driveway area of two (2) Art Block properties. The off-site parking includes two (2) parking spaces in the Farm Block parking lot located on 7<sup>th</sup> Street, at 12951 7<sup>th</sup> Street, and fifty-two (52) parking spaces at a City-owned public lot (Acacia Lot), located at 11391 Acacia Parkway.

The Farm Block project is currently over-parked by two (2) parking spaces as one new building will not be constructed. Based on the uses proposed by the developer for the Farm Block, and with the elimination of a new building, only fifty-four (54) parking spaces are required to serve the proposed uses for the Farm Block. The

Farm Block provides a total of 56 parking spaces. The developer proposes to use two (2) parking spaces to meet the required parking for the Art Block.

The developer will also enter in a license agreement with the City of Garden Grove to lease fifty-two (52) parking spaces at the Acacia Parking Lot, located north of Acacia Parkway, east of 8<sup>th</sup> Street, at 11391 Acacia Parkway, to satisfy the parking requirement for the Art Block's amended program.

The Acacia Lot has 110 existing parking spaces. As part of the license agreement, the developer will restripe the parking lot to provide a minimum of 124 parking spaces to accommodate the existing parking demand for the Acacia Lot and the required parking demand for the Art Block. In 2017, a parking utilization analysis for the Acacia Lot was performed as part of the Downtown Parking Management Strategic Plan. The data collected for the Acacia Lot determined that at the noon hour, 72 parking spaces were occupied. With the proposed restriping of the Acacia Lot to a minimum of 124 parking spaces, 72 parking spaces will continue to be available to serve the existing parking demand of the Acacia Lot, and 52 parking spaces will be available to serve the Art Block parking.

No tenants or operators have been identified for the project; however, the businesses are anticipated to operate from 7:00 a.m. to 12:00 a.m., seven days a week, with the majority of businesses operating between 10:00 a.m. to 9:00 p.m., seven days a week. The outdoor activities, including outdoor dining, will operate from 8:00 a.m. to 10:00 p.m., seven days a week. The project is required to comply with the City's Noise Ordinance of Chapter 8.47 of the Municipal Code.

Also, appropriate landscaping will be installed along the perimeter of the project to provide sufficient sound attenuation to buffer, screen, and minimize noise impacts to adjacent residential uses.

A reasonable accommodation request will be granted for the project to allow the developer to construct handicap ramps and the appropriate path-of-travel improvements within the required front yard setback areas to meet all code requirements for ADA access.

#### FINDINGS AND REASONS:

##### **SITE PLAN:**

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

The Project parcels are located in the Civic Center area and have a General Plan Land Use designation of Civic Center Mixed Use and are zoned CC-1



(Civic Center East). The Civic Center Mixed Use Land Use designation is intended to provide a mix of civic, institutional, commercial, higher density residential, and open space uses. The Civic Center area is recognized as the City's historic core and a public gathering place. Proposed uses within the Civic Center area should contribute to the sense that this area is the heart and soul of the community. The CC-1 zone is intended to allow for uses and developments that maintain the character and form of the established neighborhood, which includes allowing the conversion of existing single-family homes and accessory structures into adaptive reuse commercial uses. The CC-1 zone also allows for a variety of commercial uses, such as restaurants, offices, retail, professional services, and motels (subject to a Conditional Use Permit).

The developer proposes to revitalize, preserve, and repurpose existing residential buildings in the Civic Center area to facilitate a development of the Cottage Industries Art Block Project. The proposed project consists of nine (9) parcels with a gross land area of 77,269 square feet, and a net lot area of 71,868 square feet after the required street dedication. The proposed project will repurpose and convert existing residential buildings into restaurant, retail, office, personal service, and motel uses. The commercial uses will be operated by local independent operators and artisans. The Art Block improvements include converting nine (9) residential structures and nine (9) garage structures, including the construction of six (6) new buildings, into restaurant, office, personal service, retail, and motel uses. The project will integrate art into the aesthetic environment through art installations, murals, sculptures, and community art programs that will create a gathering space for the community. The proposed project will create a sense of place within the Civic Center area that will further the goals of the General Plan.

The proposed project has been designed to comply with the development standards of the CC-1 zone, including parking, setbacks for the new buildings, and landscaping.

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

On-site and off-site improvements will be performed to accommodate the proposed project. Each parcel will provide the appropriate pedestrian path-of-travel from the right-of-way.

A Shared Parking Analysis and associated Parking Management Plan was prepared for the project. Two (2) Shared Parking Analysis' were performed for the project analyzing both the full program and amended program of proposed uses. The full program includes four (4) full-service restaurants

(one restaurant with dinner service only), five (5) food stalls, four (4) retail uses, one (1) office, one (1) personal service, and ten (10) motel rooms. The shared parking analysis determined that the peak parking demand for the full program was 85 parking spaces at the noon hour, which is a 22 percent reduction to the required parking of 109 parking spaces that would otherwise be required if each use was parked to code.

Due to constraints in providing the required 85 parking spaces to accommodate the full program, the developer has prepared a Shared Parking Analysis for an amended program that analyzed four (4) full-service restaurants (one restaurant limited to dinner service), three (3) food stalls, four (4) retail uses, one (1) office, one (1) professional service use, and six (6) motel rooms. The Shared Parking Analysis determined that the peak parking demand for the amended program was 78 parking spaces at the noon hour, which is a 22 percent reduction to the required parking of 100 parking spaces that would otherwise be required if each use was parked to code.

Parking to accommodate the amended program will be provided as on-site and off-site parking. The parking for the amended program will include twenty-four (24) on-site parking spaces, and fifty-four (54) off-site parking spaces that combined will provide 78 parking spaces to satisfy the parking demand for the Art Block's amended program. The off-site parking spaces include two (2) parking spaces in the Farm Block parking lot located on 7<sup>th</sup> Street, at 12951 7<sup>th</sup> Street, and fifty-two (52) parking spaces at a City-owned public lot, Acacia Lot, located at 11391 Acacia Parkway. The CC-1 zone allows off-site parking when residential structures are converted for commercial use. A Planning Management was prepared to justify the shared parking, and also recommends strategies to effectively manage the parking for the Art Block.

The project includes reconfiguring existing on-street parallel parking spaces located along 7<sup>th</sup> Street and 8<sup>th</sup> Street to accommodate twenty-one (21) angle parking spaces. The angle parking spaces will encroach into a portion of the project site, and as such, the parking spaces are considered as on-site parking spaces. The appropriate street and sidewalk improvements will be constructed to provide the necessary pedestrian path-of-travel access from the public right-of-way to the project site. The City's Engineering Division has reviewed and approved the design of the angle parking spaces. Additionally, three (3) parking spaces will be provided along two (2) existing driveways on two (2) Art Block properties.

The Farm Block will provide a total of fifty-six (56) parking spaces. The Farm Block project is currently over parked by two (2) parking spaces as one new building will not be constructed. With the elimination of the new building,

only 54 parking spaces are required to serve the proposed Farm Block programming. The developer proposes to use these two (2) parking spaces to meet the required parking for the Art Block. The two (2) parking spaces will be located on a parking lot located at 12951 7<sup>th</sup> Street.

The developer will also enter in a license agreement with the City of Garden Grove to lease fifty-two (52) parking spaces at the Acacia Parking Lot located at 11391 Acacia Parkway. As part of the license agreement, the developer will restripe the parking lot to increase the number of parking spaces from 110 to a minimum of 124 parking spaces to accommodate the parking demand for the Art Block's amended program while continuing to maintain parking spaces to meet the parking demand of the Acacia Lot.

In 2017, a parking utilization analysis for the Acacia Lot was performed as part of the Downtown Parking Management Strategic Plan. The data collected on June 13, 2017 for the Acacia Lot determined that at the noon hour, the same time the Art Block peak parking demand is anticipated, 72 parking spaces were occupied. With the proposed restriping of the Acacia Lot to a minimum of 124 parking spaces, 72 parking spaces will continue to be available to serve the existing demand of the Acacia Lot, and fifty-two (52) parking spaces will be available to serve the Art Block.

Adequate trash enclosures/bins will be provided. As such, the proposed development will not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation and points of vehicular and pedestrian access.

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

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

The streets in the area will be adequate to accommodate the proposed development once the developer provides the necessary improvements for the project. Street improvements are proposed along 7<sup>th</sup> Street and 8<sup>th</sup> Street that include reconfiguring existing parallel parking spaces into angle parking spaces, constructing new sidewalks to provide the required path-of-travel, installing striped crosswalks on Acacia Parkway and Garden Grove Boulevard, and installing a crosswalk pedestrian beacon on Acacia Parkway. In addition, the City's Engineering Division is requiring a 10-foot right-of-way street dedication along the properties on 7<sup>th</sup> Street and 8<sup>th</sup> for future street widening purposes. The proposed development will also provide landscaping and proper grading of the project site to improve adequate on-

site drainage. Utilities and drainage channels in the area are existing and adequate to accommodate the development.

The City's Public Works Department has reviewed the proposed project, and all appropriate conditions of approval have been incorporated to minimize any adverse impacts to surrounding streets and alleys, utilities and drainage channels.

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

The Public Work's Department has reviewed the Project and has incorporated conditions of approval that will minimize any adverse impacts.

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

The development does have a reasonable degree of physical, functional, and visual compatibility with neighboring uses and desirable neighborhood characteristics. The CC-1 zone allows the conversion of existing residential structures into commercial uses, and also requires that new buildings and structures be compatible with the character of the existing neighborhood. The proposed project will revitalize, preserve, and repurpose existing residential buildings into commercial uses for restaurant, retail, office, personal service, and motel uses. The project will integrate art into the aesthetic environment through art installations, murals, sculptures, and community art programs that will create a gathering space for the community.

The existing residential structures will continue to retain their residential appearance, but the exterior will be enhanced through new building materials, such as, but not limited to, repainting, installation of art murals, and the installation of new doors, such as glass accordion doors and wood barn doors. The proposed six (6) new buildings will be designed as garden greenhouses that will fit into the landscaping setting of each respective parcel.

The landscaping throughout the project will be enhanced, including planting new trees and other landscape material and irrigation.

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 overall project design will create an attractive and pedestrian-oriented environment. The building architecture, the proposed uses, the art

installations, and the proposed community art programming are essential elements that will create a sense of place that will encourage pedestrian-oriented activities. Existing landscaping will be maintained and will be enhanced through the installation of new trees and other landscape materials. All landscaped areas are required to adhere to the landscaping requirements 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.

### **PARKING MANAGEMENT PLAN**

1. The peak hours of use will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces.

The developer has prepared a Parking Management Plan to justify the shared parking for the Art Block's amended program with the Acacia Lot, and that demonstrated that the peaking parking demand for the uses will not overlap. Table 11 of the Parking Management Plan demonstrates that sufficient parking spaces to satisfy the existing parking demand of the Acacia Lot and the parking demand of the Art Block will be provided with the proposed restriping of the parking lot.

2. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if parking for each use were provided separately.

The uses proposed for the Art Block are considered shared land uses that are intended to be compatible and complimentary to one another as it is anticipated that patrons will utilize more than one use in the same trip. The developer has prepared a Shared Parking Analysis, and associated Parking Management Plan, for the amended program in accordance with Section 9.18.140.060 (Joint Use and Parking Management) of the Municipal Code that allows up to a 25% reduction to the required parking when two or more uses propose to share parking. The Shared Parking Analysis determined that at the weekday noon peak hour, 78 parking space would be required for the Art Block's amended program to meet its peak parking demand. The project will provide parking in the form of twenty-four (24) on-site parking spaces, and fifty-four (54) off-site parking spaces. The developer proposes to utilize parking spaces on a Farm Block parking lot and on a City-owned parking lot to satisfy the parking requirements of the Art Block.

The Shared Parking Analysis also included public transportation and walking as two (2) modes that patrons can use to reach the project site in-lieu of driving. The Art Block is located in close proximity to City Hall, the Fire and

Police Department Stations, other civic institutions, and office professional buildings that can facilitate walking to the project site. Bus stops are also located in close proximity to the project site, on the north side of Garden Grove Boulevard at the 9<sup>th</sup> Street and Euclid Street intersections. Due to the shared nature of the proposed uses, and the ability for patrons to easily walk or use public transportation to reach the project site, the Shared Parking Analysis and the Parking Management Plan will be effective in satisfying the parking demand for the project site.

3. A parking demand study prepared by an independent traffic engineering professional approved by the City supports the proposed reduction.

A Shared Parking Analysis was prepared by a licensed Traffic Engineer. The Shared Parking Analysis has been reviewed by the City's Engineering Division and Planning Services Division, and the study complies with Section 9.18.140.060 (Joint Use and Parking Management) of the Municipal Code.

4. The applicant submitted a signed contract between the applicant and the other property owner(s) providing the off-street parking spaces subject to the shared parking arrangement. The contract shall be subject to the approval of the Planning Commission, and shall also be subject to review by the City Attorney as to form and content.

The Parking Management Plan includes a draft copy of the license agreement for the use of the Acacia Lot by the developer. The license agreement was prepared by the City Attorney, and will be approved by the City Council.

#### INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan and Parking Management Plan possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030 and Section 9.18.140.060.
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-078-2019.

## **EXHIBIT "A"**

### **Site Plan No. SP-078-2019**

11352 Acacia Parkway, 11412 Acacia Parkway, 12911 7<sup>th</sup> Street, 12902 7<sup>th</sup> Street, 12912 7<sup>th</sup> Street, 12932 7<sup>th</sup> Street, 12911 8<sup>th</sup> Street, 11361 Garden Grove Boulevard, and 11391 Garden Grove Boulevard

### **CONDITIONS OF APPROVAL**

#### **General Conditions**

1. The applicant shall execute, and unless waived by the City Attorney, shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval" as prepared by the City Attorney's Office, on the property. Proof of such recordation is required prior to issuance of building permits.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to each of the following: the project applicant, Cottage Industries, LLC, the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. The applicant and subsequent owner/operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Notwithstanding the foregoing or any other provisions herein, these Conditions of Approval are not intended to apply to, and shall not be binding on or enforceable against, the City of Garden Grove or the Garden Grove Housing Authority. When the term "owner" or "property owner" is used in these Conditions of Approval, it shall refer to Cottage Industries, LLC or its permitted assignee with respect to those parcels it leases from the City of Garden Grove and/or the Garden Grove Housing Authority. Any changes of the conditions of approval require approval by the Planning Commission, except as otherwise provided herein.
3. 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 approved site plan, floor 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 approved floor plan, site plan, or Conditions of Approval that would result in the intensification of the project or create impacts that have not been previously addressed, and which are determined by the Community and Economic Development Director not to be minor in nature shall be subject to

approval of new and/or amended land use entitlements by the applicable City hearing body.

5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

**Public Works Engineering Division**

6. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
7. The applicant shall enter into an agreement with the City of Garden Grove to establish a public access easement and long term maintenance for parking and pedestrian sidewalks on 7<sup>th</sup> and 8<sup>th</sup> Street and record said agreement in a manner meeting the approval of the City Engineer and City Attorney prior to the issuance of a grading permit.
8. Prior to issuance of building permits, the applicant shall dedicate 10-feet of right-of-way from the existing right-of-way line fronting the lots 1, 2 and 3 (APN's 090-172-18, 090-172-29, 090-173-04) to the ultimate right-of-way (30 feet from center line) for future ultimate street improvements and utilities within 7<sup>th</sup> Street. Applicant shall record said easement in a manner meeting the approval of the City Engineer and City Attorney. The 10-foot right-of-way shall be landscaped in a manner meeting the approval of the Planning Services Division, Engineering Division, and the Streets Division Manager. The landscaping shall be maintained by the applicant/owner. The applicant shall submit to the Engineering Division an updated title report along with copies of the recorded instruments listed in the title report, reference maps used to prepare legal description along with closure calculations and the plat for review and approval of the street dedication exhibits.
9. Prior to issuance of building permits, the applicant shall dedicate 10-feet of right-of-way from the existing right-of-way line fronting lot 9 (APN 090-173-22) to the ultimate right-of-way (30 feet from center line) for future ultimate street improvements and utilities within 8<sup>th</sup> Street. Applicant shall record the said easement in a manner meeting the approval of the City Engineer and City Attorney. The 10-foot right-of-way shall be landscaped in a manner meeting the approval of the Planning Services Division, Engineering Division and the Streets Division Manager. The landscaping shall be maintained by the applicant/owner. The applicant shall submit to the Engineering Division an updated title report along with copies of the recorded



instruments listed in the title report, reference maps used to prepare legal description along with closure calculations and the plat for review and approval of the street dedication exhibits.

10. 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.
11. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design of the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels.
12. A separate street permit is required for work performed within the public right-of-way.
13. Grading/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' 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. Street improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.
14. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
15. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition and section 1110A of the California Building Code.
16. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.

17. Prior to the issuance of any grading or building permits 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
18. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
  - a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications
  - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP
  - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available on-site
  - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs
19. 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.
20. 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 resurvey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls. Temporary Benchmarks shall not be used for vertical control. Benchmarks shall be to the National Geodetic Vertical Datum (NGVD).
21. 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.

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 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 submit and obtain approval of a work-site 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 a.m. to 9 a.m. and 4 p.m. to 6 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.
28. 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. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
29. Prior to issuance of the building permit, the applicant shall design and construct street frontage improvements as identified below. All landscaping installed within the public rights-of-way shall be maintained by the applicant in a manner meeting the approval of the City Engineer and the Planning Services Division. A separate street improvement/stripping plan shall be prepared for 7th Street, 8<sup>th</sup> Street and Acacia Parkway and submitted to the engineering department for improvements within the City right-of-way.

Acacia Parkway

- a. Install crosswalk at the south side of Acacia Parkway and 7<sup>th</sup> Street intersection.
- b. Install crosswalk at the south side of Acacia Parkway and 8<sup>th</sup> Street intersection.
- c. Remove existing wheelchair ramps at all four corners of Acacia Parkway and 7<sup>th</sup> Street intersection and construct new wheelchair ramps per Caltrans Standard plan A88A.
- d. Remove existing wheelchair ramps at northeast, northwest and southwest corner of Acacia Parkway and 7<sup>th</sup> Street intersection and construct new wheelchair ramps per Caltrans Standard plan A88A.
- e. Install rectangular rapid flashing beacon (RRFB) similar to the existing beacon installed adjacent to Garden Grove City Hall at east side of 7<sup>th</sup> Street and west side of 8<sup>th</sup> Street. Garden Grove Traffic Division will provide specification for installation of RRFB.
- f. Remove existing wheelchair ramps at the southeast, northeast and northwest corners of Acacia Parkway and 7<sup>th</sup> Street and construct new wheelchair ramp per Caltrans Standard plan A88A.
- g. Any proposed new landscaping in public right of way shall be approved by Planning Services Division and maintained by the owner.

8<sup>th</sup> Street

- a. Remove all substandard driveway approaches (two total) and fencing fronting the lot 9 on 8<sup>th</sup> Street and construct new curb, gutter and sidewalk in accordance with City Standard.
- b. Construct 21 feet of local street section between the proposed ribbon gutter and new curb/gutter (angle parking space) on the west side of 8<sup>th</sup> Street per City of Garden Grove Standard Plan B-104.
- c. Construct 6-inch curb and gutter, replacing the existing driveways and fence at 39 feet and 20 feet from the center line of 8<sup>th</sup> Street according to City of Garden Grove Standard Plan B-114 (Type D-6).
- d. 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-foot width sidewalk is required for parking spaces that are utilizing elevated sidewalk curb

face as a wheel stop and must maintain 4 feet minimum from the overhang of the vehicle bumper for ADA (Americans with Disabilities Act) pathway.

- e. Construct 6-foot sidewalk adjacent to the new curb per City Standard B-106 fronting the project on 8<sup>th</sup> street.
- f. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk area on 8<sup>th</sup> Street with Planning Services Division and Water Services Division.
- g. Any proposed new landscaping in public right of way shall be approved by Planning Services Division and maintained by the owner.
- h. Construct a sidewalk landing at the southwest corner of Acacia Parkway and 8<sup>th</sup> Street per City Standard Plan B-107.
- i. Provide a corner cut-off per City Standard Plan B-107 for lot 9 (southwest corner of Acacia Parkway and 8<sup>th</sup> Street). The applicant shall submit to engineering division an updated title report along with copies of the recorded instruments listed in the title report, reference maps used to prepare legal description closure calculations and the plat for review and approval of the corner cut-off/street dedication exhibits.

#### 7<sup>th</sup> Street

- a. Remove all substandard driveway approaches, sidewalks, asphalt, and fencing fronting the project on 7<sup>th</sup> Street and construct new pavement section.
- b. Construct 21 feet of local street section between the proposed ribbon gutter and new curb/gutter (angle parking space) on the west and east side of 7<sup>th</sup> Street per City of Garden Grove Standard Plan B-104.
- c. Construct 6-inch curb and gutter, replacing the existing driveways and fence at 39 feet and 20 feet from the center line of 8<sup>th</sup> Street according to City of Garden Grove Standard Plan B-114 (Type D-6).
- d. All parking spaces that abut to sidewalks, and are not elevated with a curb face to the stall, shall have wheel stops in order to prevent vehicle overhang into sidewalk. Minimum 6-foot width sidewalk is required for parking spaces that are utilizing elevated sidewalk curb face as a wheel stop and must maintain 4 feet minimum from the overhang of the vehicle bumper for ADA pathway.

- e. Construct 6-foot sidewalk adjacent to the new curb per City Standard B-106 fronting the project on 7<sup>th</sup> street
- f. Remove and replace the pavement of the street from the edge of the easterly curb to the westerly edge of sidewalk on 7<sup>th</sup> Street between Garden Grove Boulevard and Acacia Parkway per City of Garden Grove Standard Plan B-104 and the direction of City Engineer. The City of Garden Grove Engineering Division will pay for the removal and replacement of the pavement section fronting the lots with the following APN's: 090-172-30, 090-173-03, 090-173-06 and 090-172-17.
- g. Any proposed new landscaping in the public right-of-way shall be approved by Planning Services Division and maintained by the owner.
- j. Pursuant to the agreement with property owner at 12942 7<sup>th</sup> Street (APN 090-173-08), remove existing shared driveway access to the property and construct new driveway approach in accordance with City Standard Plan B-122.
- k. Construct a sidewalk landing at the southwest corner of Acacia Parkway and 7<sup>th</sup> Street per City Standard Plan B-107.
- l. Provide a corner cut-off per City Standard Plan B-107 for lot 1 (southwest corner of Acacia Parkway and 7<sup>th</sup> Street). The applicant shall submit to engineering division an updated title report along with copies of the recorded instruments listed in the title report, reference maps used to prepare legal description closure calculations and the plat for review and approval of the corner cut-off/street dedication exhibits.

Garden Grove Boulevard

- a. Remove existing substandard driveway approaches (three total) fronting the lots 7 and 8 on Garden Grove Boulevard and construct new curb, gutter, driveway and sidewalk in accordance with City Standard.
- b. Construct 8-inch curb and gutter, replacing the existing driveways fronting lots 7 and 8 (westerly driveway only) at 42 feet from the center line of Garden Grove Boulevard according to City of Garden Grove Standard Plan B-113 (Type C-8).
- c. Construct 8-foot sidewalk replacing the existing driveway approaches adjacent to the new curb per City Standard B-106 fronting lots 7 and 8 on Garden Grove Boulevard.

- d. Remove existing easterly substandard driveway approach fronting lot 8 and construct new driveway approach per City of Garden Grove Standard Plan B-120 (option #2).
- e. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk area on 8<sup>th</sup> 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 maintained by the owner.
- g. Install crosswalk at the north side of Garden Grove Boulevard and 7<sup>th</sup> Street intersection.
- h. Install crosswalk at the north side of Garden Grove Boulevard and 8<sup>th</sup> Street intersection.

**Public Works Water Services Division**

- 30. New water service installations 2" and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire services and larger water services 3" and larger, shall be installed by developer/owner's contractor per City Standards.
- 31. Water meters shall be located within the City right-of-way. Fire services and large water services 3" 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.
- 32. 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. Devices shall be installed on private property, outside of easement areas. 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.
- 33. It shall be the responsibility of owner/developer to abandon any existing private water well(s) per Orange County Health Department requirements. Abandonment(s) shall be inspected by Orange County Health Department inspector after permits have been obtained.



34. A composite utility site plan shall be part of the water plan approval.
35. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
36. 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.
37. 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. 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.
38. 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.
39. No permanent structures, trees or deep-rooted plants shall be placed over sewer main or water main.
40. Location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority.
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. 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.
43. 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.

44. Owner shall install new sewer lateral with clean out at right-of-way line. Lateral in public right-of-way shall be 6" min. dia., extra strength VCP with wedgelock joints.
45. Should the water main be exposed during installation of the new sewer lateral, section of water main will be required to be removed and replaced with 20 foot section of PVC C-900 DR14 Class 305, centered at the crossing and size in kind, or as determined during plan check.
46. All perpendicular crossings of the sewer shall maintain a vertical separation of min. 12" below the water main, outer diameter to outer diameter. All exceptions to the above require a variance from the State Water Resources Control Board.
47. 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. Only one sewer connection per lot is allowed.

**Orange County Fire Authority**

48. The applicant shall comply with all applicable Fire Master Plan requirements of the Orange County Fire Authority.

**Building and Safety Division**

49. The project shall comply with the requirements of the California Building Code (CBC), the California Green Building Code, and all California Model Codes, including, but not limited to, providing accessible routes from accessible parking spaces to building entrances; providing accessible routes within the site; providing accessible routes connecting all building entrances and exits; providing accessible rooms and spaces within the buildings and restrooms; providing short-term bicycle parking, electric vehicle parking, and designated parking for clean air vehicles.
50. All sales and service counters shall comply with CBC Section 11B-227.
51. All transient lodging guest rooms shall comply with CBC Section 11B-224.
52. A soil report per CBC Chapter 18 shall be required for all new buildings.
53. All door thresholds shall comply with CBC Sections 11B-302 and 11B-303.
54. A minimum of 5%, but not less than one dining surface shall be accessible, including providing wheel chair space(s) at tables and bars complying with CBC Section 11B-226.

55. Engineer designs and details for all modifications of existing structures shall be provided. The Engineer shall verify if existing floor system is capable of handling the new live loads due to change of occupancy.
56. Plans submitted for building permit on or after January 1, 2020 shall comply with the 2019 California Building Standards Code.

### **Police Department**

57. There shall be no gaming tables or gaming machines as outlined in City Code Sections 8.20.010 and 8.20.050 on the project site at any time.
58. In the event security problems occur, and at the request of the Police Department, the applicant shall establish a security plan and, at its own expense, shall provide a California licensed, uniformed security guard(s) on the premises during such hours as prescribed by the Police Department. The security plan shall be submitted to the Police Department for review and approval. The security plan shall include the number of security personnel that will be provided, job duties and descriptions, procedures on communication, procedures on ID check, maximum occupancy load, and a detailed description of how problems and problem guests will be handled. Should additional security problems occur, the applicant shall modify the security plan at the request and to the satisfaction of the Police Department.
59. 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).

### **Community and Economic Development Department**

60. 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.
  - b. All above-ground utility equipment (e.g., electrical, gas, telephone, cable TV, water meters, 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.
61. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Title Sections 8.47.040 to 8.47.060 referred to as the Noise Control Ordinance as adopted:
    - 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 the same hours, but be subject to the restrictions as stipulated in Sections 8.47.040 to 8.47.060 of the Municipal Code.
  62. The property owner shall comply with the adopted City Noise Ordinance of Chapter 8.47 of the Municipal Code.
  63. Outdoor dining and outdoor organized events and activities conducted in any outdoor space shall only be permitted between the hours of 8:00 a.m. to 10:00 p.m., seven days a week.
  64. A special event permit shall be
  65. In the event noise from outdoor activities creates noise nuisance to nearby properties/uses, as reasonably determined by the City's Community and Economic Development Director, the applicant shall implement additional sound attenuation measures acceptable to the City.
  66. There shall be no live entertainment, dancing, karaoke, or disc jockey (DJ) entertainment permitted on the project site. There shall be no raised platform, stage or dance floor allowed on the premises at any time. If entertainment is proposed by the developer or any individual tenant, the appropriate Conditional Use Permit request shall be made, and approved by the City of Garden Grove.
  67. No amusement devices shall be permitted on the premises at any time.

68. There shall be no uses or activities permitted of an adult-oriented nature as outlined in City Code Section 9.08.070.
69. All landscaping shall be consistent with the landscape requirements of Title 9 of the Municipal Code. The developer shall submit a complete landscape plan governing the entire development. The landscape irrigation plans shall include type, size, location and quantity of all plant material. The landscape plan shall include irrigation plans and staking and planting specifications. All landscape irrigation shall comply with the City's Landscape Ordinance and associated Water Efficiency Guidelines. The landscape plan is also subject to the following:
  - a. A complete, permanent, automatic remote control irrigation system shall be provided for all landscaping areas shown on the plan. The sprinklers shall be of drip or microspray system sprinkler heads for water conservation.
  - b. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, drought tolerant vines shall be used.
  - c. Trees planted within ten feet (10') of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low-height variety to ensure safe sight clearance.
  - d. All landscape areas, including the areas located within the public right-of-way, are the responsibility of the applicant.
  - e. The landscape plan shall incorporate and maintain for the life of the project those means and methods to address water run-off also identified as Low Impact Development provisions, which address water run-off. This is to also 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.
  - f. The applicant shall maintain all landscaped areas in a neat and healthy condition. Landscaping maintenance shall include pruning or removal of overgrown weeds and vegetation.
  - g. At the time of irrigation installation, the irrigation system shall comply with all applicable provisions of the City's Water Conservation

Ordinance, the City's Municipal Code landscape provisions, and all applicable state regulations.

70. Litter shall be removed daily from the project site, including adjacent public sidewalks and all parking areas under the control of the applicant. The areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
71. The applicant shall abate all graffiti vandalism within the premises. The applicant shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
72. Deliveries may occur during all hours of the day 8:00 a.m. to 10:00 p.m., seven days a week. Delivery trucks shall be shut off and shall not remain idle during deliveries; however, in the event problems arise where the delivery hours need to be reduced or restricted in order to minimize noise issues, the operator shall modify the delivery hours as prescribed by the City.
73. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the City's Planning Services Division. Lighting adjacent to residential properties shall be restricted to low decorative type wall-mounted lights, or a ground lighting system. Any new lighting that is provided within the revised parking lot area shall maintain a minimum of two foot-candles of light on the parking areas during business hours. Lighting in the parking areas shall be directed, positioned, or shielded in such manner so as not to unreasonably illuminate the windows of adjacent properties.
74. The applicant shall submit a light plan (photometric plan) to Planning Services Division for review. The lighting shall be provided throughout the parking area at a minimum of two-foot candle of light during the hours of darkness when the businesses are open, and a one-foot candle of light during all other hours of darkness.
75. The project site shall provide solid perimeter walls, at a minimum height of 6'-0", but not to exceed a maximum of 7'-0", along any perimeter property line that abuts a property with a residential use. The new perimeter walls, 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. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, the use of electricity from power poles rather than diesel or gasoline powered generators, the use of methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible, the use of solar or low-emission water heaters, and the use of low-sodium parking lot lights, to ensure compliance with Title 24.
77. 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 laws and regulations.
78. The proposed trash enclosures shall be designed to comply with the City's B-502 trash enclosure standard, or with an alternative design approved by the Public Works Engineering Division, which includes that installation of corrugated metal gates. The applicant shall contract with the City's approved trash disposal company for solid waste processing.
79. The trash enclosure shall match the color and exterior finish of the adjoining building (s). The proposed roof design of the trash enclosure shall also be architecturally compatible with the design of the adjoining building (s). 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.
80. The trash bins shall be kept inside the trash enclosures, and gates closed at all times, except during disposal and pick-up. All trash bins shall be promptly placed back within the trash enclosure after pick-up. The property owner shall provide sufficient trash bins and pick-up to accommodate the site. If noise or other complaints are received by the City due to the location of the trash enclosure and bin pick-up route, the applicant shall resolve the issue to the satisfaction of the Community and Economic Development Director.
81. As part of the finalized working drawings for Planning Services Division, Engineering Division, and Building and Safety Division Plan Check, the applicant 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.
82. 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.
83. The applicant shall post prominent and permanent No Loitering signs within the outdoor areas that include language that prohibits loitering when the

area is closed. The signs shall be posted in locations throughout the project area that are visible to the public.

84. The applicant is advised that the Cottage Industries development, including all tenants of the Cottage Industries development, 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. Smoking is prohibited anywhere on the site, except in designated smoking areas in compliance with applicable law.
85. 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.
86. There shall be no uses or activities of an adult-oriented nature permitted as outlined in City Code Section 9.08.070.
87. The applicant shall ensure that appropriate building permits are obtained for any art installation or other similar structures that require a building permit. Signs shall comply with the City of Garden Grove sign requirements.
88. 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 or on the exterior of the buildings.
89. All proposed signage shall adhere to Chapter 9.20, Sign Standards, of Title 9 of the Municipal Code. A detailed signage program governing the entire site that includes the height, size, color, and locations of all signs, shall be approved by the Community and Economic Development Department, Planning Services Division prior to installation of any signage.
90. There shall be no business storage permitted outside of the building. All business related equipment and material shall be kept inside the building except for loading or unloading purposes.
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 actual chip samples of the proposed paint colors to the Planning Services Division for review and approval.
92. The applicant shall ensure that the Art Block development operates in compliance with all applicable requirements, development standards, and operating conditions as specified in the Municipal Code.
93. Cottage Industries, LLC shall be the responsible party for monitoring, managing, and controlling outdoor areas of the development, which shall



include, but is not limited to: ensuring any activity within the Art Block of the Cottage Industries development does not create any noise nuisances to nearby properties/uses, and ensuring that all applicable requirements of the Municipal Code are complied with. The applicant may designate a different responsible party upon written approval of the City's Community and Economic Development Director.

94. Any tenant within and/or part of the Cottage Industries development, either as a lessee, sub-lessee, or provider of a service/good, which intends to sell alcohol, whether for on- or off-site consumption within the Cottage Industries development, shall obtain all required permits and/or approvals, which include, but may not be limited to, a Conditional Use Permit, a State Department of Alcoholic Beverage Control (ABC) license(s), and a business license.
95. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Building Services Division. These conditions must be printed on the site plan or a subsequent reference page.
96. The parking spaces and parking space locations identified in the Parking Management Plan approved pursuant to Site Plan No. SP-078-2019 are intended to serve the Art Block's amended program. The applicant shall be responsible for ensuring that the minimum required number of on-site and off-site parking spaces remain available for users and patrons of the Art Block. In the event there is insufficient parking to serve the development as a result of these parking spaces being repeatedly utilized by persons other than visitors or patrons of the Art Block, the applicant shall prepare and implement a remedial action plan approved by the City's Community and Economic Development Director designed to ensure the parking spaces remain available for visitors and patrons of the Art Block.
97. Building permits for the construction of the new six (6) buildings shall not be issued until parking for the proposed uses can be provided as per the Shared Parking Analysis. An updated Parking Management Plan shall be prepared when parking for these uses are provided and approved by the Community and Economic Development Director or other appropriate authority.
98. A copy of the resolution including the conditions approving Site Plan No. SP-078-2019, shall be kept on-site by the project's management team at all times.
99. The Conditional Use Permit may be called for review by City staff, the City Council, or 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.

100. The permittee shall submit a signed letter acknowledging receipt of the decision approving Site Plan No. SP-078-2019, and his/her agreement with all conditions of the approval.
101. If deemed necessary by the Community and Economic Development Director, the Conditional Use Permit may be reviewed within 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.
102. It shall be the applicant's responsibility to verify that any building or site improvements do not cross over, encroach into, or cause issue with any recorded easements on the subject property or the adjacent properties.
103. 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-078-2019. 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.
104. 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-078-2019 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.

RESOLUTION NO. 5972-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING CONDITIONAL USE PERMIT NO. CUP-158-2019 FOR PROPERTIES LOCATED NORTH OF GARDEN GROVE BOULEVARD, SOUTH OF ACACIA PARKWAY, BETWEEN CIVIC CENTER DRIVE AND 9<sup>TH</sup> STREET, AT 11352 ACACIA PARKWAY, 12911 7<sup>TH</sup> STREET, 12932 7<sup>TH</sup> STREET, 11391 GARDEN GROVE BOULEVARD, AND 11412 ACACIA PARKWAY, ASSESSOR'S PARCEL NOS. 090-172-29, 090-173-22, 090-172-18 , 090-173-07, AND 090-173-11.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on December 5, 2019, does hereby approve Conditional Use Permit No. CUP-158-2019, for land located on the north of Garden Grove Boulevard, south of Acacia Parkway, between Civic Center Drive and 9<sup>th</sup> Street, at 11352 Acacia Parkway, 11412 Acacia Parkway, 12911 7<sup>th</sup> Street, 12932 7<sup>th</sup> Street, and 11391 Garden Grove Boulevard, Assessor's Parcel Nos. 090-172-29, 090-173-22, 090-172-18, 090-173-07, and 090-173-11 (the "Property").

BE IT FURTHER RESOLVED in the matter of Conditional Use Permit No. CUP-158-2019, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Chris Bennett of Cottage Industries, LLC.
2. The applicant is requesting a Conditional Use Permit to allow the operation of a motel with a total of (10) motel rooms on five (5) properties comprising the Cottage Industries Art Block.
3. The City of Garden Grove has determined that Pursuant to the California Environmental Quality Act ("CEQA"), the proposed project is categorically exempt from the CEQA pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Regs., Section 15303). As set forth in the Class 32 exemption, the proposed project is: (1) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (2) the proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses; (3) the project site has no value as habitat for endangered, rare or threatened species; (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (5) the site can be adequately served by all required utilities and public services. The project is therefore exempt from CEQA review.
4. The property has a General Plan Land Use Designation of Civic Center Mixed Use and is zoned CC-1 (Civic Center East). The property is part of the Cottage Industries Art Block project. The properties are each improved with a single-family home with a detached accessory garage structure, all of which are currently unoccupied. The project includes converting two (2) single-family

homes and four (4) garage structures, and constructing four (4) new structures to use as a motel pursuant to Site Plan No. SP-078-2019.

5. Concurrently with the adoption of this Resolution, the City of Garden Grove Planning Commission adopted Resolution No. 5971-19 approving Site Plan No. SP-078-2019 for the Cottage Industries Art Block project.
6. Existing land use, zoning, and General Plan designation of property within the vicinity of the subject property have been reviewed.
7. Report submitted by City Staff was reviewed.
8. Pursuant to a legal notice, a public hearing was held on December 5, 2019, and all interested persons were given an opportunity to be heard.
9. The Planning Commission gave due and careful consideration to the matter at its meeting on December 5, 2019, 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 9.24.030, are as follows:

FACTS:

The developer requests approval to operate ten (10) motel rooms, within ten (10) separate building structures, on five (5) properties of the Art Block Project. The CC-1 zone allows the operation of a motel with approval of a Conditional Use Permit. The motel will operate as a boutique motel that will allow guests to benefit from the amenities and the unique environment of the Art Block Project. The motel rooms will operate from two (2) converted residential structures, from four (4) converted garage structures, and from four (4) new garden greenhouse structures approved pursuant to Site Plan No. SP-078-2019.

For the purpose of this Conditional Use Permit approval, the five (5) subject properties that will have a motel room(s) will be tied together as one through a deed restriction for the purpose of complying with the minimum lot size requirement of the code. The five (5) properties will have a combined net lot area of 39,232 square feet, which complies with the minimum lot size requirement of 30,000 square feet to establish a motel use.

The proposed motel is required to comply with Chapter 8.70 (Public Lodgings) of the Municipal Code. These requirements include, but are not limited to, the motel operator having an agent to verify each guest's personal information, check their ID, enter the number and expiration date of the ID into a written register; requiring all credit or debit card payments be made via a valid point-of-sale machine; and

prohibiting credit/debit card information from being manually entered. The developer has indicated that they will operate in compliance with the City's Municipal Code requirements for public lodging facilities, and will have an agent available at one of the restaurants to assist motel guests.

Occupancy of each motel room is limited to a maximum of 30 consecutive days, and a nonconsecutive occupancy cannot exceed 30 days in 45 consecutive days.

The Municipal Code allows a kitchen in 10% of the motel rooms. For this project, only one (1) motel room will be allowed to have a kitchen. All other motel rooms will be limited to a small refrigerator and a microwave. A kitchenette design that includes a microwave and a sink area will be permitted provided no cooking apparatus beyond a microwave are provided.

The motel will provide outdoor amenity areas for guest to use, including patios, fire pits, and private yard areas throughout each parcel. To minimize possible noise impacts to adjacent residential uses, a condition of approval has been included that restricts the use of these outdoor areas by motel guests between the hours of 10:00 p.m. to 8:00 a.m., seven days a week. The developer is responsible for ensuring compliance with this restriction, and also ensuring compliance by motel guests. In addition, the motel is required to comply with the City's adopted Noise Ordinance of Chapter 8.47 of the Municipal Code.

The parking for the motel uses was analyzed with the Shared Parking Analysis for both the full program and the amended program.

The Community and Economic Development Department and the Police Department have reviewed the proposed project and are in support. All standard conditions of approval have been incorporated in the respective entitlements to regulate the proposed conversion and new construction, and the motel use.

#### FINDINGS AND REASONS

##### **Conditional Use Permit:**

1. That the proposed use will be consistent with the City's adopted General Plan.

Approval of this request will allow the operation of ten (10) motel rooms within five (5) properties of the Cottage Industries Art Block. The Civic Center Mixed Use Land Use designation is intended to provide a mix of civic, institutional, commercial, higher density residential, and open spaces uses. The Civic Center Mixed Use General Plan Land Use Designation is implemented by the zoning provisions for the CC-1 zoning district for the subject Property. Motel uses are conditionally permitted in the CC-1 zone. Policy LU-1.3 of the General Plan's Land Use Element provides for the encouragement of a wide

variety of retail and commercial services, including motels, in appropriate locations. The motel will operate as a boutique motel that will allow guests to benefit from the amenities and the unique environment of the Art Block Project. A total of ten (10) motel rooms are proposed on five (5) properties of the project site that will operate from ten (10) individual buildings. The motel rooms will operate from two (2) converted residential structures, from four (4) converted garage structures, and from four (4) new garden greenhouse structures approved pursuant to Site Plan No. SP-078-2019.

The project is required to comply with the public lodging requirements of Chapter 8.70 of the Municipal Code, along with complying with the recommended conditions of approval. Therefore, the proposed use will be consistent with the City's adopted General Plan.

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 unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located within the vicinity of the site, provided the conditions of approval are adhered to for the life of the project. The motel use is required to operate in compliance with Chapter 8.70 (Public Lodging) of the Municipal Code, as well as comply with the City's adopted Noise Ordinance of Chapter 8.47 of the Municipal Code. To minimize potential noise impacts to adjacent residential uses associated with the use of outdoor amenity areas, a condition of approval has been included that restricts outdoor usage of these areas by motel guests between the hours of 10:00 p.m. to 8:00 a.m., seven days a week. In addition, the five (5) properties will be held together as one integrated project as long as the motel use continues. This will ensure that all the motel rooms are operated by one operator or entity. Provided the conditions of approval are adhered for the life of the project, the use will be harmonious with the persons who work and live in the area.

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 improvements to accommodate the proposed motel rooms of the Art Block project will be performed and completed under a separate land use entitlement, Site Plan No. SP-078-2019, which includes the

installation of new fencing and landscaping, and creating new parking to accommodate the proposed project. The site is adequate in size to accommodate the proposed improvements and to integrate the proposed use within the surrounding area.

4. That the proposed site is adequately served: by highways or streets or 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.

The property is adequately served by existing public streets. The properties are also adequately served by the public service facilities required such as public utilities: gas, electric, water, and sewer facilities.

#### INCORPORATION OF FACTS AND REASONS SET FORTH IN STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Conditional Use Permit does possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030 (Conditional Use Permit).
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 Conditional Use Permit No. CUP-158-2019.

BE IT FURTHER RESOLVED that this Resolution and Conditional Use Permit No. CUP-158-2019 shall only take effect if Site Plan No. SP-078-2019 takes effect. In the event Site Plan No. SP-078-2019 do not take effect, Conditional Use Permit No. CUP-158-2019 shall not take effect, shall be deemed null and void, and shall confer no rights on the applicant.

## **EXHIBIT "A"**

### **Conditional Use Permit No. CUP-158-2019**

11352 Acacia Parkway, 11412 Acacia Parkway, 12911 7<sup>th</sup> Street, 12932 7<sup>th</sup> Street  
and 11391 Garden Grove Boulevard

### **CONDITIONS OF APPROVAL**

#### **General Conditions**

1. Each owner of the property shall execute, and the applicant shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval," as prepared by the City Attorney's Office, within 30 days of approval. This Conditional Use Permit runs with the land and is binding upon the property owner, his/her/its heirs, assigns, and successors in interest.
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, Cottage Industries, LLC, the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. The applicant and subsequent owner/operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Any changes of the conditions of approval require approval by the Planning Commission, except as otherwise provided herein.
3. Approval of this 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 approved site plan, floor 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 approved floor plan, site plan, or Conditions of Approval that would result in the intensification of the project or create impacts that have not been previously addressed, and which are determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
5. All site improvements required to accommodate the proposed motel rooms shall be performed and completed pursuant to the conditions of approval (as



they may be amended from time to time) of Site Plan No. SP-078-2019. In the event the improvements authorized and contemplated by Site Plan No. SP-078-2019 are not constructed or are demolished and not re-established, Conditional Use Permit No. CUP-158-2019 shall cease to be effective or grant the applicant any rights to construct other improvements inconsistent with the then-currently applicable development standards.

6. It is intended that the five (5) subject properties that will operate with a motel be held together as one integrated project site. All ten (10) motel rooms shall be operated by one operator or entity. Restrictive covenants or similar documents approved by the City Attorney shall be executed and recorded by the applicant prior to issuance of building permits to effectuate this requirement. In the event the sites comprising the motel use fail or cease to operate as an integrated development, Conditional Use Permit No. CUP-158-2019 shall also cease to be effective and may be rescinded or rendered void. In addition to these Conditions of Approval, the properties shall also be subject to the conditions of approval for Site Plan No. SP-078-2019, to the extent applicable.
7. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

### **Police Department**

8. 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.
9. In the event security problems occur, and at the request of the Police Department, the applicant shall establish a security plan and, at its own expense, shall provide a California licensed, uniformed security guard(s) on the premises during such hours as prescribed by the Police Department. The security plan shall be submitted to the Police Department for review and approval. The security plan shall include the number of security personnel that will be provided, job duties and descriptions, procedures on communication, procedures on ID check, maximum occupancy load, and a detailed description of how problems and problematic guests will be handled. Should additional security problems occur, the applicant shall modify the security plan at the request, and to the satisfaction, of the Police Department.
10. 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).

**Community and Economic Development Department**

11. The motel shall be subject to all applicable provisions of the Municipal Code, including Chapter 8.70 (Public Lodgings).
12. Motel occupancies shall not exceed thirty (30) consecutive days nor shall any nonconsecutive occupancy exceed 30 days in 45 consecutive days.
13. No more than 10% of the individual motel rooms or suites shall contain kitchen facilities. All other motel rooms or suites shall be limited to a small refrigerator and microwave. A kitchenette that can accommodate a microwave and a sink shall be permitted. No additional cooking apparatus beyond a microwave shall be permitted.
14. There shall be no live entertainment, dancing, karaoke, sports bar, or disc jockey entertainment permitted as an organized event of the motel use. No amplified sounds shall be permitted outside of an enclosed building/motel room.
15. There shall be no raised platform, stage or dance floor allowed on the premises at any time.
16. The property owner shall comply with the adopted City Noise Ordinance of Chapter 8.47 of the Municipal Code.
17. To minimize possible noise impacts to adjacent residential uses, all outdoor amenity areas available for motel guest use, including, but not limited to, patio areas, fire pits, and private yard areas, shall not in use between the hours of 10:00 p.m. to 8:00 a.m., seven days a week. The applicant and/or designated operator shall be responsible for ensuring compliance with this restriction, and ensuring compliance by all motel guests.
18. The developer and/or designated operator shall ensure that an agent of the motel is available to assist motel guests at all times, including afterhours.
19. There shall be no uses or activities permitted of an adult-oriented nature as outlined in City Code Section 9.16.020.070.
20. There shall be no deliveries to or from the premises before 8:00 a.m. and after 10:00 p.m., seven days a week.
21. 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.
22. The trash bin shall be kept inside the trash enclosure, and gates closed at all times, except during disposal and pick-up. Trash pick-up shall be at least three (3) times a week.
  23. The applicant shall abate all graffiti vandalism within the premises. The applicant shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
  24. No roof-mounted mechanical equipment, including exhaust vents, shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community and Economic Development Department, Planning Division. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.
  25. No satellite dish antennas shall be installed on said premises unless, and until, plans have been submitted to and approved by the Community and Economic Development Department, Planning Division. No advertising material shall be placed thereon.
  26. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
  27. 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 shall count toward the maximum window coverage area.
  28. 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.

Conditional Use Permit No. CUP-158-2019  
Conditions of Approval

29. A copy of the decision approving Conditional Use Permit No. CUP-158-2019 shall be kept on the premises at all times.
30. The Conditional Use Permit may be called for review by City staff, the City Council, or 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.
31. The permittee shall submit a signed letter acknowledging receipt of the decision approving Conditional Use Permit No. CUP-158-2019, and his/her agreement with all conditions of the approval.
32. If deemed necessary by the Community and Economic Development Director, the Conditional Use Permit may be reviewed within 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.
33. 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 Conditional Use Permit No. CUP-158-2019 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.
34. 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 CUP-158-2019. 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.

Art Block Proposed Uses (Full Program)

Lot	Address	Building	Total Area SF	PROPOSED USE	USE
Lot 1	11352 Acacia Pkwy	Bldg 1	1,974	Restaurant	Restaurant
Lot 1	11352 Acacia Pkwy	Bldg 2 (1st Floor)	492	Food stall	Food stall
Lot 1	11352 Acacia Pkwy	Bldg 2 (2nd Floor)	492	Motel	Motel
Lot 2	12911 7th St.	Bldg 3	450	Motel	Motel
Lot 2	12911 7th St.	Bldg 4	407	Motel	Motel
Lot 2	12911 7th St.	Bldg 5	1,167	Motel	Motel
Lot 3	12902 7th St.	Bldg 6	881	Food stall	Food stall
Lot 3	12902 7th St.	Bldg 7	693	Retail	Retail
Lot 3	12902 7th St.	Bldg 8	500	Food stall	Food stall
Lot 4	12912 7th St.	Bldg 9	1,175	Food stall	Food stall
Lot 4	12912 7th St.	Bldg 10	369	Retail	Retail
Lot 5	12911 8th St.	Bldg 11	500	Food stall	Food stall
Lot 5	12911 8th St.	Bldg 12	221	Retail	Retail
Lot 5	12911 8th St.	Bldg 13	1,257	Restaurant (dinner only)	Restaurant
Lot 6	12932 7th St.	Bldg 14	955	Office	Office
Lot 6	12932 7th St.	Bldg 15	662	Motel	Motel
Lot 6	12932 7th St.	Bldg 16	450	Motel	Motel
Lot 7	11361 Garden Grove Blvd.	Bldg 17	473	Service	Service
Lot 7	11361 Garden Grove Blvd.	Bldg 18	1,730	Restaurant	Restaurant
Lot 8	11391 Garden Grove Blvd.	Bldg 19	450	Motel	Motel
Lot 8	11391 Garden Grove Blvd.	Bldg 20	1,200	Motel	Motel
Lot 8	11391 Garden Grove Blvd.	Bldg 21	487	Motel	Motel
Lot 9	11412 Acacia Pkwy.	Bldg 22	1,528	Restaurant	Restaurant
Lot 9	11412 Acacia Pkwy.	Bldg 23	450	Motel	Motel
Lot 9	11412 Acacia Pkwy.	Bldg 24	252	Retail	Retail

19,215



## MEMORANDUM

Date: October 21, 2019  
To: Chris Bennett, LAB Holdings  
From: Spencer Reed, PE  
Subject: **Cottage Industries Art Block Shared Parking Analysis**

OC17-0537.01

This document summarizes the results of a shared parking analysis conducted for the Cottage Industries Art Block Project (Project) bounded by Acacia Parkway, 9th Street, Garden Grove Boulevard, and Civic Center Drive in the City of Garden Grove, California. The shared parking analysis was conducted using parking requirements from the City of Garden Grove and the shared parking methodology provided in *Shared Parking, 2nd Edition* (Urban Land Institute [ULI], 2005).

### **Project Description**

The Project will consist of retail, high-turnover restaurants, food stalls, services, and a hotel for a total of approximately 19,215 square feet (sf) of development. The Project will specifically include the following:

- 10-room hotel (6,215 sf)
- 3,548 sf of food stall
- 1,257 sf of high-turnover (sit-down) restaurant. This space will be for dinner service only.
- 5,232 sf of high-turnover (sit-down) restaurant
- 1,535 sf of retail
- 473 of personal services (hair salon, barber shop, or spa)
- 955 sf of office



## **Project Required Per City Code**

Table 1 summarizes parking requirements per the City of Garden Grove Municipal Code Section 9.18.140.030. As shown in the table, a total of 109 parking spaces are expected to be required per the City's municipal code.

## **Shared Parking Analysis**

As aforementioned, a shared parking analysis was conducted using methodologies and assumptions provided in *Shared Parking, 2nd Edition* (Urban Land Institute [ULI], 2005). The ULI sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. The analysis presented in this memorandum utilizes the data from the updated *Shared Parking, 2nd Edition* report.

The shared parking methodology establishes the base parking rate, parking demand reductions, and hourly/monthly demand patterns for each land use. The overall parking demand is calculated by considering the parking demand patterns and parking demand reductions (potential for non-auto modes and internal capture) for each component of the project being analyzed. Information regarding the parking rates, parking demand reductions, and parking demand patterns for the Project is provided below.

### **Parking Rates**

The shared parking analysis for the Project uses City of Garden Grove parking requirements that are adjusted to match the proportions base parking rates for visitors and employees as determined by ULI. Table 2 identifies the parking allocation of visitors and employees and demonstrates that the parking requirement meets the City of Garden Grove parking requirement of 109 parking spaces.

Separate rates were used for weekday and weekend and for customers, employees, residents and visitors. The derived rates use the daily/hourly/seasonal patterns for calculating the parking demand based on the unique travel characteristics of the project being analyzed. Adjustments were made for two travel factors to match the ULI shared parking methodology: the potential for non-auto modes; and estimates internal capture of parking between the land uses in the area.



## **Parking Demand Reductions**

The shared parking analysis allows for adjustment in the base parking rate due to factors such as mode split/walk-in and non-captive ratio. These factors are based on the mix of uses in the project, size of the uses, and location of the project. Additional information regarding these factors is provided below.

- Mode Adjustment – One factor that affects the overall parking demand at a particular development is the number of visitors and employees that arrive by automobile. The alternatives considered in the analysis account for the effects of pedestrian, bicycle, drop-off, and transit access to the site.
- Noncaptive Ratio – Also known as trip internalization. Based on data from empirical studies through sources such as ULI, it is known that a certain percentage of trips in mixed-use developments (depending on the mix of land uses in the project) are trips moving between the land uses on site, i.e., they were internally captured on the site. Adjustments were made to the analysis to account for trip internalization.

Table 3 documents the adjustment percentages applied to each of the land uses for different periods of the day. The mode split adjustment was applied based on the location of the Project and the ability of nearby employees and residents to visit the Project by a mode other than automobile which they would have to park. The non-captive ratio was applied based on the mix and size of the uses in the Project. It is assumed that some patrons will only park a vehicle once, but visit multiple components of the Project.

## **Parking Demand Patterns**

The shared parking analysis uses monthly adjustment factors and time-of-day adjustment factors to account for the variation in parking demand for different land uses. Based on the anticipated land uses and parking demand reductions applied, monthly adjustment factors are applied based on the month that will result in the greatest parking demand (peak month). The time-of-day factors are applied to the peak month demand to determine the estimated parking demand throughout the day. Table 4 documents the weekday peak month adjustment and time-of-day adjustment. Table 5 documents the weekend peak month adjustment and time-of-day adjustment.

Most land uses' peak month and time-of-day adjustments are based on *Shared Parking, 2nd Edition*. However, the restaurant (dinner only) and spa/salon land uses utilized alternative time-of-day factors. The restaurant (dinner only) component assumes that the business does not open until 4:00





PM. As such, the time-of-day factor is set to 0% for employees until 3:00 PM and 0% for visitors until 4:00 PM. After these times, the time-of-day factors match the time-of-day factors for the other restaurants. The spa/salon component time-of-day factors are based on the health club land use in *Shared Parking, 2nd Edition*, but the time-of-day factors were adjusted to reflect an opening of 9:00 AM and closing of 9:00 PM. It was assumed that parking demand would increase throughout the morning and peak from 1:00 – 3:00 PM before decreasing throughout the afternoon and evening.

### **Future Changes Parking Demand Buffer**

According to the Garden Grove Municipal Code Section 9.18.140.060 note D.4.a states that a 10% increase in the minimum number of spaces shall be added to the peak demand calculation to allow for future changes in types of uses proposed in the original development. Therefore, a 10% increase was applied to the estimated total parking demand of each hour to account for the requirements of the Garden Grove Municipal Code.

### **Results**

Table 6 summarizes the shared parking analysis using the methodology and assumptions described above. As shown in the table, peak parking demand of 85 spaces will occur on a weekday at 12:00 PM. Weekend peak demand is estimated at 84 parking spaces and will also occur at 12:00 PM.

Table 7 and Table 8 show the estimated parking demand distribution over the course of a weekday and distribution of parking by each land use category for weekday and weekend day, respectively. Figure 1 and Figure 2 show weekday and weekend shared parking demand estimates for each month of the year. Demand for the month of December is divided into "December" and "Late December".

According to the Garden Grove Municipal Code Section 9.18.140.030, the Project would require 109 parking spaces. The shared parking analysis, with its parking rates, demand reductions, demand patterns resulted, and City required buffer resulted in a weekday parking space demand of 85 spaces and a weekend parking space demand of 84 spaces for a 22% weekday savings and a 23% weekend savings from the Garden Grove Municipal Code.

**TABLE 1  
CITY OF GARDEN GROVE PARKING RATES**

Use	Parking Rate [a]		Total Size	Unit	Parking Spaces Required Per Code
	Number of Spaces	Per Unit			
Retail [b]	5	1,000 sqft	1,535	sqft	7.68
Restaurant (Dinner Only) [c]	10	1,000 sqft	1,257	sqft	12.57
Restaurant [c]	10	1,000 sqft	5,232	sqft	52.32
Food Stall [d]	5	1,000 sqft	3,548	sqft	17.74
Hair Salon/Spa [e]	5	1,000 sqft	473	sqft	2.37
Hotel [f]	1	room	10	rooms	10
	2	manager spaces	2	-	2
Office [g]	5	1,000 sqft	955	sqft	4.78
Total					109

Notes

a: Source - Garden Grove Municipal Code Section 9.18.140.030

b: Identified as retail under 40,000 square feet in Garden Grove Municipal Code

c: Identified as freestanding restaurant in Garden Grove Municipal Code

d: Identified as attached restaurant with less than 300 square feet of customer/dining area in Garden Grove Municipal Code

e: Identified as personal service in Garden Grove Municipal Code

f: Identified as hotel in Garden Grove Municipal Code

g: Identified as general business office in Garden Grove Municipal Code

**TABLE 2**  
**CITY OF GARDEN GROVE PARKING RATES**  
**WITH URBAN LAND INSTITUTE VISITOR/GUEST AND EMPLOYEE/RESIDENT RATIOS**

Use	Weekday and Weekend Parking Ratios		Total Size	Unit	Parking Spaces Required Per Code
	Visitor/ Guest	Employee/ Resident			
Retail	4.00	1.00	1,535	sqft	7.68
Restaurant (Dinner Only)	8.50	1.50	1,257	sqft	12.57
Restaurant	8.50	1.50	5,232	sqft	52.32
Food Stall	4.25	0.75	3,548	sqft	17.74
Hair Salon/Spa	4.75	0.25	473	sqft	2.37
Hotel	1.00	0.20	10	rooms	12
Office	0.40	4.60	955	sqft	4.78
				Total	109

**TABLE 3  
SHARED PARKING MODEL REDUCTION ASSUMPTIONS**

Use	ULI Land Use	Mode Adjustment				Noncaptive Ratio			
		Weekday		Weekend		Weekday		Weekend	
		Daytime	Evening	Daytime	Evening	Daytime	Evening	Daytime	Evening
Retail	Shopping Center								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Restaurant (Dinner Only)	Family Restaurant								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Restaurant	Family Restaurant								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Food Stall	Fast Food								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Spa/Salon	Health Club								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Hotel	Hotel - Leisure								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Office	Office								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%

**TABLE 4  
SHARED PARKING MODEL MONTH AND WEEKDAY TIME OF DAY DEMAND ASSUMPTIONS**

Use	ULI Land Use	Peak Month December	Time-of-Day Factors																		
			6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Retail - Visitor - Employee	Shopping Center	100% 100%	1% 10%	5% 15%	15% 40%	35% 75%	65% 85%	85% 95%	95% 100%	100% 100%	95% 100%	90% 100%	90% 100%	95% 95%	95% 95%	80% 90%	50% 75%	30% 40%	10% 15%	0% 0%	
Restaurant (Dinner Only) - Visitor - Employee	Family Restaurant	100% 100%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	45% 75%	75% 95%	80% 95%	80% 95%	80% 95%	60% 80%	55% 65%	50% 65%	25% 35%
Restaurant - Visitor - Employee	Family Restaurant	100% 100%	25% 50%	50% 75%	60% 90%	75% 90%	85% 100%	90% 100%	100% 100%	90% 100%	50% 100%	45% 75%	45% 75%	75% 95%	80% 95%	80% 95%	80% 95%	60% 80%	55% 65%	50% 65%	25% 35%
Food Stall - Visitor - Employee	Fast Food	100% 100%	5% 15%	10% 20%	20% 30%	30% 40%	55% 75%	85% 100%	100% 100%	100% 100%	90% 95%	60% 70%	55% 60%	60% 70%	85% 90%	80% 90%	50% 60%	30% 40%	20% 30%	10% 20%	5% 20%
Spa/Salon - Visitor - Employee	Health Club	90% 100%	0% 0%	0% 0%	0% 50%	40% 70%	50% 70%	60% 80%	60% 80%	70% 80%	80% 80%	90% 80%	80% 80%	60% 70%	50% 70%	40% 50%	30% 50%	20% 50%	0% 0%	0% 0%	0% 0%
Hotel - Visitor - Employee	Hotel - Leisure	50% 100%	95% 5%	95% 30%	90% 90%	80% 90%	70% 100%	70% 100%	65% 100%	65% 100%	70% 100%	70% 100%	75% 90%	80% 70%	85% 40%	85% 20%	90% 20%	95% 20%	95% 20%	100% 10%	100% 5%
Office - Visitor - Employee	Office	100% 100%	0% 3%	1% 30%	20% 75%	60% 95%	100% 100%	45% 100%	15% 90%	45% 90%	100% 100%	45% 100%	15% 90%	10% 50%	5% 25%	2% 10%	1% 7%	0% 3%	0% 1%	0% 0%	0% 0%

**TABLE 5  
SHARED PARKING MODEL MONTH AND WEEKEND TIME OF DAY DEMAND ASSUMPTIONS**

Use	ULI Land Use	Peak Month December	Time-of-Day Factors																		
			6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Retail	Shopping Center	100%	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
- Visitor - Employee		100%	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Restaurant (Dinner Only)	Family Restaurant	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	45%	60%	90%	95%	100%	90%	90%	90%	50%
- Visitor - Employee		100%	0%	0%	0%	0%	0%	0%	0%	50%	50%	75%	75%	100%	100%	100%	100%	100%	85%	50%	
Restaurant	Family Restaurant	100%	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%
- Visitor - Employee		100%	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Food Stall	Fast Food	100%	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
- Visitor - Employee		100%	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	5%
Spa/Salon	Health Club	90%	0%	0%	0%	40%	50%	60%	60%	70%	80%	90%	80%	60%	50%	40%	30%	20%	0%	0%	0%
- Visitor - Employee		100%	0%	0%	50%	70%	70%	80%	80%	80%	80%	80%	80%	70%	70%	50%	50%	50%	0%	0%	0%
Hotel	Hotel - Leisure	50%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
- Visitor - Employee		100%	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	45%	45%	30%
Office	Office	100%	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
- Visitor - Employee		100%	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%

**TABLE 6  
SHARED PARKING DEMAND SUMMARY  
ULI SHARED PARKING RATES  
PEAK MONTH: DECEMBER -- PEAK PERIOD: 12 PM, WEEKDAY**

Projected Parking Supply:		Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
												12 PM	December		12 PM	December	
Retail Employee	1,535 sf GLA	4.00	0.95	0.90	3.42	/ksf GLA	4.00	0.95	0.90	3.42	/ksf GLA	0.90	1.00	5	0.85	1.00	4
Restaurant (Dinner Only) Employee	1,257 sf GLA	8.50	0.95	0.90	7.27	/ksf GLA	8.50	0.95	0.90	7.27	/ksf GLA	1.00	1.00	2	1.00	1.00	2
Restaurant Employee	5,232 sf GLA	8.50	0.95	0.90	7.27	/ksf GLA	8.50	0.95	0.90	7.27	/ksf GLA	0.00	1.00	0	0.00	1.00	0
Food Stall Employee	3,548 sf GLA	1.50	0.95	0.90	1.28	/ksf GLA	1.50	0.95	0.90	1.28	/ksf GLA	0.00	1.00	0	0.00	1.00	0
Spa/Salon Employee	473 sf GLA	8.50	0.95	0.90	7.27	/ksf GLA	8.50	0.95	0.90	7.27	/ksf GLA	1.00	1.00	38	1.00	1.00	38
Hotel Employee	10 rooms	1.50	0.95	0.90	1.28	/ksf GLA	1.50	0.95	0.90	1.28	/ksf GLA	1.00	1.00	7	1.00	1.00	7
Office Employee	955 sf GLA	4.25	0.95	0.90	3.63	/ksf GLA	4.25	0.95	0.90	3.63	/ksf GLA	1.00	1.00	13	1.00	1.00	13
Employee		0.75	0.95	0.90	0.64	/ksf GLA	0.75	0.95	0.90	0.64	/ksf GLA	1.00	1.00	3	1.00	1.00	3
Spa/Salon Employee	473 sf GLA	4.75	0.95	0.90	4.06	/ksf GLA	4.75	0.95	0.90	4.06	/ksf GLA	0.60	0.90	1	0.60	0.90	1
Hotel Employee	10 rooms	0.25	0.95	0.90	0.21	/ksf GLA	0.25	0.95	0.90	0.21	/ksf GLA	0.80	1.00	0	0.80	1.00	0
Office Employee	955 sf GLA	1.00	0.95	0.90	0.86	/rooms	1.00	0.95	0.90	0.86	/rooms	0.65	0.50	3	0.65	0.50	3
Employee		0.20	0.95	0.90	0.17	/rooms	0.20	0.95	0.90	0.17	/rooms	1.00	1.00	2	1.00	1.00	2
Office Employee	955 sf GLA	0.40	0.95	0.90	0.34	/ksf GLA	0.40	0.95	0.90	0.34	/unit	0.15	1.00	0	0.90	1.00	0
Employee		4.60	0.95	0.90	3.93	/ksf GLA	4.60	0.95	0.90	3.93	/unit	0.90	1.00	3	0.90	1.00	3
													Customer Employee	60	Customer Employee	59	
													Future Changes Buffer	17	Future Changes Buffer	17	
													Total	85	Total	84	

Shared Parking Reduction 22%

23%

TABLE 7  
ULI SHARED PARKING RATES  
PEAK PARKING DEMAND DISTRIBUTION (WEEKDAY)

Total Development (Sqft or Rooms)	Land-Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Peak Hour Parking Demand
1,535	Retail			2	3	4	6	7	7	7	7	7	6	6	6	5	4	3	1		7
1,257	Restaurant (Dinner Only)																				0
5,232	Restaurant	12	24	29	34	39	41	45	41	26	22	22	34	36	36	36	28	25	23	11	45
3,548	Food Stall	1	2	4	5	9	14	16	16	14	10	9	10	13	12	8	5	4	2	2	16
473	Spa/Salon				1	1	1	1	1	1	1	1	1	1	1						1
10	Hotel	4	5	6	5	5	5	5	5	5	5	5	4	5	4	4	4	4	4	4	5
955	Office		1	3	3	3	3	3	3	3	3	3	2	1							3
10%	Future Changes Buffer	2	3	4	5	6	7	8	7	6	5	5	7	7	7	6	5	4	4	2	8
	Total	19	35	48	56	67	77	85	80	62	54	57	73	79	76	69	53	46	40	22	

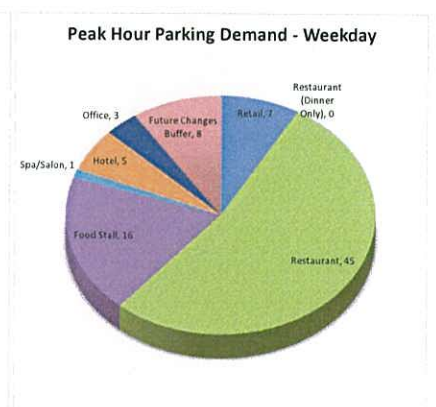
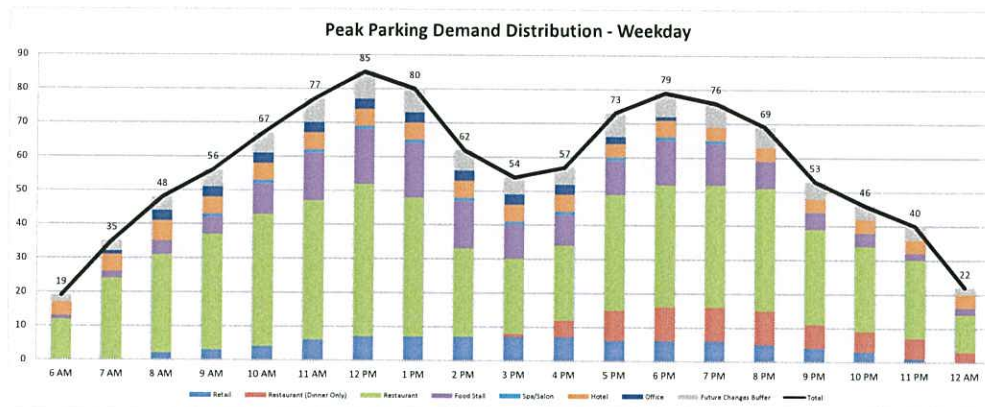
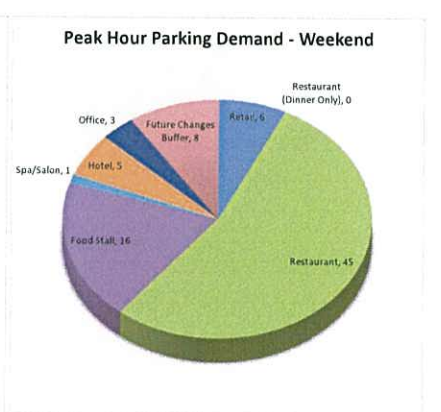
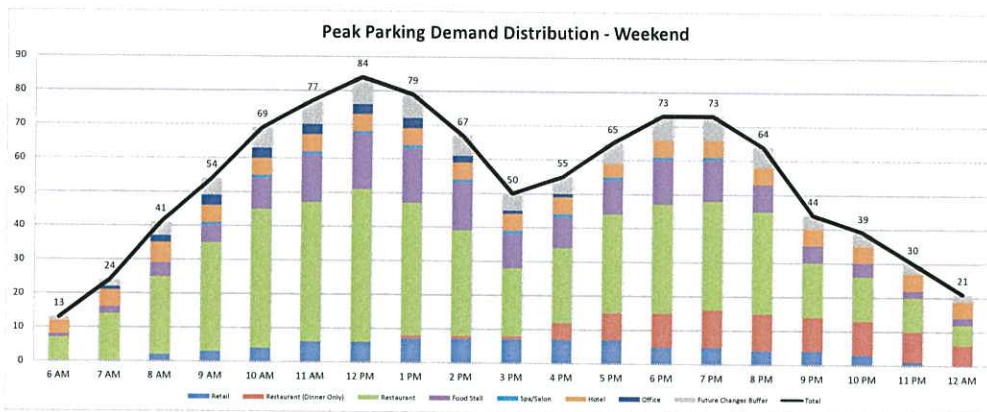


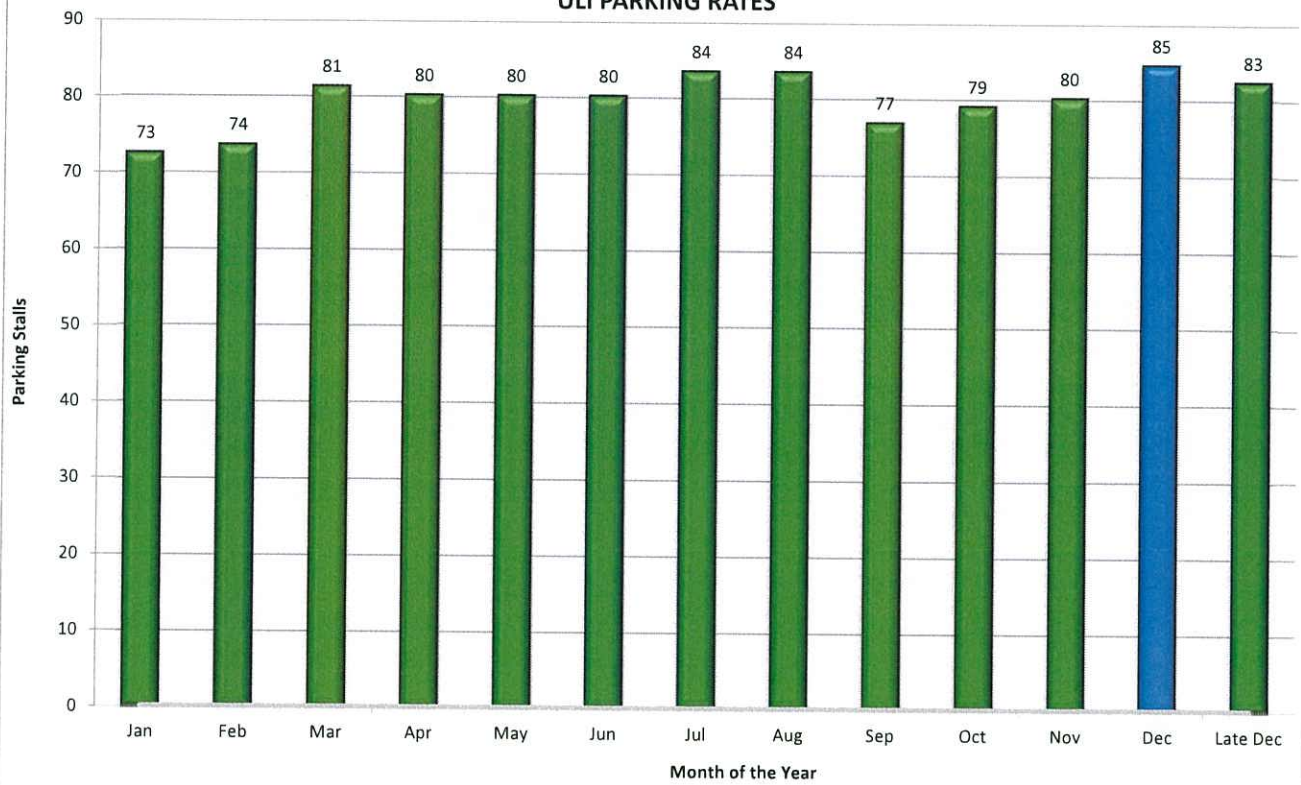


TABLE 8  
ULI SHARED PARKING RATES  
PEAK PARKING DEMAND DISTRIBUTION (WEEKEND)

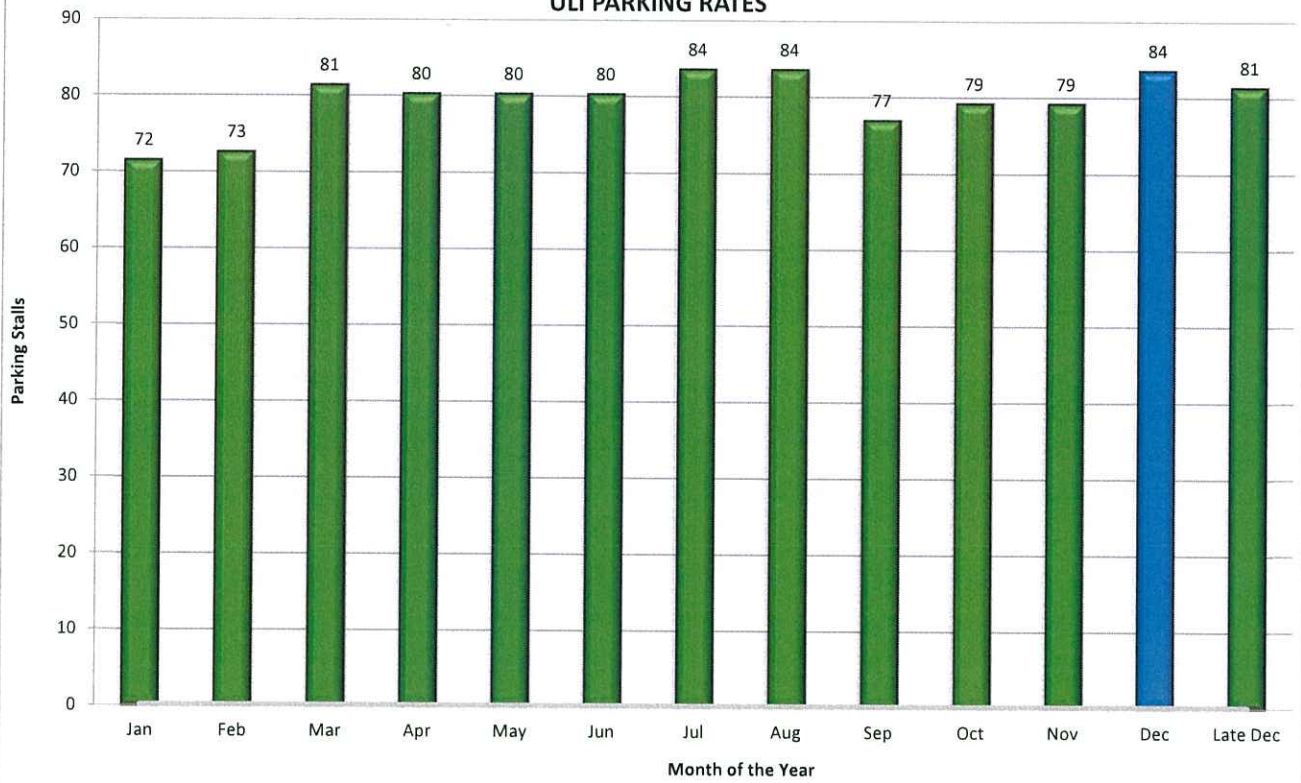
Total Development (Sqft or Rooms)	Land-Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Peak Hour Parking Demand
1,535	Retail			2	3	4	6	6	7	7	7	7	7	5	4	4	3	1			6
1,257	Restaurant (Dinner Only)																				0
5,232	Restaurant	7	14	23	32	41	41	45	39	31	20	22	29	32	32	30	16	13	10	6	45
3,548	Food Stall	1	2	4	5	9	14	16	16	14	10	9	10	13	12	8	5	4	2	2	16
473	Spa/Salon				1	1	1	1	1	1											1
10	Hotel	4	5	6	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5	5	5
955	Office		1	2	3	3	3	3	3	2	1	1									3
10%	Future Changes Buffer	1	2	4	5	6	7	8	7	6	5	5	6	7	7	6	4	4	3	2	8
	Total	13	24	41	54	69	77	84	79	67	50	55	65	73	73	64	44	39	30	21	



**FIGURE 1**  
**WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND**  
**ULI PARKING RATES**



**FIGURE 2**  
**WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND**  
**ULI PARKING RATES**





## MEMORANDUM

Date: October 21, 2019  
To: Chris Bennett, LAB Holdings  
From: Spencer Reed, PE  
Subject: **Amended Cottage Industries Art Block Shared Parking Analysis**

*OC17-0537.01*

This document summarizes the results of a shared parking analysis conducted for the Amended Cottage Industries Art Block Project (Project) bounded by Acacia Parkway, 9th Street, Garden Grove Boulevard, and Civic Center Drive in the City of Garden Grove, California. The shared parking analysis was conducted using parking requirements from the City of Garden Grove and the shared parking methodology provided in *Shared Parking, 2nd Edition* (Urban Land Institute [ULI], 2005).

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The Project will consist of retail, high-turnover restaurants, food stalls, services, and a hotel for a total of approximately 16,415 square feet (sf) of development. The Project will specifically include the following:

- 6-room hotel (4,415 sf)
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- 1,257 sf of high-turnover (sit-down) restaurant. This space will be for dinner service only.
- 5,232 sf of high-turnover (sit-down) restaurant
- 1,535 sf of retail
- 473 of personal services (hair salon, barber shop, or spa)
- 955 sf of office



## **Project Required Per City Code**

Table 1 summarizes parking requirements per the City of Garden Grove Municipal Code Section 9.18.140.030. As shown in the table, a total of 100 parking spaces are expected to be required per the City's municipal code.

## **Shared Parking Analysis**

As aforementioned, a shared parking analysis was conducted using methodologies and assumptions provided in *Shared Parking, 2nd Edition* (Urban Land Institute [ULI], 2005). The ULI sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. The analysis presented in this memorandum utilizes the data from the updated *Shared Parking, 2nd Edition* report.

The shared parking methodology establishes the base parking rate, parking demand reductions, and hourly/monthly demand patterns for each land use. The overall parking demand is calculated by considering the parking demand patterns and parking demand reductions (potential for non-auto modes and internal capture) for each component of the project being analyzed. Information regarding the parking rates, parking demand reductions, and parking demand patterns for the Project is provided below.

## **Parking Rates**

The shared parking analysis for the Project uses City of Garden Grove parking requirements that are adjusted to match the proportions base parking rates for visitors and employees as determined by ULI. Table 2 identifies the parking allocation of visitors and employees and demonstrates that the parking requirement meets the City of Garden Grove parking requirement of 100 parking spaces.

Separate rates were used for weekday and weekend and for customers, employees, residents and visitors. The derived rates use the daily/hourly/seasonal patterns for calculating the parking demand based on the unique travel characteristics of the project being analyzed. Adjustments were made for two travel factors to match the ULI shared parking methodology: the potential for non-auto modes; and estimates internal capture of parking between the land uses in the area.



## **Parking Demand Reductions**

The shared parking analysis allows for adjustment in the base parking rate due to factors such as mode split/walk-in and non-captive ratio. These factors are based on the mix of uses in the project, size of the uses, and location of the project. Additional information regarding these factors is provided below.

- Mode Adjustment – One factor that affects the overall parking demand at a particular development is the number of visitors and employees that arrive by automobile. The alternatives considered in the analysis account for the effects of pedestrian, bicycle, drop-off, and transit access to the site.
- Noncaptive Ratio – Also known as trip internalization. Based on data from empirical studies through sources such as ULI, it is known that a certain percentage of trips in mixed-use developments (depending on the mix of land uses in the project) are trips moving between the land uses on site, i.e., they were internally captured on the site. Adjustments were made to the analysis to account for trip internalization.

Table 3 documents the adjustment percentages applied to each of the land uses for different periods of the day. The mode split adjustment was applied based on the location of the Project and the ability of nearby employees and residents to visit the Project by a mode other than automobile which they would have to park. The non-captive ratio was applied based on the mix and size of the uses in the Project. It is assumed that some patrons will only park a vehicle once, but visit multiple components of the Project.

## **Parking Demand Patterns**

The shared parking analysis uses monthly adjustment factors and time-of-day adjustment factors to account for the variation in parking demand for different land uses. Based on the anticipated land uses and parking demand reductions applied, monthly adjustment factors are applied based on the month that will result in the greatest parking demand (peak month). The time-of-day factors are applied to the peak month demand to determine the estimated parking demand throughout the day. Table 4 documents the weekday peak month adjustment and time-of-day adjustment. Table 5 documents the weekend peak month adjustment and time-of-day adjustment.

Most land uses' peak month and time-of-day adjustments are based on *Shared Parking, 2nd Edition*. However, the restaurant (dinner only) and spa/salon land uses utilized alternative time-of-day factors. The restaurant (dinner only) component assumes that the business does not open until 4:00



PM. As such, the time-of-day factor is set to 0% for employees until 3:00 PM and 0% for visitors until 4:00 PM. After these times, the time-of-day factors match the time-of-day factors for the other restaurants. The spa/salon component time-of-day factors are based on the health club land use in *Shared Parking, 2nd Edition*, but the time-of-day factors were adjusted to reflect an opening of 9:00 AM and closing of 9:00 PM. It was assumed that parking demand would increase throughout the morning and peak from 1:00 – 3:00 PM before decreasing throughout the afternoon and evening.

### **Future Changes Parking Demand Buffer**

According to the Garden Grove Municipal Code Section 9.18.140.060 note D.4.a states that a 10% increase in the minimum number of spaces shall be added to the peak demand calculation to allow for future changes in types of uses proposed in the original development. Therefore, a 10% increase was applied to the estimated total parking demand of each hour to account for the requirements of the Garden Grove Municipal Code.

### **Results**

Table 6 summarizes the shared parking analysis using the methodology and assumptions described above. As shown in the table, peak parking demand of 78 spaces will occur on a weekday at 12:00 PM. Weekend peak demand is estimated at 77 parking spaces and will also occur at 12:00 PM.

Table 7 and Table 8 show the estimated parking demand distribution over the course of a weekday and distribution of parking by each land use category for weekday and weekend day, respectively. Figure 1 and Figure 2 show weekday and weekend shared parking demand estimates for each month of the year. Demand for the month of December is divided into "December" and "Late December".

According to the Garden Grove Municipal Code Section 9.18.140.030, the Project would require 100 parking spaces. The shared parking analysis, with its parking rates, demand reductions, demand patterns resulted, and City required buffer resulted in a weekday parking space demand of 78 spaces and a weekend parking space demand of 77 spaces for a 22% weekday savings and a 23% weekend savings from the Garden Grove Municipal Code.

**TABLE 1  
CITY OF GARDEN GROVE PARKING RATES**

Use	Parking Rate [a]		Total Size	Unit	Parking Spaces Required Per Code
	Number of Spaces	Per Unit			
Retail [b]	5	1,000 sqft	1,535	sqft	7.68
Restaurant (Dinner Only) [c]	10	1,000 sqft	1,257	sqft	12.57
Restaurant [c]	10	1,000 sqft	5,232	sqft	52.32
Food Stall [d]	5	1,000 sqft	2,548	sqft	12.74
Hair Salon/Spa [e]	5	1,000 sqft	473	sqft	2.37
Hotel [f]	1	room	6	rooms	6
	2	manager spaces	2	-	2
Office [g]	5	1,000 sqft	955	sqft	4.78
Total					100

Notes

a: Source - Garden Grove Municipal Code Section 9.18.140.030

b: Identified as retail under 40,000 square feet in Garden Grove Municipal Code

c: Identified as freestanding restaurant in Garden Grove Municipal Code

d: Identified as attached restaurant with less than 300 square feet of customer/dining area in Garden Grove Municipal Code

e: Identified as personal service in Garden Grove Municipal Code

f: Identified as hotel in Garden Grove Municipal Code

g: Identified as general business office in Garden Grove Municipal Code



**TABLE 2  
CITY OF GARDEN GROVE PARKING RATES  
WITH URBAN LAND INSTITUTE VISITOR/GUEST AND EMPLOYEE/RESIDENT RATIOS**

Use	Weekday and Weekend Parking Ratios		Total Size	Unit	Parking Spaces Required Per Code
	Visitor/ Guest	Employee/ Resident			
Retail	4.00	1.00	1,535	sqft	7.68
Restaurant (Dinner Only)	8.50	1.50	1,257	sqft	12.57
Restaurant	8.50	1.50	5,232	sqft	52.32
Food Stall	4.25	0.75	2,548	sqft	12.74
Hair Salon/Spa	4.75	0.25	473	sqft	2.37
Hotel	1.00	0.20	6	rooms	7.2
Office	0.40	4.60	955	sqft	4.78
Total					100

**TABLE 3  
SHARED PARKING MODEL REDUCTION ASSUMPTIONS**

Use	ULI Land Use	Mode Adjustment				Noncaptive Ratio			
		Weekday		Weekend		Weekday		Weekend	
		Daytime	Evening	Daytime	Evening	Daytime	Evening	Daytime	Evening
Retail	Shopping Center	5%	5%	5%	5%	10%	10%	10%	10%
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Restaurant (Dinner Only)	Family Restaurant	5%	5%	5%	5%	10%	10%	10%	10%
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Restaurant	Family Restaurant	5%	5%	5%	5%	10%	10%	10%	10%
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Food Stall	Fast Food	5%	5%	5%	5%	10%	10%	10%	10%
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Spa/Salon	Health Club	5%	5%	5%	5%	10%	10%	10%	10%
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Hotel	Hotel - Leisure	5%	5%	5%	5%	10%	10%	10%	10%
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Office	Office	5%	5%	5%	5%	10%	10%	10%	10%
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%

**TABLE 4  
SHARED PARKING MODEL MONTH AND WEEKDAY TIME OF DAY DEMAND ASSUMPTIONS**

Use	ULI Land Use	Peak Month December	Time-of-Day Factors																		
			6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Retail - Visitor - Employee	Shopping Center	100% 100%	1% 10%	5% 15%	15% 40%	35% 75%	65% 85%	85% 95%	95% 100%	100% 100%	95% 100%	90% 100%	90% 100%	95% 95%	95% 95%	80% 90%	50% 75%	30% 40%	10% 15%	0% 0%	
Restaurant (Dinner Only) - Visitor - Employee	Family Restaurant	100% 100%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	45% 75%	75% 95%	80% 95%	80% 95%	80% 95%	60% 80%	55% 65%	50% 65%	25% 35%	
Restaurant - Visitor - Employee	Family Restaurant	100% 100%	25% 50%	50% 75%	60% 90%	75% 90%	85% 100%	90% 100%	100% 100%	90% 100%	50% 100%	45% 75%	45% 75%	75% 95%	80% 95%	80% 95%	80% 95%	60% 80%	55% 65%	50% 65%	25% 35%
Food Stall - Visitor - Employee	Fast Food	100% 100%	5% 15%	10% 20%	20% 30%	30% 40%	55% 75%	85% 100%	100% 100%	100% 100%	90% 95%	60% 70%	55% 60%	60% 70%	85% 90%	80% 90%	50% 60%	30% 40%	20% 30%	10% 20%	5% 20%
Spa/Salon - Visitor - Employee	Health Club	90% 100%	0% 0%	0% 0%	40% 50%	50% 70%	60% 70%	60% 80%	60% 80%	70% 80%	80% 80%	90% 80%	80% 80%	60% 70%	50% 70%	40% 50%	30% 50%	20% 50%	0% 0%	0% 0%	
Hotel - Visitor - Employee	Hotel - Leisure	50% 100%	95% 5%	95% 30%	90% 90%	80% 90%	70% 100%	70% 100%	65% 100%	65% 100%	70% 100%	70% 100%	75% 90%	80% 70%	85% 40%	85% 20%	90% 20%	95% 20%	95% 20%	100% 10%	100% 5%
Office - Visitor - Employee	Office	100% 100%	0% 3%	1% 30%	20% 75%	60% 95%	100% 100%	45% 100%	15% 90%	45% 90%	100% 100%	45% 100%	15% 90%	10% 50%	5% 25%	2% 10%	1% 7%	0% 3%	0% 1%	0% 1%	0% 0%



TABLE 6  
SHARED PARKING DEMAND SUMMARY  
ULI SHARED PARKING RATES

PEAK MONTH: DECEMBER -- PEAK PERIOD: 12 PM, WEEKDAY

Projected Parking Supply:	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
													12 PM	December		12 PM	December	
Retail Employee	1,535	sf GLA	4.00	0.95	0.90	3.42	/ksf GLA	4.00	0.95	0.90	3.42	/ksf GLA	0.90	1.00	5	0.85	1.00	4
Restaurant (Dinner Only) Employee	1,257	sf GLA	8.50	0.95	0.90	7.27	/ksf GLA	8.50	0.95	0.90	7.27	/ksf GLA	0.00	1.00	0	0.00	1.00	0
Restaurant Employee	5,232	sf GLA	1.50	0.95	0.90	1.28	/ksf GLA	1.50	0.95	0.90	1.28	/ksf GLA	0.00	1.00	0	0.00	1.00	0
Food Stall Employee	2,548	sf GLA	8.50	0.95	0.90	7.27	/ksf GLA	8.50	0.95	0.90	7.27	/ksf GLA	1.00	1.00	38	1.00	1.00	38
Spa/Salon Employee	473	sf GLA	1.50	0.95	0.90	1.28	/ksf GLA	1.50	0.95	0.90	1.28	/ksf GLA	1.00	1.00	7	1.00	1.00	7
Hotel Employee	6	rooms	4.25	0.95	0.90	3.63	/ksf GLA	4.25	0.95	0.90	3.63	/ksf GLA	1.00	1.00	9	1.00	1.00	9
Office Employee	955	sf GLA	0.75	0.95	0.90	0.64	/ksf GLA	0.75	0.95	0.90	0.64	/ksf GLA	1.00	1.00	2	1.00	1.00	2
Hotel Employee	6	rooms	4.75	0.95	0.90	4.06	/ksf GLA	4.75	0.95	0.90	4.06	/ksf GLA	0.60	0.90	1	0.60	0.90	1
Office Employee	955	sf GLA	0.25	0.95	0.90	0.21	/ksf GLA	0.25	0.95	0.90	0.21	/ksf GLA	0.80	1.00	0	0.80	1.00	0
Hotel Employee	6	rooms	1.00	0.95	0.90	0.86	/rooms	1.00	0.95	0.90	0.86	/rooms	0.65	0.50	2	0.65	0.50	2
Office Employee	955	sf GLA	0.33	0.95	0.90	0.29	/rooms	0.33	0.95	0.90	0.29	/rooms	1.00	1.00	2	1.00	1.00	2
Office Employee	955	sf GLA	0.40	0.95	0.90	0.34	/ksf GLA	0.40	0.95	0.90	0.34	/unit	0.15	1.00	0	0.90	1.00	0
Office Employee	955	sf GLA	4.60	0.95	0.90	3.93	/ksf GLA	4.60	0.95	0.90	3.93	/unit	0.90	1.00	3	0.90	1.00	3
											Customer Employee	55	Customer Employee	54				
											Future Changes Buffer	16	Future Changes Buffer	16				
											Total	10%	Total	10%				
											Total	78	Total	77				

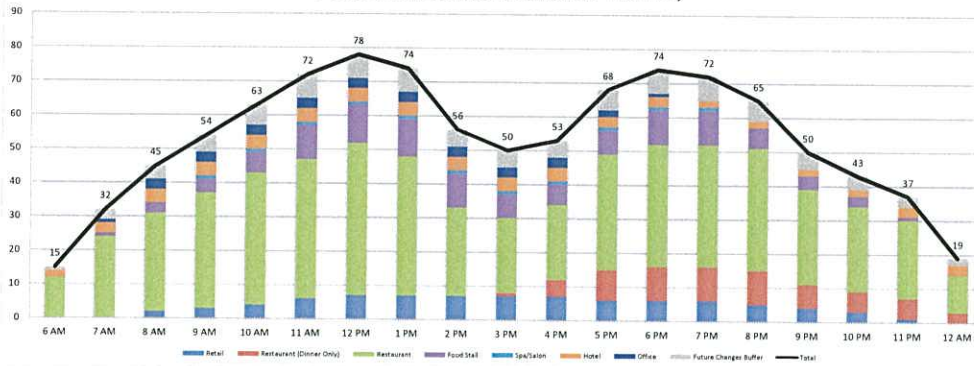
Shared Parking Reduction 22%

23%

TABLE 7  
ULI SHARED PARKING RATES  
PEAK PARKING DEMAND DISTRIBUTION (WEEKDAY)

Total Development (Sqft or Rooms)	Land-Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Peak Hour Parking Demand
1,535	Retail			2	3	4	6	7	7	7	7	7	6	6	6	5	4	3	1		7
1,257	Restaurant (Dinner Only)																				0
5,232	Restaurant	12	24	29	34	39	41	45	41	26	22	22	34	36	36	36	28	25	23	11	45
2,548	Food Stall		1	3	4	6	10	11	11	10	7	6	7	10	10	6	4	3	1		11
473	Spa/Salon				1	1	1	1	1	1	1	1	1								1
6	Hotel	2	3	4	4	4	4	4	4	4	4	4	3	3	2	2	2	2	3	3	4
955	Office		1	3	3	3	3	3	3	3	3	3	3	2	1						3
10%	Future Changes Buffer	1	3	4	5	6	7	7	7	5	5	5	6	7	7	6	5	4	3	2	7
	Total	15	32	45	54	63	72	78	74	56	50	53	68	74	72	65	50	43	37	19	

Peak Parking Demand Distribution - Weekday



Peak Hour Parking Demand - Weekday

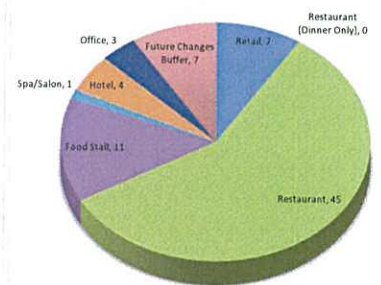
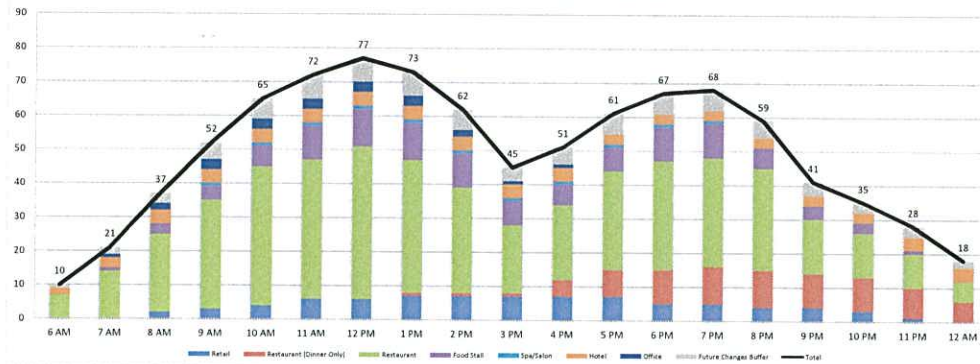


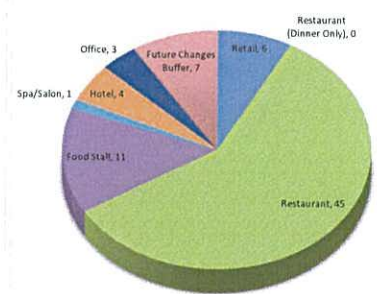
TABLE 8  
ULI SHARED PARKING RATES  
PEAK PARKING DEMAND DISTRIBUTION (WEEKEND)

Total Development (Sqft or Rooms)	Land-Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Peak Hour Parking Demand	
1,535	Retail			2	3	4	6	6	7	7	7	7	7	7	5	4	4	3	1		6	
1,257	Restaurant (Dinner Only)														10	11	10	10	9	6	0	
5,232	Restaurant	7	14	23	32	41	41	45	39	31	20	22	29	32	32	30	16	13	10	6	45	
2,548	Food Stall		1	3	4	6	10	11	11	10	7	6	7	10	10	6	4	3	1		11	
473	Spa/Salon				1	1	1	1	1	1	1	1	1	1	1							1
6	Hotel	2	3	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3	4	4	4	
955	Office		1	2	3	3	3	3	3	2	1	1	1								3	
10%	Future Changes Buffer	1	2	3	5	6	7	7	7	6	4	5	6	6	6	5	4	3	3	2	7	
	Total	10	21	37	52	65	72	77	73	62	45	51	61	67	68	59	41	35	28	18		

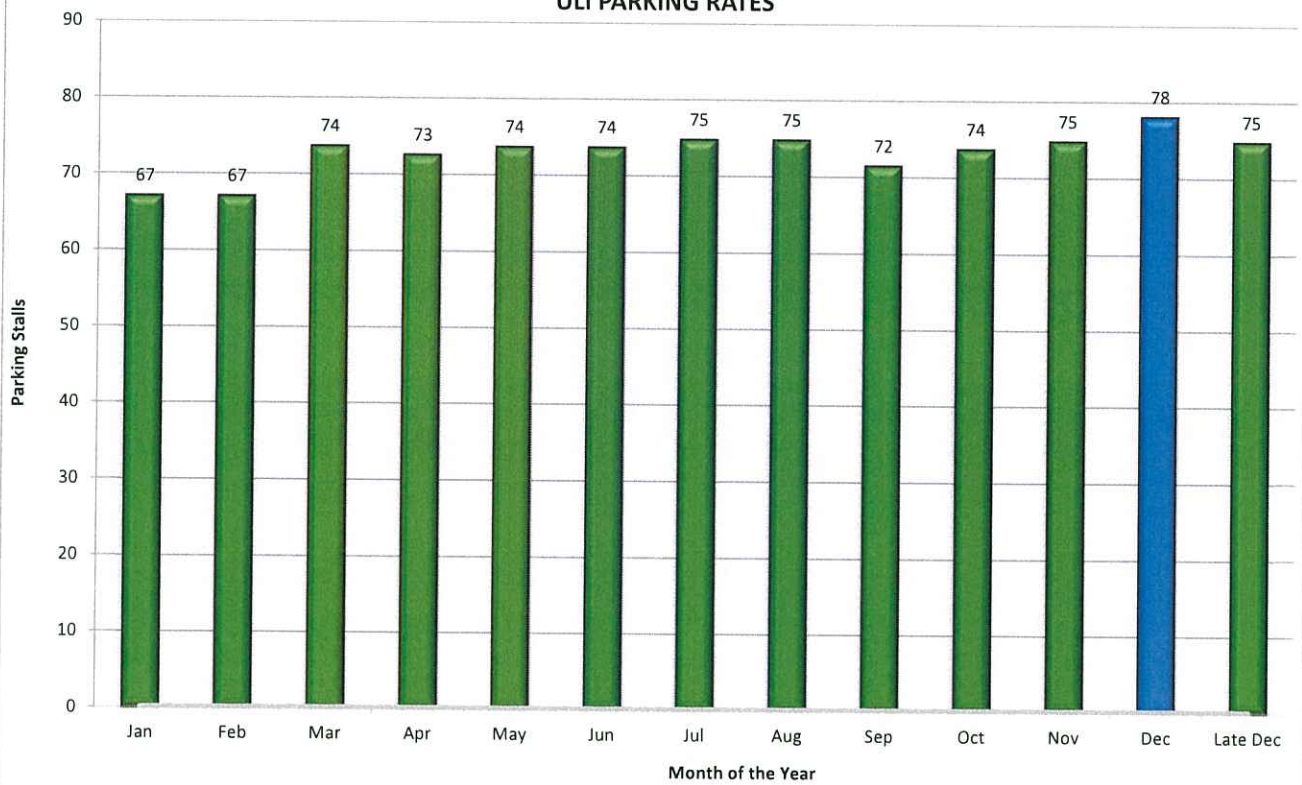
Peak Parking Demand Distribution - Weekend



Peak Hour Parking Demand - Weekend

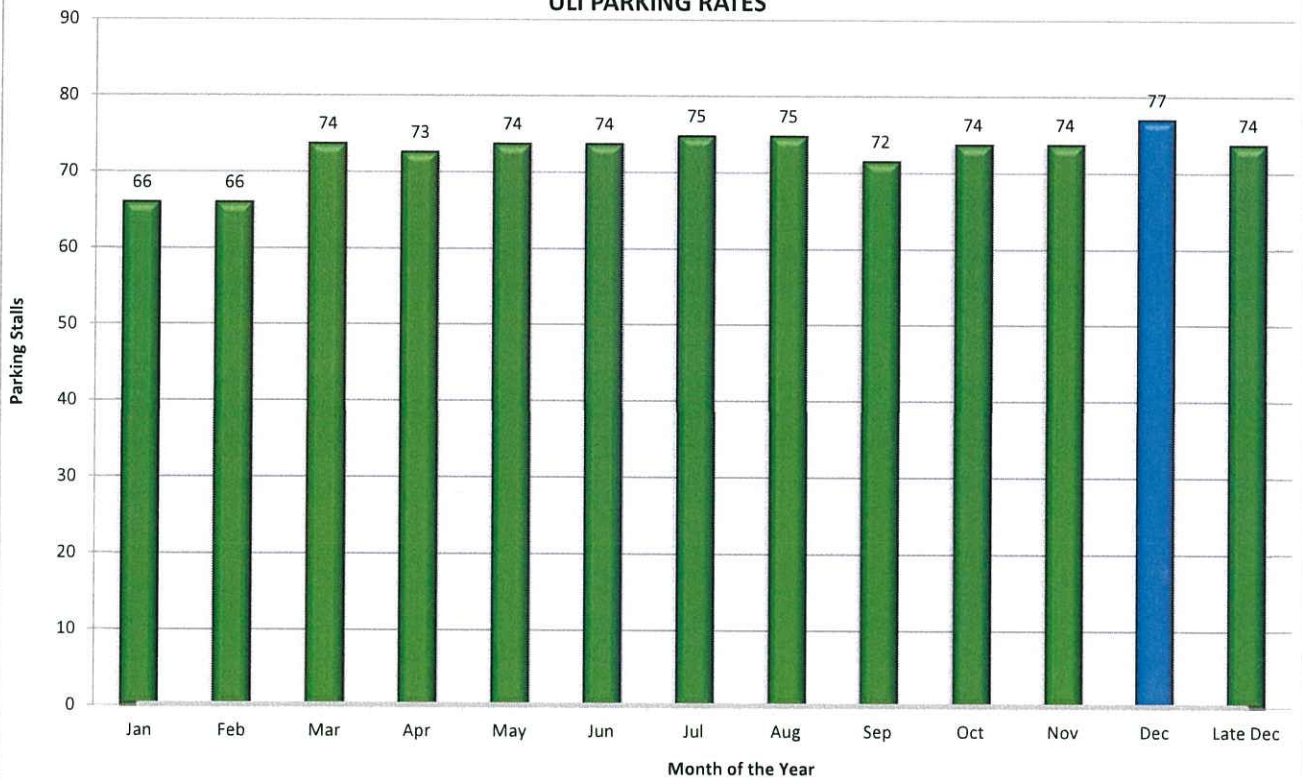


**FIGURE 1**  
**WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND**  
**ULI PARKING RATES**





**FIGURE 2**  
**WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND**  
**ULI PARKING RATES**





## MEMORANDUM

Date: November 6, 2019  
To: Chris Bennett, LAB Holdings  
From: Spencer Reed, PE  
Subject: **Parking Management Plan for the Amended Program of the Cottage Industries Art Block Project**

*OC17-0537.04*

This memorandum presents the parking management plan for the Amended Program of the Cottage Industries Art Block Project (Project) bounded by Acacia Parkway, 9th Street, Garden Grove Boulevard, and Civic Center Drive in the City of Garden Grove, California. This parking management plan was prepared based on conversations with City of Garden Grove staff and the requirements of the City of Garden Grove Municipal Code Section 9.18.140.060.

### Project Description

The Amended Program of the Art Block ("Project") will consist of retail, high-turnover restaurants, food stalls, services, and a hotel for a total of approximately 16,415 square feet (sf) of development.

The Project will specifically include the following:

- 6-room hotel (4,415 sf)
- 2,548 sf of food stall
- 1,257 sf of high-turnover (sit-down) restaurant. This space will be for dinner service only.
- 5,232 sf of high-turnover (sit-down) restaurant
- 1,535 sf of retail
- 473 of personal services (hair salon, barber shop, or spa)
- 955 sf of office

Parking for the Project will consist of the following:



- 24 angled parking spaces provided within the individual Project parcels right-of-way on 7<sup>th</sup> Street and 8<sup>th</sup> Street
- 2 parking spaces in the Farm Block off-street parking facilities on 7<sup>th</sup> Street. The supplied parking in this facility exceeds the required parking supply by 2 spaces which will be used by the Project.
- 52 reserved parking spaces at the Acacia Lot north of Acacia Parkway between 7<sup>th</sup> Street and 8<sup>th</sup> Street. The Acacia Lot is publicly owned and currently has 110 parking spaces and serves the Acacia Adult Day Services, Credit Union of Southern California, Police Department, and adjacent community facilities. As part of the Project, the Acacia Lot will be redesigned to accommodate an additional 14 parking spaces for a total of 124 parking spaces to serve the parking demand of the Project and the existing parking demand of the lot. Additional information regarding the existing utilization of the Acacia Lot is documented later in this document.

Table 1 summarizes the proposed parking supply for the Project. Figure 1 identifies the proposed parking supply locations for the Project.

## **Project Required Per City Code**

Table 2 summarizes parking requirements per the City of Garden Grove Municipal Code Section 9.18.140.030. As shown in the table, a total of 100 parking spaces are expected to be required per the City's municipal code for the Project.

## **Project Shared Parking Analysis**

A shared parking analysis was conducted using methodologies and assumptions provided in *Shared Parking, 2nd Edition* (Urban Land Institute [ULI], 2005). The ULI sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. The analysis presented in this memorandum utilizes the data from the updated *Shared Parking, 2nd Edition* report.

The shared parking methodology establishes the base parking rate, parking demand reductions, and hourly/monthly demand patterns for each land use. The overall parking demand is calculated by considering the parking demand patterns and parking demand reductions (potential for non-auto modes and internal capture) for each component of the project being analyzed. Information



regarding the parking rates, parking demand reductions, and parking demand patterns for the Project is provided below.

## **Parking Rates**

The shared parking analysis for the Project uses City of Garden Grove parking requirements that are adjusted to match the proportions base parking rates for visitors and employees as determined by ULI. Table 3 identifies the parking allocation of visitors and employees and demonstrates that the parking requirement for the Project meets the City of Garden Grove parking requirement of 100 parking spaces.

Separate rates were used for weekday and weekend and for customers, employees, residents and visitors. The derived rates use the daily/hourly/seasonal patterns for calculating the parking demand based on the unique travel characteristics of the project being analyzed. Adjustments were made for two travel factors to match the ULI shared parking methodology: the potential for non-auto modes, and estimated internal capture of parking between the land uses in the area.

## **Parking Demand Reductions**

The shared parking analysis allows for adjustment in the base parking rate due to factors such as mode split/walk-in and non-captive ratio. These factors are based on the mix of uses in the project, size of the uses, and location of the project. Additional information regarding these factors is provided below.

- Mode Adjustment – One factor that affects the overall parking demand at a particular development is the number of visitors and employees that arrive by automobile. The alternatives considered in the analysis account for the effects of pedestrian, bicycle, drop-off, and transit access to the site.
- Noncaptive Ratio – Also known as trip internalization. Based on data from empirical studies through sources such as ULI, it is known that a certain percentage of trips in mixed-use developments (depending on the mix of land uses in the project) are trips moving between the land uses on site, i.e., they were internally captured on the site. Adjustments were made to the analysis to account for trip internalization.

Table 4 documents the adjustment percentages applied to visitors and employees to each of the land uses for different periods of the day. The mode split adjustment was applied based on the location of the Project and the ability of nearby employees and residents to visit the Project by a



mode other than automobile which they would have to park. The non-captive ratio was applied based on the mix and size of the uses in the Project. It is assumed that some patrons will only park a vehicle once, but visit multiple components of the Project.

## **Parking Demand Patterns**

The shared parking analysis uses monthly adjustment factors and time-of-day adjustment factors to account for the variation in parking demand for different land uses. Based on the anticipated land uses and parking demand reductions applied, monthly adjustment factors are applied based on the month that will result in the greatest parking demand (peak month). The time-of-day factors are applied to the peak month demand to determine the estimated parking demand throughout the day. Table 5 documents the weekday peak month adjustment and time-of-day adjustment for visitors and employees. Table 6 documents the weekend peak month adjustment and time-of-day adjustment for visitors and employees.

Most land uses' peak month and time-of-day adjustments are based on *Shared Parking, 2nd Edition*. However, the restaurant (dinner only) and spa/salon land uses utilized alternative time-of-day factors. The restaurant (dinner only) component assumes that the business does not open until 4:00 PM. As such, the time-of-day factor is set to 0% for employees until 3:00 PM and 0% for visitors until 4:00 PM. After these times, the time-of-day factors match the time-of-day factors for the other restaurants. The spa/salon component time-of-day factors are based on the health club land use in *Shared Parking, 2nd Edition*, but the time-of-day factors were adjusted to reflect an opening of 9:00 AM and closing of 9:00 PM. It was assumed that parking demand would increase throughout the morning and peak from 1:00 – 3:00 PM before decreasing throughout the afternoon and evening.

## **Future Changes Parking Demand Buffer**

According to the Garden Grove Municipal Code Section 9.18.140.060 note D.4.a states that a 10% increase in the minimum number of spaces shall be added to the peak demand calculation to allow for future changes in types of uses proposed in the original development. Therefore, a 10% increase was applied to the estimated total parking demand of each hour to account for the requirements of the Garden Grove Municipal Code.

## **Project Shared Parking Demand**

Table 7 summarizes the shared parking analysis using the methodology and assumptions described above. As shown in the table, an estimated peak parking demand of 71 spaces (55 for



customers/visitors and 16 for employees) will occur on a weekday at 12:00 PM. The 10% future changes buffer results in a weekday peak parking demand estimate of 78 spaces. Weekend peak parking demand is estimated at 70 spaces (54 for customers/visitors and 16 for employees) and will also occur at 12:00 PM. The 10% future changes buffer results in a weekend peak parking demand estimate of 77 spaces.

Table 8 and Table 9 show the estimated total parking demand distribution over the course of a weekday and distribution of parking by each land use category for weekday and weekend day, respectively. Figure 1 and Figure 2 show weekday and weekend shared parking demand estimates for each month of the year. Demand for the month of December is divided into "December" and "Late December".

According to the Garden Grove Municipal Code Section 9.18.140.030, the Project would require 100 parking spaces. The shared parking analysis, with its parking rates, demand reductions, demand patterns resulted, and City required buffer resulted in a weekday parking space demand of 78 spaces and a weekend parking space demand of 77 spaces for a 22% weekday savings and a 23% weekend savings from the Garden Grove Municipal Code.

## **Project Parking Facility Supply and Demand**

As presented in Table 1 and Figure 1, the Project will provide parking at multiple locations to meet the required parking demand. As part of the parking management, it is assumed that parking closer to the Project site will be utilized before parking further away. The following discusses the supply and demand of each parking facility.

### **Angled Parking on 7<sup>th</sup> Street and 8<sup>th</sup> Street**

Twenty-four angled parking spaces will be provided within the individual Project parcels right-of-way on 7th Street and 8th Street. Due to the proximity of these spaces to the Project parcels, it is assumed that these spaces will be fully utilized during operational hours.

### **Farm Block Off-Street Parking Lot**

Two parking spaces will be provided for the Project in the Farm Block off-street parking lot on 7th Street. Due to the proximity of these spaces near Project parcels on 7<sup>th</sup> Street, it is assumed that these spaces will be fully utilized during operation hours.



## **Acacia Lot**

The Acacia Lot is publicly owned and currently has 110 parking spaces and serves the Acacia Adult Day Services, Credit Union of Southern California, Police Department, and adjacent community facilities. As part of the Project, the Acacia Lot will be redesigned to accommodate an additional 14 parking spaces for a total of 124 parking spaces of which 52 parking spaces will be reserved for the Project. As the Acacia Lot is currently utilized by existing uses, the Project will have access to the remaining supply of the lot. The following discusses the existing parking utilization of the Acacia Lot and the Project parking demand of the Acacia Lot.

### **Existing Acacia Lot Parking Utilization**

As part of the Downtown Garden Grove Parking Management Plan, on- and off-street parking surveys were conducted by Fehr & Peers during June 2017 when area schools were in session. The surveys were conducted on Tuesday, June 13th from 8:00 AM to 8:00 PM when the Garden Grove City Council was in session and on Friday, June 16th from 8:00 AM to 8:00 PM when the Main Street Garden Grove Classic Car Show was occurring.

An inventory of on- and off-street parking supply was collected during the parking surveys. The inventory entailed counting the off-street spaces in designated publicly-owned and privately-owned lots; estimating on-street parking spaces; and identifying restrictions on parking, such as no student parking or no parking during certain time periods. The hourly parking demand of the Acacia Lot was collected during the surveys. The operational characteristics of the land uses using the Acacia Lot have not significantly changed since June 2017 and therefore represent existing conditions in 2019.

As presented in Table 10, the Acacia Lot had a recorded supply of 110 parking spaces with parking demand increasing from 8:00 AM to 10:00 AM and decreasing from 10:00 AM to 8:00 PM. The peak parking demand occurred on Tuesday at 10:00 AM with 78 vehicles (71% occupancy). Parking demand during the midday period (12:00 PM) on Tuesday was 72 vehicles (65% occupancy) and the parking demand during the evening period (6:00 PM) on Tuesday was 39 vehicles (35% occupancy). The Friday parking demand was lower than Tuesday with 61 vehicles at 10:00 AM, 45 vehicles at 12:00 PM, and 19 vehicles at 6:00 PM.



### **Project Acacia Lot Demand**

Table 11 documents the anticipated Project parking demand in the Acacia lot if the other Project parking facilities on 7<sup>th</sup> Street and 8<sup>th</sup> Street are fully parked. After utilizing the 26 parking spaces (24 angled spaces and 2 spaces Farm Block parking lot) on 7<sup>th</sup> Street and 8<sup>th</sup> Street, the Project has a remaining parking demand of approximately 19 – 52 spaces on a weekday and 11 – 51 on a weekend.

As seen in Table 11, the remaining Project parking demand is either less than or equal to the remaining Acacia Lot parking supply for each hour surveyed for the weekday and weekend. Therefore, the Project can accommodate the remaining parking demand in the Acacia Lot on both a weekday and weekend.

## **Parking Supply and Demand Conclusions**

The shared parking analysis conducted for the Project estimated peak parking demand of 78 spaces on a weekday at 12:00 PM and 77 spaces on a weekend at 12:00 PM. The proposed supply of parking on 7<sup>th</sup> Street and 8<sup>th</sup> Street (both angled and in the Farm Block lot) along with the remaining supply in the Acacia Lot can accommodate the estimated parking demand. Due to the sharing of parking between existing uses and the Project in the Acacia Lot, parking agreements should be prepared between the Project applicant and the City of Garden Grove. If parking for the Project exceeds the supply, then parking management recommendations from the Downtown Garden Grove Parking Management Plan should be reviewed for inclusion in the project if determined necessary.

## **Parking Agreements**

The developer will enter into a license agreement with the City of Garden Grove for the use of the Acacia Lot to meet its required parking. The license agreement will require approval from the Garden Grove City Council. A copy of the draft license agreement has been included in this report as Attachment A. . When finalized, a copy of License Agreement should be included in the parking management plan.





## **Parking Management Recommendations**

As part of the Downtown Garden Grove Parking Management Plan, a variety of parking management strategies were identified for implementation in Downtown Garden Grove. The following strategies are recommended for the Project if determined necessary.

### **Static Signage**

Static signage could be installed in the vicinity of the Project directing vehicles to the associated parking facilities. Signage could also be installed within the parking facilities identifying specific parking spaces or identifying the facility as a Project associated parking facility. The installation of static signage can inform visitors of their parking options and direct them to locations they may not associate with the Project.

### **Project Specific Valet**

Valet will allow visitors to drop off their vehicle with an attendant for efficient parking. Visitors will be given a ticket associated with their vehicle that the attendant will use to identify the appropriate vehicle when the visitor returns. A valet could improve parking management with better parking efficiency.

### **Assigning Parking Locations**

Assigning parking locations to employees of the Project could reduce demand on desired parking spaces. Employees could be assigned to park in the Acacia Lot, thereby allowing visitors closer parking on 7<sup>th</sup> Street and 8<sup>th</sup> Street. While this recommendation will not reduce parking demand, it will distribute the parking demand to better accommodate visitors.

### **Accommodating Transportation Network Companies**

Providing dedicated pick-up and drop-off locations to Transportation Network Companies (TNC's) such as Uber and Lyft could reduce the parking demand. While the parking demand calculations do consider some parking demand reductions due to alternative modes of transportation, encouragement of TNCs through dedicated pick-up and drop-off locations could result in visitors choosing not to drive and park a vehicle.



## **Promoting Other Modes of Transportation**

Incentivizing the use of other modes of transportation such as transit, bicycles, and walking could reduce parking demand. While the parking demand calculations do consider some parking demand reductions due to alternative modes of transportation, encouragement of these types of transportation options through improving transit stops, bicycle parking, or sidewalk improvement could result in visitors choosing not to drive and park a vehicle.

## **Intelligent Signage**

Intelligent signage could be installed in the vicinity of the Project and at the entry of parking facilities to identify the real-time parking availability. By informing visitors where available parking is located, they can travel directly to those locations instead of circulating through full parking facilities looking for available parking. The technology can also be integrated with apps and websites to provide additional means of sharing the parking information.

**TABLE 1**  
**PARKING SUPPLY FOR AMENDED PROGRAM**

Location	Supply
Angled Parking on 7th Street and 8th Street	24 spaces
Farm Block Off-Street Parking Lot on 7th Street	2 spaces
Acacia Lot	52 spaces
Total	78 spaces

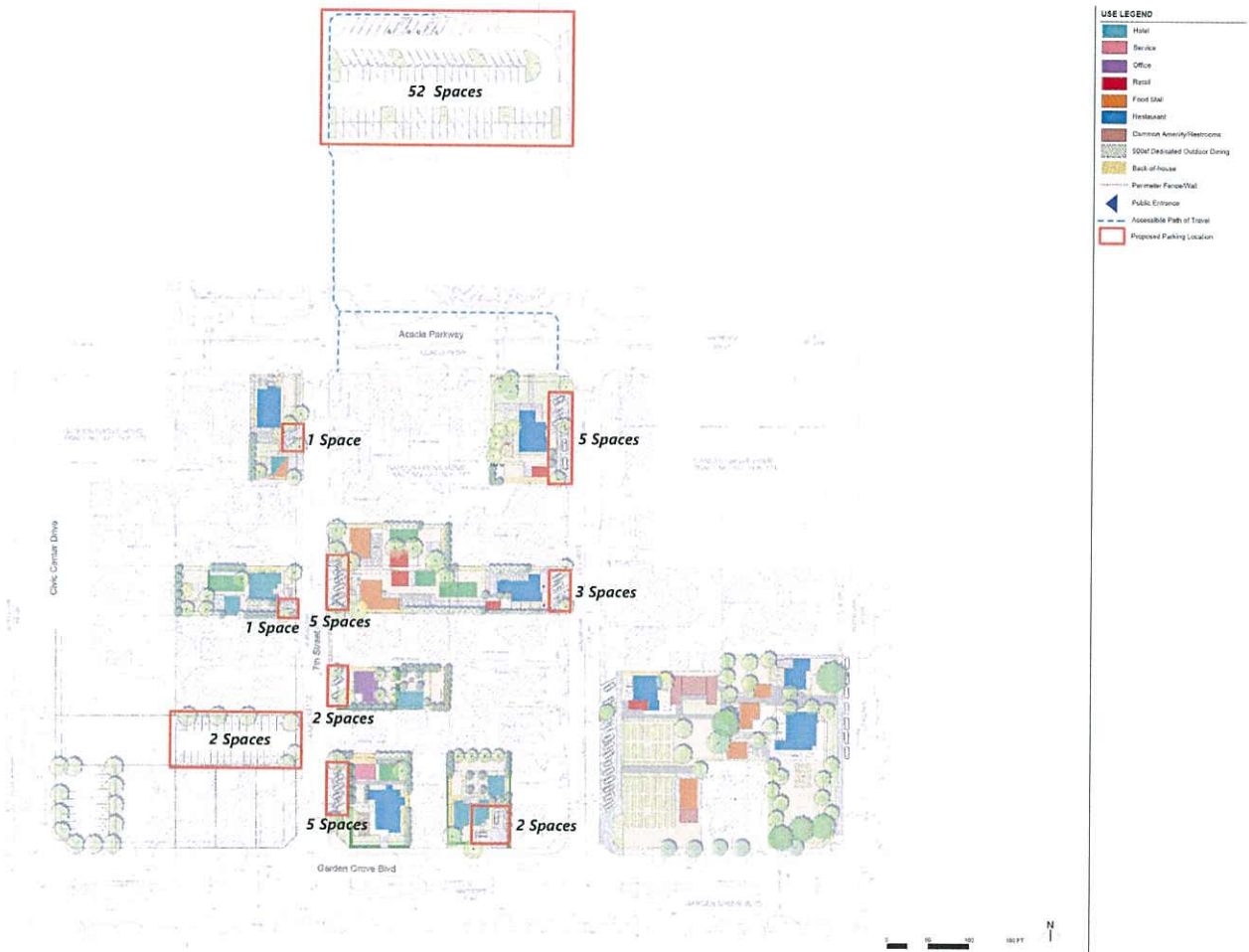


Figure 1  
Proposed Parking Location



**TABLE 2  
CITY OF GARDEN GROVE PARKING RATES FOR AMENDED PROGRAM**

Use	Parking Rate [a]		Total Size	Unit	Parking Spaces Required Per Code
	Number of Spaces	Per Unit			
Retail [b]	5	1,000 sqft	1,535	sqft	7.68
Restaurant (Dinner Only) [c]	10	1,000 sqft	1,257	sqft	12.57
Restaurant [c]	10	1,000 sqft	5,232	sqft	52.32
Food Stall [d]	5	1,000 sqft	2,548	sqft	12.74
Hair Salon/Spa [e]	5	1,000 sqft	473	sqft	2.37
Hotel [f]	1	room	6	rooms	6
	2	manager spaces	2	-	2
Office [g]	5	1,000 sqft	955	sqft	4.78
Total					100

Notes

- a: Source - Garden Grove Municipal Code Section 9.18.140.030
- b: Identified as retail under 40,000 square feet in Garden Grove Municipal Code
- c: Identified as freestanding restaurant in Garden Grove Municipal Code
- d: Identified as attached restaurant with less than 300 square feet of customer/dining area in Garden Grove Municipal Code
- e: Identified as personal service in Garden Grove Municipal Code
- f: Identified as hotel in Garden Grove Municipal Code
- g: Identified as general business office in Garden Grove Municipal Code

**TABLE 3**  
**CITY OF GARDEN GROVE PARKING RATES FOR AMENDED PROGRAM**  
**WITH URBAN LAND INSTITUTE VISITOR/GUEST AND EMPLOYEE/RESIDENT RATIOS**

Use	Weekday and Weekend Parking Ratios		Total Size	Unit	Parking Spaces Required Per Code
	Visitor/ Guest	Employee/ Resident			
Retail	4.00	1.00	1,535	sqft	7.68
Restaurant (Dinner Only)	8.50	1.50	1,257	sqft	12.57
Restaurant	8.50	1.50	5,232	sqft	52.32
Food Stall	4.25	0.75	2,548	sqft	12.74
Hair Salon/Spa	4.75	0.25	473	sqft	2.37
Hotel	1.00	0.33	6	rooms	8
Office	0.40	4.60	955	sqft	4.78
				Total	100

**TABLE 4  
SHARED PARKING MODEL REDUCTION ASSUMPTIONS**

Use	ULI Land Use	Mode Adjustment				Noncaptive Ratio			
		Weekday		Weekend		Weekday		Weekend	
		Daytime	Evening	Daytime	Evening	Daytime	Evening	Daytime	Evening
Retail	Shopping Center								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Restaurant (Dinner Only)	Family Restaurant								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Restaurant	Family Restaurant								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Food Stall	Fast Food								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Spa/Salon	Health Club								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Hotel	Hotel - Leisure								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%
Office	Office								
- Visitor		5%	5%	5%	5%	10%	10%	10%	10%
- Employee		5%	5%	5%	5%	10%	10%	10%	10%

**TABLE 5  
SHARED PARKING MODEL MONTH AND WEEKDAY TIME OF DAY DEMAND ASSUMPTIONS**

Use	ULI Land Use	Peak Month December	Time-of-Day Factors																							
			6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM					
Retail - Visitor - Employee	Shopping Center	100% 100%	1% 10%	5% 15%	15% 40%	35% 75%	65% 85%	85% 95%	95% 100%	100% 100%	95% 100%	90% 100%	90% 100%	95% 95%	95% 95%	80% 90%	50% 75%	30% 40%	10% 15%	0% 0%						
Restaurant (Dinner Only) - Visitor - Employee	Family Restaurant	100% 100%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	45% 75%	75% 95%	80% 95%	80% 95%	80% 95%	60% 80%	55% 65%	50% 65%	25% 35%					
Restaurant - Visitor - Employee	Family Restaurant	100% 100%	25% 50%	50% 75%	60% 90%	75% 90%	85% 100%	90% 100%	100% 100%	90% 100%	50% 100%	45% 75%	45% 75%	75% 95%	80% 95%	80% 95%	80% 95%	60% 80%	55% 65%	50% 65%	25% 35%					
Food Stall - Visitor - Employee	Fast Food	100% 100%	5% 15%	10% 20%	20% 30%	30% 40%	55% 75%	85% 100%	100% 100%	100% 100%	90% 95%	60% 70%	55% 60%	60% 70%	65% 90%	80% 90%	50% 60%	30% 40%	20% 30%	10% 20%	5% 20%					
Spa/Salon - Visitor - Employee	Health Club	90% 100%	0% 0%	0% 0%	0% 50%	40% 70%	50% 70%	60% 80%	60% 80%	70% 80%	80% 80%	90% 80%	80% 80%	60% 70%	50% 70%	40% 50%	30% 50%	20% 50%	0% 0%	0% 0%	0% 0%					
Hotel - Visitor - Employee	Hotel - Leisure	50% 100%	95% 5%	95% 30%	90% 90%	80% 90%	70% 100%	70% 100%	65% 100%	65% 100%	70% 100%	70% 100%	75% 90%	80% 70%	85% 40%	85% 20%	90% 20%	95% 20%	95% 20%	100% 10%	100% 5%					
Office - Visitor - Employee	Office	100% 100%	0% 3%	1% 30%	20% 75%	60% 95%	100% 100%	45% 100%	15% 90%	45% 90%	100% 100%	45% 100%	15% 90%	10% 50%	5% 25%	2% 10%	1% 7%	0% 3%	0% 1%	0% 0%	0% 0%					





TABLE 7  
SHARED PARKING DEMAND SUMMARY  
ULI SHARED PARKING RATES

TH: DECEMBER -- PEAK PERIOD: 12 PM, WEEKDAY

Projected Parking Supply:		Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity Unit	Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Peak Hr	Peak Mo	Estimated Parking Demand	Peak Hr	Peak Mo	Estimated Parking Demand
												12 PM	December		12 PM	December	
Retail Employee	1,535 sf GLA	4.00	0.95	0.90	3.42	/ksf GLA	4.00	0.95	0.90	3.42	/ksf GLA	0.90	1.00	5	0.95	1.00	4
Restaurant (Dinner Only) Employee	1,257 sf GLA	8.50	0.95	0.90	7.27	/ksf GLA	8.50	0.95	0.90	7.27	/ksf GLA	1.00	1.00	2	1.00	1.00	2
Restaurant Employee	5,232 sf GLA	8.50	0.95	0.90	7.27	/ksf GLA	8.50	0.95	0.90	7.27	/ksf GLA	0.00	1.00	0	0.00	1.00	0
Restaurant Employee	5,232 sf GLA	1.50	0.95	0.90	1.28	/ksf GLA	1.50	0.95	0.90	1.28	/ksf GLA	0.00	1.00	0	0.00	1.00	0
Restaurant Employee	5,232 sf GLA	8.50	0.95	0.90	7.27	/ksf GLA	8.50	0.95	0.90	7.27	/ksf GLA	1.00	1.00	38	1.00	1.00	38
Restaurant Employee	5,232 sf GLA	1.50	0.95	0.90	1.28	/ksf GLA	1.50	0.95	0.90	1.28	/ksf GLA	1.00	1.00	7	1.00	1.00	7
Food Stall Employee	2,548 sf GLA	4.25	0.95	0.90	3.63	/ksf GLA	4.25	0.95	0.90	3.63	/ksf GLA	1.00	1.00	9	1.00	1.00	9
Food Stall Employee	2,548 sf GLA	0.75	0.95	0.90	0.64	/ksf GLA	0.75	0.95	0.90	0.64	/ksf GLA	1.00	1.00	2	1.00	1.00	2
Spa/Salon Employee	473 sf GLA	4.75	0.95	0.90	4.06	/ksf GLA	4.75	0.95	0.90	4.06	/ksf GLA	0.60	0.90	1	0.60	0.90	1
Spa/Salon Employee	473 sf GLA	0.25	0.95	0.90	0.21	/ksf GLA	0.25	0.95	0.90	0.21	/ksf GLA	0.80	1.00	0	0.80	1.00	0
Hotel Employee	6 rooms	1.00	0.95	0.90	0.86	/rooms	1.00	0.95	0.90	0.86	/rooms	0.65	0.50	2	0.65	0.50	2
Hotel Employee	6 rooms	0.33	0.95	0.90	0.29	/rooms	0.33	0.95	0.90	0.29	/rooms	1.00	1.00	2	1.00	1.00	2
Office Employee	955 sf GLA	0.40	0.95	0.90	0.34	/ksf GLA	0.40	0.95	0.90	0.34	/unit	0.15	1.00	0	0.90	1.00	0
Office Employee	955 sf GLA	4.60	0.95	0.90	3.93	/ksf GLA	4.60	0.95	0.90	3.93	/unit	0.90	1.00	3	0.90	1.00	3
												Visitor/Customer Employee Future Changes Buffer Total	55 16 10% 78	Visitor/Customer Employee Future Changes Buffer Total	54 16 10% 77		

Shared Parking Reduction 22% 23%

TABLE 8  
ULI SHARED PARKING RATES  
PEAK PARKING DEMAND DISTRIBUTION (WEEKDAY)

Total Development (Sqft or Rooms)	Land-Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Peak Hour Parking Demand	
1,535	Retail			2	3	4	6	7	7	7	7	7	6	6	6	5	4	3	1		7	
1,257	Restaurant (Dinner Only)											1	5	9	10	10	7	6	6	3	0	
5,232	Restaurant	12	24	29	34	39	41	45	41	26	22	22	34	36	36	36	28	25	23	11	45	
2,548	Food Stall		1	3	4	6	10	11	11	10	7	6	7	10	10	6	4	3	1		11	
473	Spa/Salon				1	1	1	1	1	1	1	1	1	1	1							1
6	Hotel	2	3	4	4	4	4	4	4	4	4	4	3	3	2	2	2	2	3	3	4	
955	Office		1	3	3	3	3	3	3	3	3	3	2	1							3	
10%	Future Changes Buffer	1	3	4	5	6	7	7	7	5	5	5	6	7	7	6	5	4	3	2	7	
	Total	15	32	45	54	63	72	78	74	56	50	53	68	74	72	65	50	43	37	19		

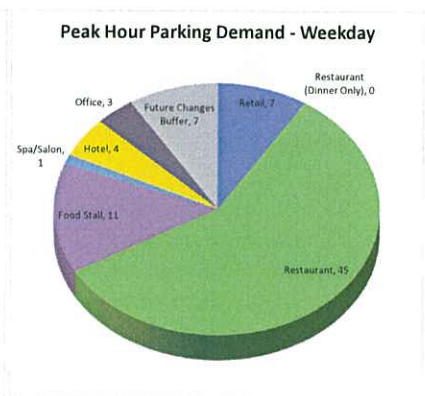
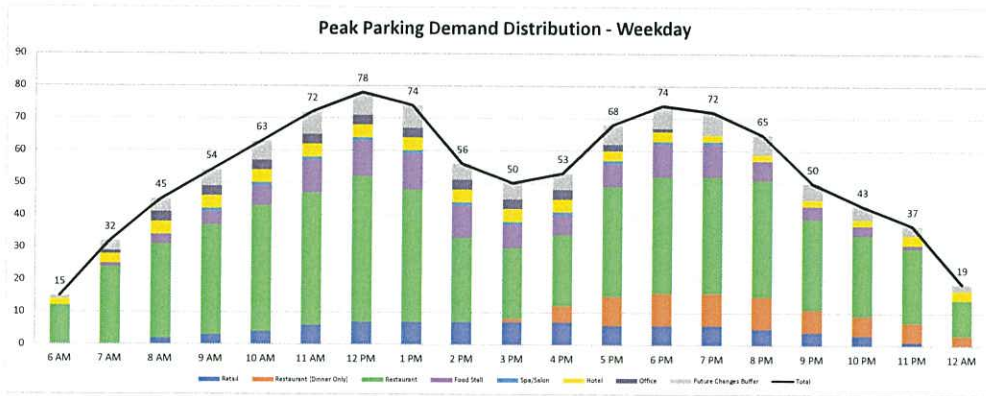
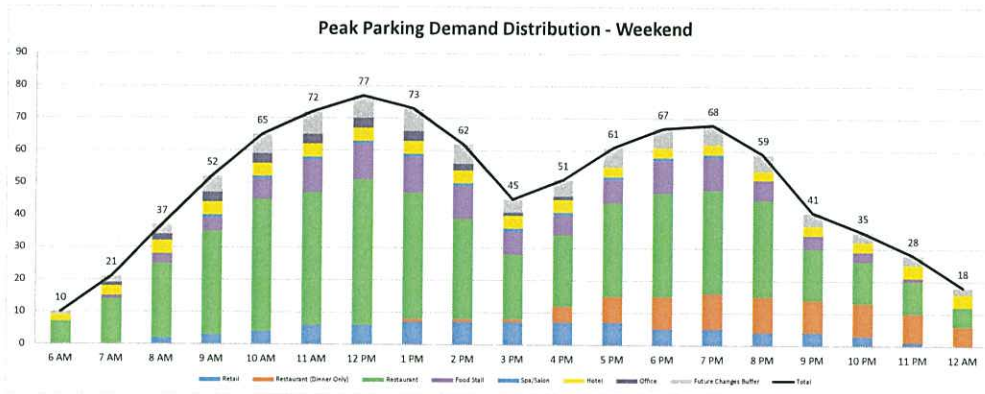


TABLE 9  
ULI SHARED PARKING RATES  
PEAK PARKING DEMAND DISTRIBUTION (WEEKEND)

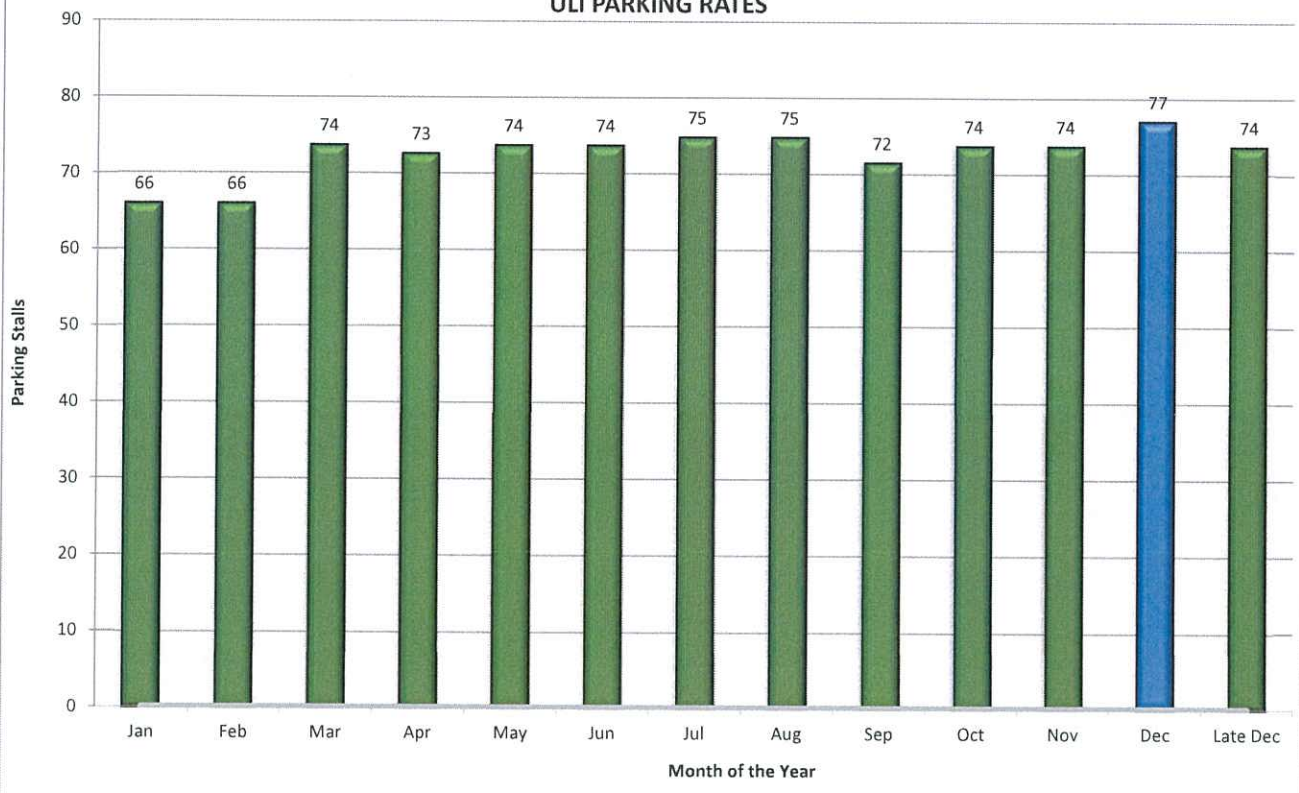
Total Development (Sqft or Rooms)	Land-Use	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Peak Hour Parking Demand	
1,535	Retail																					6
1,257	Restaurant (Dinner Only)																					0
5,232	Restaurant	7	14	23	32	41	41	45	39	31	20	22	29	32	32	30	16	13	10	6		45
2,548	Food Stall		1	3	4	6	10	11	11	10	7	6	7	10	10	6	4	3	1			11
473	Spa/Salon				1	1	1	1	1	1	1	1	1	1	1							1
6	Hotel																					
955	Office	2	3	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	4	4		4
	10% Future Changes Buffer	1	2	3	5	6	7	7	7	7	6	4	5	6	6	5	4	3	3	2		3
	Total	10	21	37	52	65	72	77	73	62	45	51	61	67	68	59	41	35	28	18		7



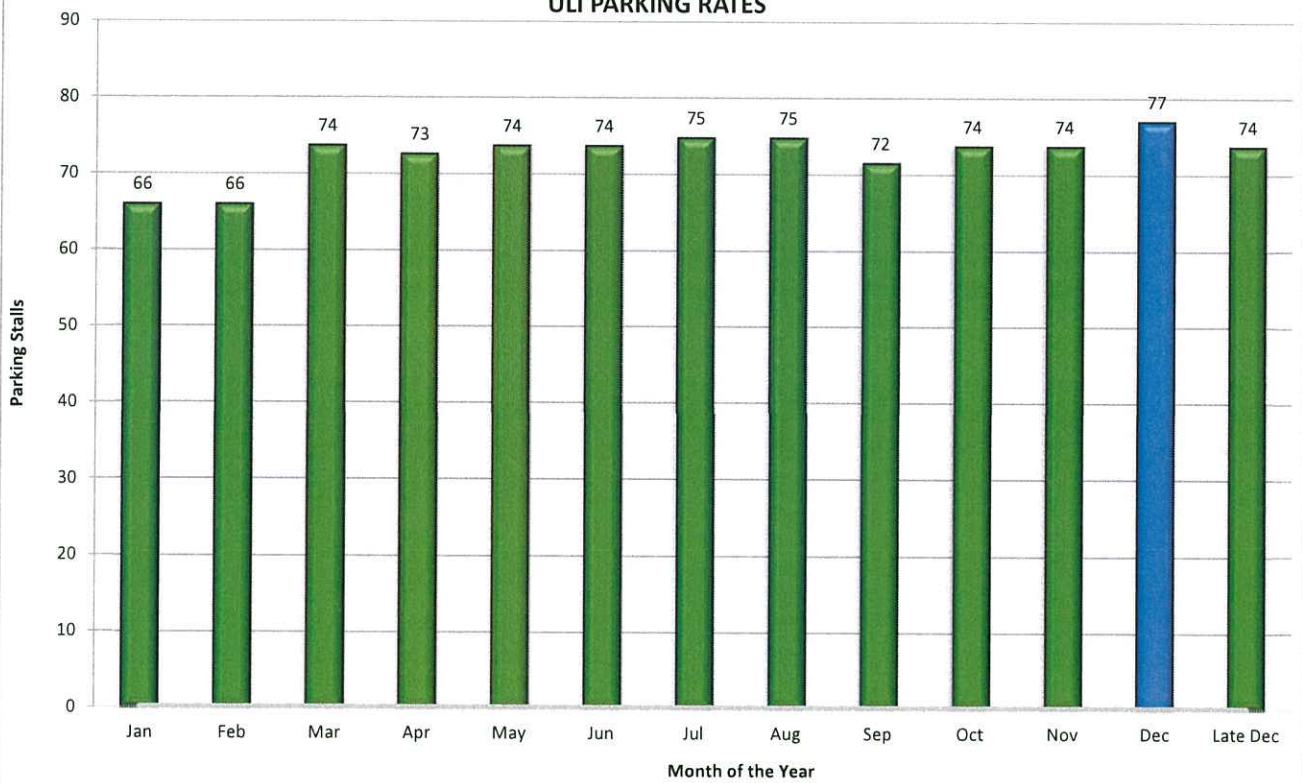
**TABLE 10  
ACACIA LOT EXISTING PARKING UTILIZATION**

Day	Supply	Time												
		8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
<b>Tuesday</b>														
Count	110	55	70	78	69	72	61	61	52	36	39	33	33	38
Utilization		50%	64%	71%	63%	65%	55%	55%	47%	33%	35%	30%	30%	35%
<b>Friday</b>														
Count	110	49	56	61	56	45	52	49	43	30	24	19	18	19
Utilization		45%	51%	55%	51%	41%	47%	45%	39%	27%	22%	17%	16%	17%

**FIGURE 3**  
**WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND**  
**ULI PARKING RATES**



**FIGURE 3**  
**WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND**  
**ULI PARKING RATES**



**TABLE 11  
ACACIA LOT FUTURE PARKING UTILIZATION WITH PROJECT**

	Time												
	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
<b>Weekday</b>													
Proposed Project Parking Supply off 7th and 8th Street [a]	26	26	26	26	26	26	26	26	26	26	26	26	26
Project Weekday Parking Demand [b]	45	54	63	72	78	74	56	50	53	68	74	72	65
Remaining Project Demand for Acacia Lot [c]	19	28	37	46	52	48	30	24	27	42	48	46	39
Future Acacia Lot Parking Supply [d]	124	124	124	124	124	124	124	124	124	124	124	124	124
Acacia Lot Existing Demand [e]	55	70	78	69	72	61	61	52	36	39	33	33	38
Remaining Acacia Lot Supply for Project [f]	69	54	46	55	52	63	63	72	88	85	91	91	86
Remaining Parking Supply in Acacia Lot with Project	50	26	9	9	0	15	33	48	61	43	43	45	47
<b>Weekend</b>													
Proposed Project Parking Supply off 7th and 8th Street [a]	26	26	26	26	26	26	26	26	26	26	26	26	26
Project Weekend Parking Demand [b]	37	52	65	72	77	73	62	45	51	61	67	68	59
Remaining Project Demand for Acacia Lot [c]	11	26	39	46	51	47	36	19	25	35	41	42	33
Future Acacia Lot Parking Supply [d]	124	124	124	124	124	124	124	124	124	124	124	124	124
Acacia Lot Existing Demand [e]	49	56	61	56	45	52	49	43	30	24	19	18	19
Remaining Acacia Lot Supply for Project [f]	75	68	63	68	79	72	75	81	94	100	105	106	105
Remaining Parking Supply in Acacia Lot with Project	64	42	24	22	28	25	39	62	69	65	64	64	72

**Notes**

Parking utilization information for Acacia Lot on Friday was used for weekend analysis as Acacia Adult Day Services is not open on weekends and the anticipated weekend parking demand would be lower. The Friday parking utilization represents a conservative assumption regarding existing parking demand on a weekend.

a: 24 angled parking spaces for Art Block properties and 2 parking spaces at Farm Block Lot.

b: Amended Cottage Industries Art Block Parking Analysis demand.

c: Parking spaces available at the Acacia Lot to accommodate Project parking demand.

d: Proposed restriping plan for Acacia Lot to gain 124 parking spaces.

e: Observed 2017 utilization data from Downtown Garden Grove Parking Management Plan.

f: Parking spaces available to serve Project.



**Attachment A:**

**Draft License Agreement**

## LICENSE AGREEMENT

1. Parties and Date. This License Agreement ("License Agreement") is made as of \_\_\_\_\_, 2018, by and between the **CITY OF GARDEN GROVE**, a municipal corporation, ("City"), and Cottage Industries, LLC, a California Limited Liability Company ("Licensee").
2. Premises. Parking Lot Area located on 8<sup>th</sup> Street between 11391 Acacia Parkway and 11390-11400 Stanford Avenue (APN: 090-15-457). The Licensee shall have permission to use \_\_\_\_\_(\_\_\_\_) parking spaces depicted in approximate location on Exhibit A attached hereto and incorporated herein by reference.
3. Permit to Enter Premises. City grants to Licensee a nonexclusive revocable license to enter and use the Premises for the sole purpose set forth in Section 6 hereof and for no other purpose, subject to Licensee's compliance with all of the terms of this License Agreement. Licensee shall not permit any other person, except Licensee's employees and customers, to enter or use the Premises without City's prior written consent. Licensee acknowledges and agrees that it is not a tenant on the Premises and any rights or benefits which may accrue to Licensee by reason of execution of this Agreement or use of the Premises shall solely be those of a licensee and not a tenant.
4. Consideration. As consideration for the license granted in this License Agreement, Licensee shall pay a monthly fee to CITY in the amount of Twenty dollars (\$20) per parking space. Credit will be given to Licensee for improvements made to the Premises by Licensee as described in Section 10 of this License Agreement. Payment shall commence on the first day Licensee commences operation of the Cottage Industries project, or within \_\_\_ months of commencement of construction for said project, whichever comes first. Payment shall be prorated on a 30-day month basis.
5. Term. This License Agreement is for a term beginning \_\_\_\_\_, 2019 and shall continue on a month-to-month basis until terminated.
6. Use. The premises shall be used solely for customer parking of patrons and invitees of the Cottage Industries project and for its project lessees, employees, and owners, and for no other use. There will be no overnight parking or storage of any type.
7. Security Deposit. Licensee shall deposit with City a security deposit of One Thousand Dollars (\$1,000.00) prior to commencement of use of the Premises by Licensee ("Security Deposit"). The Security Deposit shall be returned to Licensee within thirty (30) days after the termination of this License Agreement if the Premises are left in the condition required by this License Agreement and Licensee is not otherwise in default of any provisions or requirements of this License Agreement.
8. Regulations. Licensee shall obtain, at its sole cost and expense, all governmental permits and authorizations of whatever nature required by any governmental agencies having jurisdiction over Licensee's use of the Premises. Licensee, at its sole cost, will comply with all applicable governmental laws and regulations. Licensee will also comply with any and all reasonable rules and regulations promulgated by City including, but not limited to, those attached to this License Agreement as Exhibit B and incorporated herein by reference.

9. Condition and Maintenance of Premises. Licensee accepts the Premises in an "as is" condition. City expressly disclaims any warranty or representation with regard to the condition, safety, security or suitability for Licensee's intended use of the Premises. Licensee shall maintain the Premises in a neat, clean, orderly and safe condition and shall be responsible for any damage done in or to the Premises caused by Licensee or its employees, agents, invitees, project lessees or contractors. Licensee shall implement and enforce all dust, water, and sound control conditions and measures as specified and/or imposed by any and all public, administrative and/or regulatory bodies. Best Management Practices that will be used to ensure compliance with federal, state, and local environmental regulations. Upon termination of this License Agreement, Licensee shall peaceably surrender and quit the Premises in good order, condition and repair, reasonable wear and tear, excepted only and, at its expense, shall remove all of its trade fixtures and personal property and repair any damage to the Premises occasioned by removal of these items. Furthermore, Licensee shall maintain the public rights of way and paths used by its employees, agents, invitees, project lessees or contractors to access the Premises to/from Licensee's project neat and clean of trash.
10. Improvements. Licensee will improve the Premises with parking striping and traffic circulation signing as generally depicted in Exhibit D or as approved by the City's Traffic Engineer. Licensee will improve the Premises per City standard specifications attached as Exhibit E. Licensee, its employees, agents or contractors shall construct no structure, sign or other improvement of any kind on the Premises without the prior written approval of City in each case notwithstanding installation of improvements for dust, water, and noise control pursuant to Section 9. Licensee shall submit plans and specifications to City for approval in each instance. Approval may be withheld, at City's sole discretion. No changes, modifications or alterations from approved plans and specifications may be made without City prior written approval. No approval by City of any plans or specifications shall constitute (i) approval of architectural or engineering sufficiency or representation, or (ii) warranty by City as to the adequacy or sufficiency of the plans and specifications or the improvements contemplated for Licensee's use or purpose. City, by approving the plans and specifications, assumes no responsibility or liability for any defect in any improvements constructed on the basis of the plans and specifications. Prior to the commencement of any work, Licensee or its contractor shall notify the current tenant at 11391 Acacia Parkway, Garden Grove, CA 92840 pertaining to the work.
11. Liens. Licensee shall not permit to be placed against the Premises, or any part of the Premises, any mechanics', materialmen's, contractors' or subcontractors' liens. Licensee shall indemnify, defend and hold City harmless from all liability for any and all liens, claims and demands, together with the costs of defense and reasonable attorneys' fees related to same. Notwithstanding anything to the contrary set forth above, if Licensee in good faith desires to contest the validity of any lien, then Licensee shall procure, record and furnish to City a surety bond or other security satisfactory to City in an amount equal to at least one and one-half (1 1/2) times the amount of the contested lien, claim or demand, which bond or other security shall discharge the lien of record and hold the Premises free from the effect of the lien or claim. City reserves the right, at any time and from time to time, to post and maintain on the Premises, any portion thereof or on the improvements on the Premises any notices of non-responsibility or other notice as may be desirable to protect City against liability. In addition to and not in limitation of City's other rights and

remedies under this License Agreement, should Licensee fail, within ten (10) days of a written request from City, either to discharge any lien or claim related to Licensee's use of the Premises or to bond for any lien or claim as provided above, or to indemnify, hold harmless and defend City from and against any loss, damage, injury, liability or claim arising out of Licensee's use of the Premises as provided above, then City, at its option, may elect to pay any lien, claim, loss, demand, injury, liability or damages, or settle or discharge any action or satisfy any judgment and all costs, expenses and attorneys' fees incurred in doing so shall be paid to City by Licensee upon written demand, together with interest thereon at the rate of ten percent (10%) per annum from the date incurred or paid through and including the date of payment.

12. Indemnity. Licensee agrees to and shall indemnify, defend, protect, and hold harmless the City of Garden Grove and its officials, officers, employees, attorneys, consultants, and agents (collectively, the "Indemnitees"), jointly and severally, from and against any and all liabilities, suits, actions, claims, demands, penalties, damages (including, without limitation, penalties, fines and monetary sanctions), losses, costs or expenses, proceedings, lawsuits, orders, judgments, fines, obligations, encumbrances, liens, expenses (including without limitation all costs and expenses reasonably incurred to investigate and defend claims, whether or not any such claim is ultimately defeated, and costs and expenses reasonably incurred for consultants, court fees, administrative fees, expert witness fees, and attorneys' fees and remedial and response costs) of whatever kind or nature, contingent or otherwise, matured or not matured, foreseeable or unforeseeable, at law or in equity, any of which are suffered or incurred by the Indemnitees, or assessed, levied or asserted by any person or entity (whether governmental or private) against the Indemnitees, relating to, resulting from, arising out of or based upon, in whole or in part, the following: (i) any act, omission or negligence of the Licensee or its contractors, subcontractors, invitees, agents, servants, project lessees or employees in conjunction with the exercise of rights granted to Licensee pursuant to this License Agreement; (ii) any use of the Premises, or any accident, injury, death or damage to any person or property occurring in, on or about the Premises, or any part of the Premises, pursuant to this License Agreement or from any activity, work or thing done, permitted or suffered by Licensee or its contractors, subcontractors, employees, agents, project lessess or invitees in or about the Premises; (iii) Licensee's failure to comply with any provisions of this License Agreement; (iv) the validity or enforceability of this License Agreement or City's approval thereof; (v) the presence, release, use, generation, discharge, storage, disposal, removal or remediation of any hazardous materials (as such term is defined in Exhibit B) on, in, under, or emanating from the Premises as a result of the use of the Premises by Licensee or its contractors, subcontractors, invitees, agents, servants, project lessees or employees pursuant to this License Agreement; or (vi) the violation, or alleged violation, or compliance with the requirements of any governmental law, statute, ordinance, order, rule, regulation, permit, judgment or license relating to the use, generation, release, discharge, storage, disposal or transportation of hazardous materials to, from, on, in, under, about or around the Premises by Licensee or its contractors, subcontractors, invitees, agents, servants, project lessees or employees. Notwithstanding the foregoing, the indemnities described in (i) and (ii) above shall not apply to the extent of the sole negligence or willful misconduct of the Indemnitees.

Licensee further agrees that City shall not be responsible for any loss or theft of any property on the Premises, and Licensee hereby waives, and releases City from, any and

all claims or demands for any personal injury, property damage, or other loss suffered by Licensee or Licensee's contractors, subcontractors, invitees, agents, project lessees or employees on the Premises, and agrees to so indemnify and hold City harmless from the same.

Licensee's obligations pursuant to this Section 12 shall survive expiration or earlier termination of this License Agreement.

13. Insurance. Prior to entering the Premises and at all times during the Term, Licensee, at its sole expense, shall maintain a policy or policies of insurance with a reputable insurance company acceptable to City, meeting the requirements set forth in Exhibit C attached hereto and incorporated herein by reference. Licensee shall, prior to entering into possession of the Premises, deliver to City certificates of insurance evidencing same.
14. Termination and Remedies. This license may be terminated or revoked for any reason by the City following ninety (90) days written notice. City incurs no liability whatsoever for termination of this License Agreement. City acknowledges this License Agreement and associated parking stalls are necessary to satisfy Licensee's land use entitlement requirements for the Cottage Industries project. In the event City terminates this License Agreement within five years of its initial term, City agrees to assist Licensee in identifying replacement parking spaces to the extent Licensee demonstrates that the Cottage Industries project cannot then accommodate sufficient required parking under the then-applicable provisions of the Garden Grove Municipal Code. If Licensee is in breach of any of its obligations under this License Agreement and fails to cure such breach within forty-eight (48) hours of receipt of written notice from City specifying the nature of the breach (or commence to cure and diligently pursue such cure to completion if such cure takes over forty-eight (48) hours), City shall have the right to terminate this License Agreement by written notice to Licensee.

Upon termination or revocation of the License, Licensee agrees to vacate the Premises and to surrender this License on or before the termination date specified by City, and City agrees to refund the appropriate portion of the Security Deposit within thirty (30) days. City may at its election remove any of Licensee's vehicles, supplies or equipment left on the Premises after the termination date, and City shall have no obligation to insure the safekeeping or storage of any items removed from the Premises by City. In addition to the foregoing, in the event of termination due to a breach by Licensee of any provision of this License Agreement, City may also seek all other remedies available at law or in equity including, but not limited to, a suit for damages or an action for specific performance or injunction. All remedies provided in this License Agreement or by law or in equity shall be cumulative and nonexclusive.

15. Inspection. City and its representatives, employees, agents or independent contractors may enter and inspect the Premises or any portion of the Premises or any improvements on the Premises at any time and from time to time.
16. Non-assignment. Licensee may not assign, sublet or otherwise transfer its interest under this License Agreement. Any attempted assignment, sublet or transfer made in violation of this provision shall be null and void.

17. Costs of Enforcement. If it is necessary for either party to employ an attorney to commence an action to enforce any of the provisions of this License Agreement, the nonprevailing party agrees to pay all costs of such action including, but not limited to, court costs and reasonable attorneys' fees.
18. Notices. All notices, consents, submissions for approvals, approvals, requests, demands and other communications provided for in this License Agreement shall be in writing and shall be deemed to have been duly given and received if and when personally served or forty-eight (48) hours after being deposited in the United States mail, registered, return receipt requested, postage prepaid, addressed to the intended party at:

CITY:

City of Garden Grove  
11222 Acacia Parkway  
P.O. Box 3070  
Garden Grove, CA 92842  
Attention: City Manager

LICENSEE:

Cottage Industries, LLC  
709 Randolph Avenue  
Costa Mesa, CA 92625  
Attention: Shaheen Sadeghi, CEO

20. Miscellaneous. This License Agreement constitutes the entire agreement between the City and Licensee pertaining to the subject matter of this License Agreement and supersedes all prior and contemporaneous agreements, representations, and understandings of City and Licensee, oral or written. No supplement, modification or amendment of this License Agreement shall be binding unless in writing and executed by Licensee and City. No waiver of any provision of this License Agreement shall constitute a continuing waiver or waiver of any other provision. This License Agreement shall be construed and enforced in accordance with, and governed by, the laws of the State of California. The headings of this License Agreement are for purposes of reference only and shall not limit or define the meaning of any provision. This License Agreement may be executed in any number of counterparts, each of which shall be deemed an original and all of which shall constitute one and the same instrument. Neither this License Agreement nor a short form memorandum of this License Agreement shall be filed or recorded in any public office.
21. Non-Discrimination. Licensee covenants that there shall be no discrimination against or segregation of any person, group, or employees due to race, color, creed, religion, sex, marital status, age, handicap, national origin, or ancestry, in any action or activity pursuant to this license.
22. Relocation Benefits. Licensee acknowledges that it is not and shall not be eligible for relocation assistance or benefits, or any claims, costs or obligations related in any manner thereto. Licensee hereby knowingly waives all notices of termination that may be required pursuant to California Government Code section 7260, et. seq., or any other displacement, acquisition or relocation laws or regulations, and waives all rights such relocation benefits, assistance and/or other compensation of whatever kind or nature.

23. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which, taken together, shall constitute one and the same instrument.

(SIGNATURES ON THE FOLLOWING PAGE)

City and Licensee have executed this instrument as of the date first above written.

CITY

CITY OF GARDEN GROVE, a municipal corporation,

By: \_\_\_\_\_  
City Manager

ATTEST:

By: \_\_\_\_\_  
City Clerk

APPROVED AS TO FORM

\_\_\_\_\_  
City Attorney

LICENSEE

**Cottage Industries, LLC a California limited liability company**

By: \_\_\_\_\_

Its: \_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_



EXHIBIT A



## EXHIBIT B

### RULES AND REGULATIONS

Licensee, its employees, and agents shall abide by the following rules and regulations ("Rules") and any modifications and additions to these Rules at any time made.

1. Hours of Operation. By written notice to Licensee, City may place reasonable limits on the permitted hours during which Licensee may use the Premises.

2. Hazardous Materials. Licensee shall not store or stockpile or permit to be stored or stockpiled upon the Premises, and shall, at Licensee's sole cost and expense, clean up and remediate any spill, release, or discharge of, any chemicals, unhealthy substances, pesticides, explosive materials, corrosive substances or other hazardous materials on or from the Premises resulting from Licensee's use of the Premises. The term "hazardous materials" shall mean (i) any "hazardous substance" as defined by the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. Section 9601 et seq.), as amended from time to time, and regulations promulgated thereunder; (ii) any "hazardous substance" as defined by the Carpenter-Presley-Tanner Hazardous Substance Account Act (California Health and Safety Code Sections 25300 et seq.), as amended from time to time, and regulations promulgated thereunder; (iii) asbestos; (iv) polychlorinated biphenyls; (v) petroleum, oil, gasoline (refined and unrefined) and their respective by-products and constituents; and (vi) any other substance, whether in the form of a solid, liquid, gas or any other form whatsoever, which by any law, rule, or regulation of any governmental agency with jurisdiction over the Premises either requires special handling in its use, transportation, generation, collection, storage, treatment or disposal, or is defined as: "hazardous" or harmful to the environment. The requirements of this section shall not be interpreted to prevent Licensee from parking or storing the motor vehicles used for its business operations as provided for in Section 6 of the main body of the License Agreement.

3. Condition of Premises. Licensee shall keep the Premises in a clean and sanitary condition satisfactory to the City at all times during the term of this License. No dust, offensive or refuse matter, nor substance constituting an unnecessary, unreasonable or unlawful hazard or material detrimental to the public health shall be permitted or remain thereon, and Licensee shall prevent any such matter or material from accumulating in the Premises.

4. Signs. No sign, advertisement display, awning visible from the exterior of the Premises shall be inscribed, painted or affixed by Licensee on any part of the Premises without the prior written consent of the City.

5. Conflict of Rules with License Agreement. If there is any conflict, inconsistency or ambiguity between these Rules and the provisions in the main body of the License Agreement, the provisions in the main body of the License Agreement shall control and prevail.

EXHIBIT C

INSURANCE REQUIREMENTS

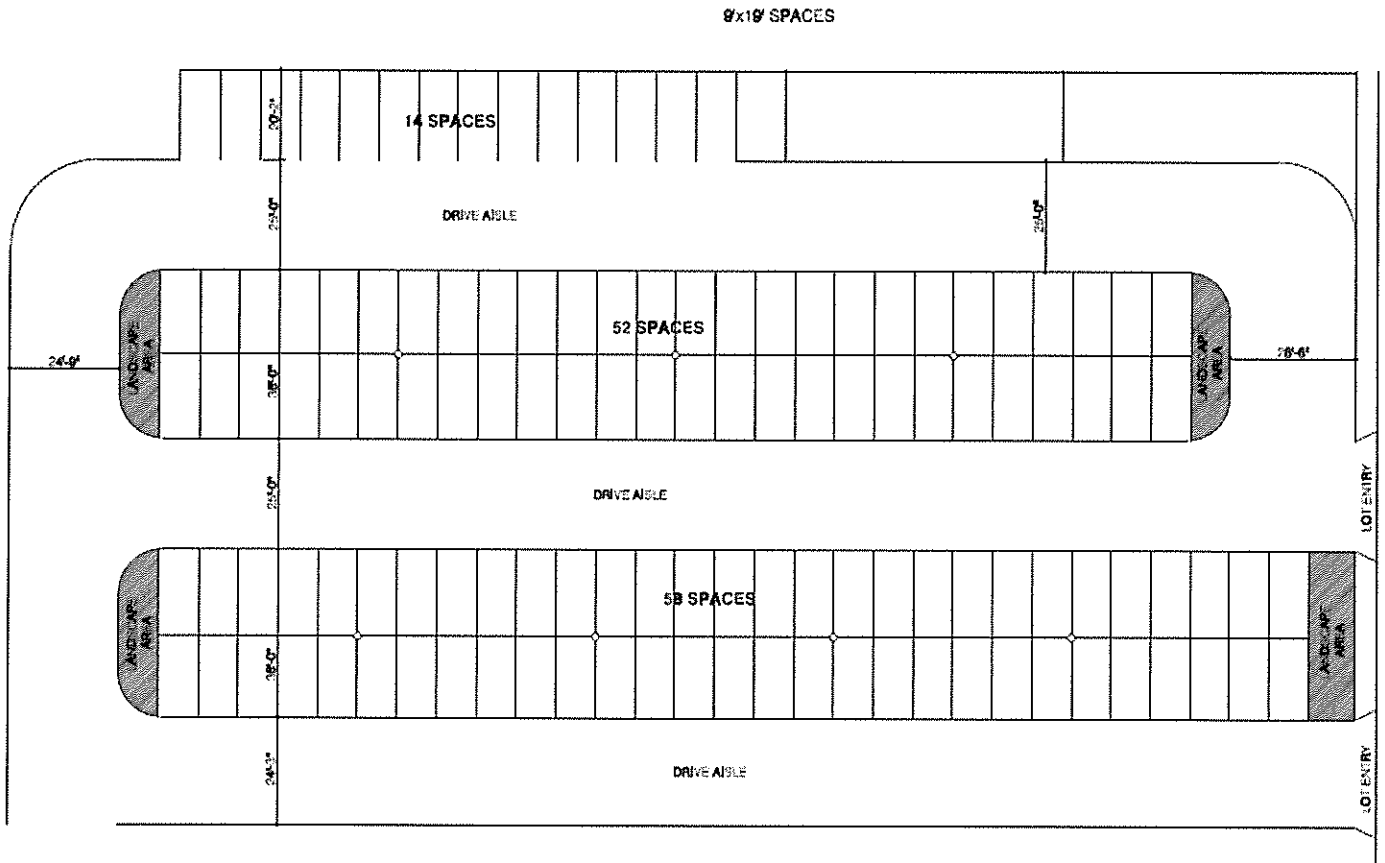
1. COMMENCEMENT OF OCCUPANCY OR WORK. Licensee shall not occupy or commence any work under this License Agreement until all insurance certificates and endorsements have been received and approved by the City. All insurance required by this License Agreement shall contain a Statement of Obligation on the part of the carrier to notify the City of any material change, cancellation, or termination at least thirty (30) days in advance.
  
2. WORKERS COMPENSATION INSURANCE. For the duration of this License Agreement, Licensee and all contractors and subcontractors shall maintain Workers Compensation Insurance in the amount and type required by law, if applicable. The insurer shall waive its rights of subrogation against City, its officers, officials, agents, employees, and volunteers.
  
3. INSURANCE AMOUNTS. Licensee shall maintain the following insurance for the duration of this License Agreement:
  - (a) Commercial general liability in an amount not less than \$1,000,000 per occurrence; **(claims made and modified occurrence policies are not acceptable)**; Insurance companies must be acceptable to City and have an AM Best's Guide Rating of A-, Class VII or better, as approved by the City.
  
  - (b) Automobile liability in an amount not less than \$1,000,000 combined single limit; **(claims made and modified occurrence policies are not acceptable)**; Insurance companies must be acceptable to City and have an AM Best's Guide Rating of A-, Class VII or better, as approved by the City.

An Additional Insured Endorsement, **ongoing and completed operations**, for the policy under section 3 (a) shall designate City, its officers, officials, agents, employees, and volunteers as additional insureds for liability arising out of work or operations performed by or on behalf of Licensee. Licensee shall provide to City proof of insurance and endorsement forms that conform to City's requirements, as approved by City.

An Additional Insured Endorsement for the policy under section 3 (b) shall designate City, its officers, officials, agents, employees, and volunteers as additional insureds for automobiles owned, leased, hired, or borrowed by the Licensee. Licensee shall provide to City proof of insurance and endorsement forms that conform to City's requirements, as approved by City.

For any claims related to this License Agreement, Licensee's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents, or volunteers shall be excess of Licensee's insurance and shall not contribute with it.

EXHIBIT D  
 PRELIMINARY RESTRIPPING PLAN



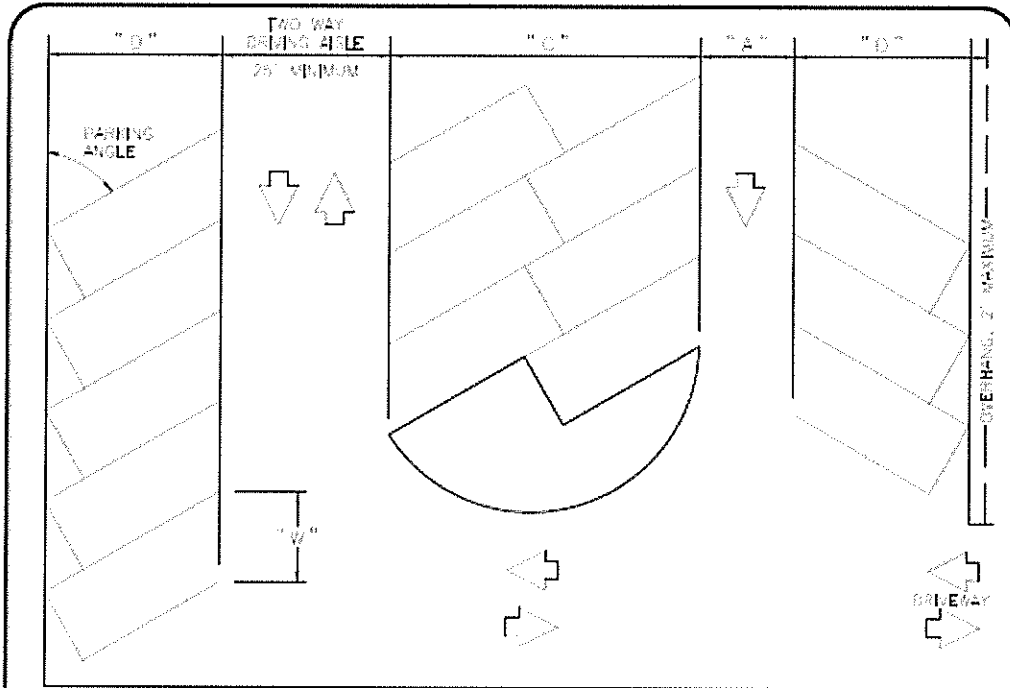
16 SPACES  
 (SENIOR CENTER PARKING  
 NOT INCLUDED IN TOTAL)

**NOTE: ACCESSIBLE SPACES NOT SHOWN  
 CURRENTLY THERE ARE (3)**

**PROPOSED LAYOUT  
 TOTAL SPACES = 124  
 SCALE 1"=40'-0"**

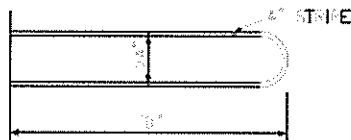
EXHIBIT E

CITY STANDARD SPECIFICATIONS FOR PARKING



STALL TYPE	PARKING ANGLE (DEGREES)	"W" WIDTH of STALL PARALLEL to AISLE	"D" DEPTH of STALL PERPENDICULAR to AISLE	"A" MIN. WIDTH of DRIVING AISLE	"B" CENTER SECTION PARKING WIDTH
FULL SIZE	90	9'	19'	25'	36'
	60	10'-5"	20'-11"	17'	37'-6"
	45	12'-9"	19'-10"	14'-6"	33'-3"
	30	18'	17'-4"	14'	26'-10"
	0	22'	119'	14'	---
COMPACT	90	8'	15'	25'	30'
	60	9'-3"	17'	17'	30'
	45	11'-4"	16'-3"	14'-6"	26'-10"

↑ PARALLEL PARKING    ↑↑↑ AGAINST A WALL



HAIRPIN STRIPING DETAIL



City of Garden Grove California

PARKING LOT LAYOUT

Approved: *[Signature]* Date: 12-8-18  
 City Engineer: R. E. Smith Exp. 12-31-19

REVISION	BY	DATE

STD. PLAN NUMBER  
**B-311**

# COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

<b>AGENDA ITEM NO.:</b> D.2.	<b>SITE LOCATION:</b> Northwest corner of Knott Street and Acacia Avenue, at 12821 Knott Street, including that vacated southerly portion of Brady Way, which fronts along the westerly property line of the subject site
<b>HEARING DATE:</b> December 5, 2019	<b>GENERAL PLAN:</b> Industrial/Commercial Mixed Use
<b>CASE NOS.:</b> Planned Unit Development No. PUD-104-70 (REV. 2019) & Site Plan No. SP-079-2019	<b>EXISTING ZONE:</b> PUD-104-70 <b>PROPOSED ZONE:</b> PUD-104-70 (REV. 2019)
<b>APPLICANT:</b> Rexford Industrial Realty, L.P.	<b>APN:</b> 215-014-01
<b>PROPERTY OWNER:</b> Same as Applicant	<b>CEQA DETERMINATION:</b> Mitigated Negative Declaration

**REQUEST:**

A request to amend Planned Unit Development No. PUD-104-70 to facilitate an expansion of the existing 119,836 square foot industrial building with the construction of a 45,335 square foot one-story addition of industrial space. Also, a request for Site Plan approval to construct the 45,335 square foot one-story addition of industrial space to the existing 119,836 square foot industrial building, along with associated site improvements.

**BACKGROUND:**

The subject site is an existing 6.97-acre Industrial Planned Unit Development (PUD) located on the northwest corner of Knott Street and Acacia Avenue. The site has a General Plan Land Use Designation of Industrial/Commercial Mixed Use and is zoned PUD-104-70 (Planned Unit Development). Currently, the site is improved with an existing industrial building that is approximately 119,836 square feet in area and is currently vacant. The building was previously occupied by Next Level Sports Complex, which operated an indoor sports facility. The indoor sports facility closed its operation in 2018.

The subject site abuts: a Planned Unit Development (PUD), in operation as a wedding chapel facility, to the north; a professional office PUD and the Garden Grove (22) Freeway on-ramp to the south; R-1 (Single-Family Residential) zoned properties

developed with single-family residences, to the west; and M-P (Industrial Park) zoned properties developed with industrial buildings, across Knott Street, to the east.

In 1970, the City of Garden Grove approved Planned Unit Development No. PUD-104-70 to allow the construction of professional office, general commercial, and industrial uses on the subject property, including the abutting property to the north, 12777 Knott Street (Assessor's Parcel No. 215-014-02). The approved project included two (2) phases: Phase I, which included the industrial building on the subject site, 12821 Knott Street; and Phase II, which included the commercial and office buildings. Only the industrial building (Phase I) of the approved PUD was constructed. In 1996, the City of Garden Grove approved Planned Unit Development No. PUD-105-96, to allow a banquet/reception hall with ancillary chapel use, on the property to the north, 12777 Knott Street (originally approved as Phase II of PUD-104-70).

On December 13, 2011, the City of Garden Grove approved Amendment No. A-164-11 to allow "indoor sports facility" as a permitted use in the PUD-104-70 zone, subject to Conditional Use Permit approval. The City also concurrently approved Conditional Use Permit No. CUP-340-11 to allow the operation of a new indoor sports facility, Next Level Sports Complex.

Within the parking lot, near the southeast corner of the site, is an existing fifty-foot (50') tall pole sign originally utilized by the previous on-site electronics retail business, Radioshack. On September 19, 2013, the City of Garden Grove Planning Commission voted 6-0 to adopt, without prejudice, Resolution of Denial No. 5710-13 to deny Amendment No. A-171-13, which was a request to amend the Planned Unit Development No. PUD-104-70 zone to allow the applicant to retrofit the existing, legal fifty-foot (50') tall pole sign (double-sided with an existing sign area of 190 square feet), with a new electronic billboard sign (double-sided with a total proposed sign area of 582 square feet), which was proposed to function as a billboard, displaying both on-premise and off-premise advertising. The primary concerns expressed by the Planning Commission at the time of consideration were related to the large size of the proposed electronic billboard sign as well as the use of it as a billboard in order to display on-premise *and* off-premise advertisements. The Garden Grove Municipal Code generally prohibits the establishment of new billboards in the City (i.e., those used for off-premise advertisements).

On May 27, 2014, the City of Garden Grove approved PUD-104-70 (REV. 2014), and adopted Ordinance No. 2839, which approved an amendment to the PUD-104-70 zone to allow a 59'-0" tall freeway-oriented electronic reader board sign, subject to Conditional Use Permit approval. In conjunction with the approval of PUD-104-70 (REV. 2014), the City also approved Conditional Use Permit No. CUP-379-14, which allowed the applicant to retrofit the existing, legal fifty-foot (50') tall pole sign, with a new freeway-oriented sign with an electronic reader board that would display on-premise advertisements. Pursuant to Municipal Code Section 9.32.160, Expiration of Granted Land Use Actions, it states, "Unless a time extension is granted in accordance with Section 9.24.030, any discretionary action becomes null and void if

not exercised within the time specified in the approval of the discretionary action or, if no date is specified, within *one* year from the date of approval of such discretionary action. Following the approval of CUP-379-14, the applicant had one (1) year to exercise said approval before the land use entitlement would expire. Due to financial reasons, the applicant was not able to move forward on the sign project and the approval of CUP-379-14 expired.

On July 19, 2018, the City of Garden Grove approved Conditional Use Permit No. CUP-129-2018, reinstating the approval of CUP-379-14, to demolish an existing fifty-foot (50'-0") tall pole sign, and to construct a new fifty-nine foot (59'-0") tall, V-shaped, freeway-oriented electronic reader board sign (for on-premise advertisements), adjacent to and facing the Garden Grove Freeway (SR-22), for an existing indoor sports facility, Next Level Sports Complex, located at 12821 Knott Street. The approval of CUP-129-2018 stipulated that the approval authorized the erection, maintenance, and operation of a freeway-oriented electronic reader board sign associated with a permitted Indoor Sports Facility in accordance with Planned Unit Development No. PUD-104-70 (REV. 2014), the plans and elevations presented to the Planning Commission, and the associated Conditions of Approval. Conditional Use Permit No. CUP-129-2018 was never exercised thereby expiring and the indoor sports facility use had ceased in 2018.

Since the closure of the prior indoor sports facility, the subject property was sold to, and acquired by, the applicant/property owner, Rexford Industrial. The applicant proposes to renovate, revitalize, and improve the existing site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building.

Shortly after acquiring the subject property, Rexford Industrial contacted the City to inquire about acquiring the Brady Way cul-de-sac, which due to the dead end at the 22 Freeway, was not utilized except for access to the subject property and vandals that used it for illegal dumping and other illegal activities. Acquisition of the cul-de-sac would facilitate expansion of the industrial building and installation of a fence to keep vandals out of the property. City staff and adjacent property owners supported vacation of the cul-de-sac for disposition to Rexford. On August 15, 2019, the City of Garden Grove approved a General Plan Consistency Determination for Street Vacation No. SV-001-2019, determining that the contemplated vacation of the southern portion of Brady Way, south of Stanford Avenue, and disposition of the vacated street is consistent with the General Plan. Subsequently, on September 24, 2019, the City of Garden Grove approved Street Vacation No. SV-001-2019 ordering vacation and abandonment of the southern portion of Brady Way, south of Stanford Avenue, and reserving thereon a public service easement for existing public utility facilities. The intent of the street vacation was to expand the usable area of the site to facilitate the expansion of the existing industrial building, to accommodate new landscaping, on-site vehicular maneuvering, and parking. The City Council approved a purchase and sale agreement for the disposition of the vacated portion of Brady Way to Rexford Industrial at its November 26, 2019 meeting.



**DISCUSSION:**

PLANNED UNIT DEVELOPMENT NO. PUD-104-70 (REV. 2019):

A Planned Unit Development (PUD) is a precise plan, adopted by City Council ordinance that provides the means for the regulation of buildings, structures and uses of land in order to facilitate the implementation of the General Plan. The Planned Unit Development (PUD) zoning designation establishes development standards and uses specific to a particular project provided that the quality of the project achieved through the PUD zoning is greater than could be achieved with traditional zoning. The specific development standards applicable to a Planned Unit Development are those set forth in the ordinance approving the PUD. Where a Planned Unit Development is silent regarding operating conditions, maintenance or other standards regulating a particular use, the Land Use Code standards applicable to the base zone (in this case, M-P, Industrial Park) apply.

The existing Planned Unit Development (PUD) currently encompasses the subject property, 12821 Knott Street (APN: 215-014-01). Approval of a revision to the existing PUD (PUD-104-70) is necessary to extend and cover the now vacated portion of Brady Way (that southerly portion of Brady Way, which fronts along the westerly property line of the property) with PUD-104-70 (REV. 2019) zoning, to facilitate the expansion of the existing 119,836 square foot industrial building. If PUD-104-70 (REV. 2019) is approved, the site, along with the vacated portion of Brady Way, would have a zoning designation of Industrial Planned Unit Development zoning, PUD-104-70 (REV. 2019), with M-P (Industrial Park) base zoning. Also necessary is the approval of a Site Plan to allow the construction of the proposed 45,335 square foot industrial building addition to the existing 119,836 square foot industrial building, along with associated site improvements. The Site Plan approval by the Planning Commission would be contingent upon the City Council's approval of the proposed revision to the Planned Unit Development along with the adoption of a Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program ("MMRP").

Planned Unit Development No. PUD-104-70 (REV. 2019) would permit the development of the property, thereby facilitating the expansion of the existing industrial building, in accordance with the proposed Site Plan (SP-079-2019) for the Project.

**SITE PLAN:**

Site Design and Circulation

The subject property (12821 Knott Street, APN: 215-014-01) is 303,629 square feet (6.97 acres) in area. The project site ("site") also includes that southerly portion of Brady Way, which fronts along the westerly property line of the subject property. Including the now vacated portion of Brady Way increases the overall site/developable area to 347,385 square feet (7.97 acres).

The site will maintain and utilize two (2) existing driveway approaches off of Knott Street – 45-foot and 30-foot wide approaches. All regular vehicular access for ingress and egress to and from the site will occur only from these two (2) driveway approaches off of Knott Street. There will be no regular vehicular access from Brady Way. The northwest corner of the site (the terminus of the Brady Way public street) will include an emergency only vehicular access gate, which will remain closed/locked. Said vehicular access gate will be fitted with a Knox box only for emergency (i.e., Orange County Fire Authority) access.

The site is currently improved with an existing 99,836 square foot one-story industrial warehouse building, which includes an attached 20,000 square foot two-story office building. The Project proposes a 45,335 square foot one-story industrial warehouse building addition attached to the north side of the existing industrial warehouse building. The new gross floor area of the building will be 165,171 square feet. The new building addition will maintain setbacks of 54'-10" to the northerly property line, between 125'-0" to 150'-0" to the residential property lines to the west (the west side of the vacated Brady Way street), and at least 66'-9" to the easterly property line, facing Knott Street.

To accommodate the new building addition, the site plan layout has been modified to provide adequate vehicular access (for standard motor vehicles and larger truck/commercial vehicles) with new drive aisles, parking spaces, ADA (Americans with Disabilities Act) compliant parking and handicap loading areas, electric vehicle charging parking stations/stalls, and new landscape installations. The building is located in the center of the site, with parking spaces and drive aisles around the perimeter.

The southern end of the now vacated Brady Way street included a cul-de-sac area with existing under-ground and above-ground utilities and associated access easements. The Project will not be impacted by the existing utilities, and will maintain all existing access easements. The southern portion of Brady Way, which is now vacated, is not needed for public access or use. The existing cul-de-sac area has historically been commonplace for criminal and other nefarious activities, as well as dumping. Through the vacation of the public street (Brady Way), and incorporation of this cul-de-sac area into the project site, the applicant anticipates that these prior issues will no longer occur. This "cul-de-sac" area will now be within the confines of the project site, with adequate parking lot lighting and on-site monitoring.

Floor area ratio ("FAR") means the ratio between the area of gross building floor space and the area of the building site it occupies. The maximum allowable FAR (Floor Area Ratio) for the site is 0.50 (50% maximum). The total site area (including the vacated portion of Brady Way) is 347,385 square feet (7.97 acres). Based on the site area, the maximum FAR is 173,692.50 square feet. The proposed total building area of 165,171 square feet is compliant with and does not exceed the maximum allowable FAR.

### Parking and Traffic

Based on Municipal Code parking requirements for industrial uses (at a parking ratio of one (1) parking space per 1,000 square feet of gross floor area), the site shall maintain a minimum of 166 parking spaces. The existing parking lot/site plan layout has been modified to accommodate the new building addition. The site will maintain a total of 168 parking spaces on-site, which is a surplus of two (2) parking spaces. Therefore, the Project complies with parking requirements of the Municipal Code.

As part of the Transportation Section of the Initial Study report prepared for the Mitigated Negative Declaration for the Project, the traffic impact analysis, which was conducted and prepared by a licensed traffic engineering firm, evaluated trip generation, and potential impacts to nearby key intersections in the surrounding roadway system. Based on the results of the traffic impact analysis, the proposed warehouse improvement project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. The analysis methodology is based on the City of Garden Grove's traffic study criteria. Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. The City of Garden Grove recognizes LOS "D" as the minimum satisfactory Level of Service during peak hour conditions. All nearby study intersections will continue to operate at acceptable levels of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during AM and PM peak hours, while the intersection of Knott Street and Garden Grove Boulevard will continue to operate at a deficient level of service (LOS F) during AM peak hours. A traffic study would typically be required by the City if the trip generation for a project was projected to increase by more than 50 trips during peak times. The trip generation rates in the report were based on the nationally referenced rates from the Institute of Transportation Engineers' (ITE) *Trip Generation* (10<sup>th</sup> Edition) – commonly referred to as the "ITE Manual". The analyses of the report found that the projected trip generation would be 36 trips during the AM peak hour and 42 trips during the PM peak hour. It should be noted that the site, prior to the Next Level Sports Complex indoor sports facility, had previously operated as an industrial warehouse, which is like-kind to the proposed operation/use as an industrial warehouse. The traffic impact analysis determined that the project's off-site traffic impact would not be considered significant at any of the study intersections. Therefore, no off-site intersection mitigation measures were deemed necessary for the development of the proposed Project. The City's Traffic Engineering Division reviewed the Initial Study's traffic impact analysis and concurred with the report's findings.

### Landscaping

The Project will include installation of new landscaping throughout the site, including all parking areas, as well as new landscaping along the westerly perimeter of the site, abutting the single-family developed properties to the west. A minimum of five

percent (5%) of the total site is required to be landscaped. The Project will include 32,008 square feet of new landscaping, which is 9.2% of the site. Therefore, the Project is in compliance with the landscape requirements of the Planned Unit Development.

The Project will include landscape and irrigation plans, which comply with the landscaping requirements of Title 9 of the Municipal Code, including the City's Landscape Water Efficiency Guidelines. Additionally, a sufficient landscape buffer will be provided within the 10'-0" wide landscape planter area along the westerly perimeter of the site facing the existing single-family developed properties to the west. 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.

### Building Architecture

The existing building façade will be renovated and the building, including the new addition portion, will be architecturally modern, contemporary, and aesthetically pleasing. The building elevations will consist of varying finishes and colors and materials including spandrel glass, metal panels and siding, and smooth concrete walls.

### Neighborhood Meeting:

On May 8, 2019, the applicant voluntarily held a neighborhood meeting at the industrial building on the subject site. The neighborhood meeting was held by the applicant to present the Project details, to garner feedback from the community attendees, and to answer any questions about the proposed Project. Nine (9) persons from the public were in attendance for the meeting. Questions and concerns raised by the attendees included, but were not limited to, the following topics: truck deliveries during night time hours; Brady Way utilizations for truck access; noise impacts from truck traffic; and where landscaping would be installed. In response to the various inquiries, the applicant stated, in part: that there will be no truck deliveries during night time hours; that all vehicular traffic will be off of Knott Street only; that no truck traffic will occur on Brady Way; that the vehicular access gate at the northwest corner off of Brady Way will be closed and locked and only for emergency access; that new landscape buffering will be installed within the 10'-0" wide planter area along the westerly perimeter of the site adjacent to the single-family developed properties to provide adequate sound and light buffering; that a wall between the subject site and the single-family home will be maintained at a height of six (6) feet; that any issues with loitering (i.e., by homeless) or dumping on-site will be handled expeditiously by Rexford Industrial.

### California Environmental Quality Act (CEQA):

In conjunction with the proposed Project, the City (through an environmental consultant) has prepared an Initial Study report and Mitigated Negative Declaration

("IS/MND") in accordance with the California Environmental Quality Act ("CEQA") analyzing the potential environmental impacts of the proposed industrial warehouse improvement project. In accordance with CEQA Guidelines, the City made the IS/MND available for public review and comment prior to the meeting. The IS/MND concludes that the proposed Project will have no, or a less than significant, impact on all relevant environmental factors, provided specified mitigation measures are incorporated, as per the Mitigation Monitoring and Reporting Program ("MMRP"). The mitigation measures are included within the MMRP. The applicant will be required to coordinate with an environmental consultant to implement the mitigation measures in the MMRP, as identified in the Mitigated Negative Declaration, and shall provide updates about the implementation process to the Community and Economic Development Department until completion of the project.

**RECOMMENDATION:**

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

1. Adopt the attached Resolution No. 5973-19 recommending that the Garden Grove City Council adopt a Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program, and approve Planned Unit Development No. PUD-104-70 (REV. 2019); and
2. Adopt the attached Resolution No. 5974-19 approving Site Plan No. SP-079-2019, subject to the recommended Conditions of Approval, and contingent upon Garden Grove City Council adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project, and adoption and effectiveness of an Ordinance approving Planned Unit Development No. PUD-104-70 (REV. 2019).



Lee Marino  
Planning Services Manager



By: Chris Chung  
Urban Planner

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



**RexfordIndustrial**  
Real Estate Acquisition Development & Management

12821 KNOTT ST., GARDEN GROVE, CA



835 Mission Street, South Pasadena, CA 91030 tel 626-799-4400

DATE: 10-3-2019  
JOB NO: 2018-202



ARCHITECTURE · ENGINEERING

PROJECT NAME: NEW BUILDING

10281 KNOTT ST.

GARDEN GROVE, CA 92841

DATE: 11-1-78

BY: [Signature]

CHECKED BY: [Signature]

SCALE: 1" = 40'

DATE: 11-1-78

BY: [Signature]

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DATE: 11-1-78

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LOCAL DESCRIPTION:  
This building is located on the east side of Knott St. between Knott St. and Garden Grove Freeway. The building is a rectangular structure with a flat roof. The site is currently vacant and the building is to be constructed on a lot that is approximately 100 feet wide and 200 feet deep. The building is to be constructed on a lot that is approximately 100 feet wide and 200 feet deep. The building is to be constructed on a lot that is approximately 100 feet wide and 200 feet deep.

GENERAL NOTES:  
1. THE BUILDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF GARDEN GROVE ORDINANCES AND THE CALIFORNIA BUILDING CODE.  
2. THE BUILDING SHALL BE CONSTRUCTED ON A LOT THAT IS APPROXIMATELY 100 FEET WIDE AND 200 FEET DEEP.  
3. THE BUILDING SHALL BE CONSTRUCTED ON A LOT THAT IS APPROXIMATELY 100 FEET WIDE AND 200 FEET DEEP.  
4. THE BUILDING SHALL BE CONSTRUCTED ON A LOT THAT IS APPROXIMATELY 100 FEET WIDE AND 200 FEET DEEP.

LIST OF MATERIALS:  
1. CONCRETE  
2. BRICK  
3. ROOFING  
4. INSULATION  
5. PAINT  
6. GLASS  
7. METAL  
8. WOOD  
9. PLASTER  
10. LUMBER

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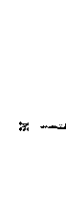
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EXISTING FACILITIES PLAN

Table with columns for Date, Project Name, and other details.

Table with columns for Drawing No., Date, and other details.

T-1 OF 1







ARCHITECTURE • ENGINEERING

12321 KENNETT ST.  
OAKDEN GROVE, CA 95361

PROJECT NAME & SITE ADDRESS

NEW BUILDING

12321 KENNETT ST.  
OAKDEN GROVE, CA 95361

DATE: 11-2018

SCALE: AS SHOWN

PROJECT NO. 18-0010

DATE: 11-2018

SCALE: AS SHOWN

PROJECT NO. 18-0010

DATE: 11-2018

SCALE: AS SHOWN

PROJECT NO. 18-0010

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PROJECT NO. 18-0010

DATE: 11-2018

SCALE: AS SHOWN

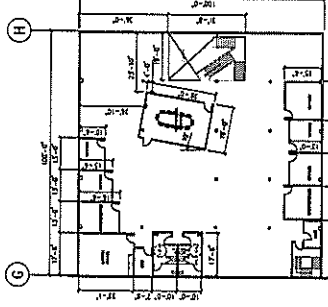
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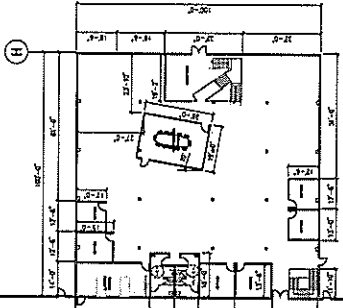
FLOOR PLAN

A-2

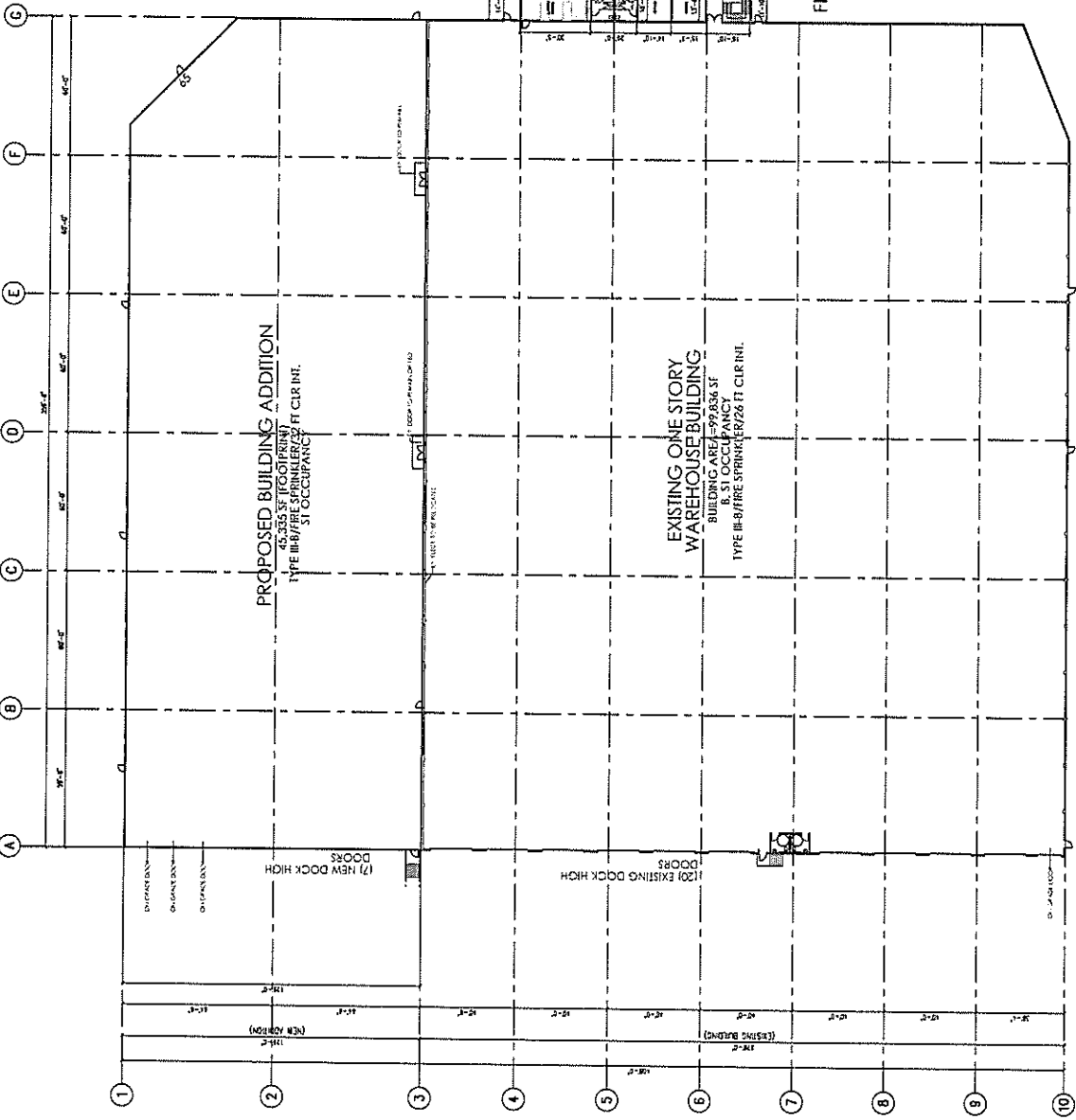
OF 101



2 STORY OFFICE  
SECOND FLOOR (PROPOSED)



2 STORY OFFICE  
FIRST FLOOR (PROPOSED)



PROPOSED FLOOR PLAN

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



ARCHITECTURE • ENGINEERING

PROJECT NAME & SITE ADDRESS

NEW BUILDING  
2362 KNOTT ST.  
GARDEN GROVE, CA 92641

DATE: 11/11/11

PROPOSED ELEVATIONS

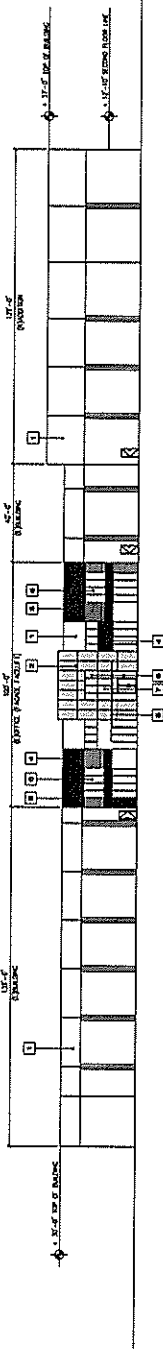


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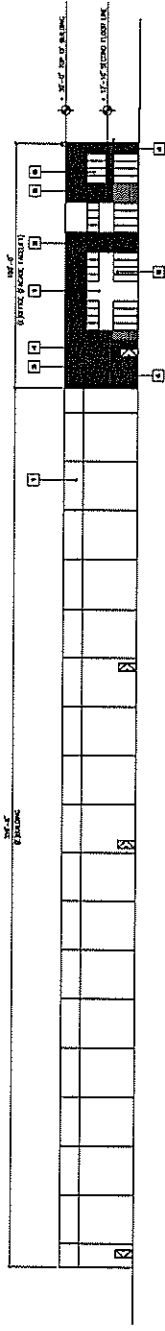
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OF 1 PAGES



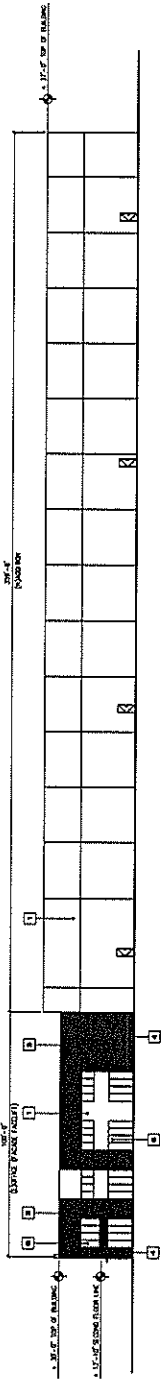
PROPOSED EAST ELEVATION

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



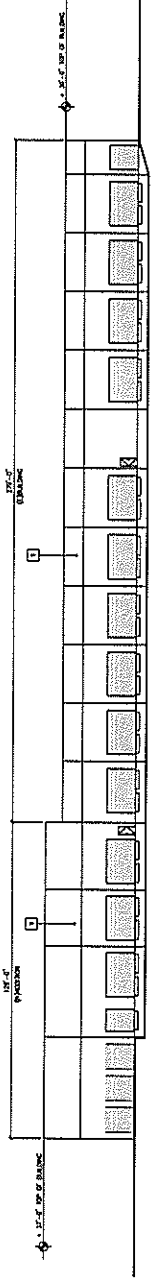
PROPOSED SOUTH ELEVATION

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



PROPOSED NORTH ELEVATION

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



PROPOSED WEST ELEVATION

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

**MATERIAL AND COLOR LEGEND**

- 1 BUILDING COLOR #1  
PAINT OVER CONCRETE WALL  
PTC PAINT  
WILLOW SPRINGS (PPG3007-3)
- 2 BUILDING COLOR #2  
PAINT OVER METAL PANELS  
SHERWIN WILLIAMS PAINT  
PEWTEER CAST (SW 7673)
- 3 BUILDING COLOR #3  
PAINT OVER LONGBOARD  
SHERWIN WILLIAMS PAINT  
SHERWIN WILLIAMS PAINT  
SOFTWARE (SW 7074)
- 4 BUILDING COLOR #4  
PAINT OVER LONGBOARD  
METAL SIGNAGE  
SHERWIN WILLIAMS PAINT  
PEWTEER CAST (SW 7673)
- 5 BUILDING COLOR #5  
PAINT OVER METAL CANOPY  
BEHR PAINT  
INFINITE DEEP SEA (5500-7)
- 6 TEMPERED GLASS  
AZURIA TINT OR EQ.
- 7 SPANDREL GLASS  
AZURIA TINT OR EQ.



ARCHITECTURE + ENGINEERING

NEW BUILDING  
12821 KNOTT ST.  
GARDEN GROVE, CA 92841

PROJECT NAME: NEW BUILDING  
DATE: 11-2018  
DRAWN BY: A.S. KHORRAM  
CHECKED BY: A.S. KHORRAM

NEW BUILDING  
12821 KNOTT ST.  
GARDEN GROVE, CA 92841

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

DATE: 11-2018

DRAWN BY: A.S. KHORRAM

CHECKED BY: A.S. KHORRAM

PROJECT NO.: 18-001

SHEET NO.: A-2.1

TOTAL SHEETS: 2

DATE: 11-2018

DRAWN BY: A.S. KHORRAM

CHECKED BY: A.S. KHORRAM

PROJECT NO.: 18-001

SHEET NO.: A-2.1

TOTAL SHEETS: 2

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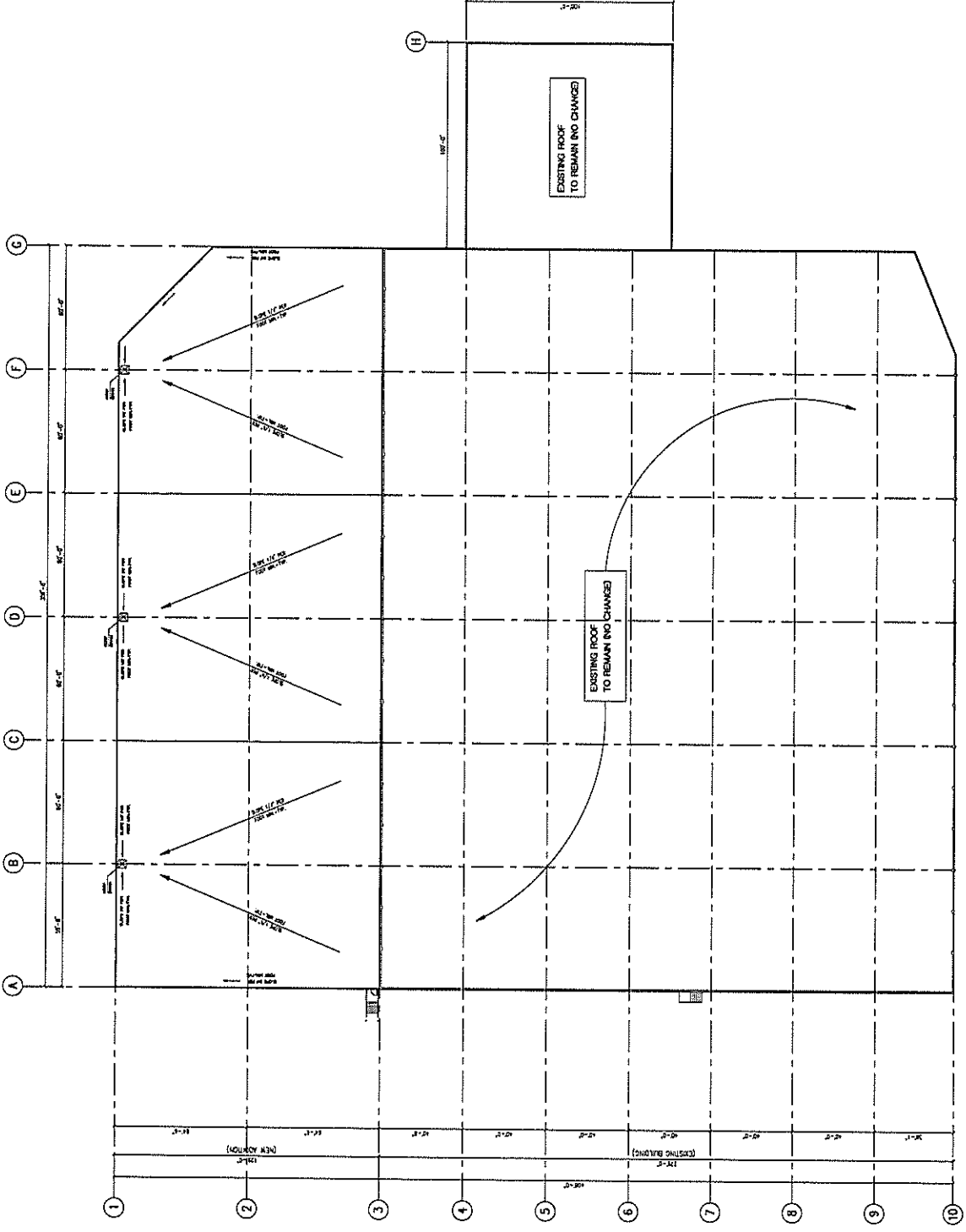
Roofing System:  
ROOF PLAN

Project No.	
Sheet No.	
Date	
Drawn By	
Checked By	
Project Name	
Location	
Client	

Author	A.S. KHORRAM
Checker	A.S. KHORRAM
Date	11-2018
Project Name	NEW BUILDING
Location	12821 KNOTT ST., GARDEN GROVE, CA 92841
Client	

A-2.1

OF 194

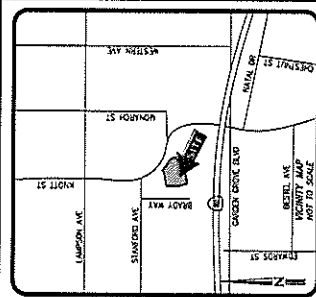


PROPOSED ROOF PLAN  
SCALE: 1/8" = 1'-0"

# IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA

## PRECISE GRADING PLANS

### 12821 KNOTT STREET GARDEN GROVE, CA 92841



**SHEET INDEX**

1	TITLE SHEET
2	STREETS
3	UTILITIES
4	PROPOSED GRADING PLAN
5	PROPOSED EROSION PLAN
6	PROPOSED EROSION PLAN
7	UTILITY AND STORM DRAIN PLAN
8	STORM DRAIN DETAILS
9	STORM DRAIN DETAILS
10	DESIGN CONTROL PLAN

**PRELIMINARY EARTHWORK QUANTITY ESTIMATE**

RAW	(CY)	(CY)
200	200	200
300	300	300
NET = 200 CY EXPORT		

THE ABOVE QUANTITIES DO NOT REFLECT ANY SPECIAL CONDITIONS THAT MAY BE PRESENT IN THE PRELIMINARY QUANTITIES AND ARE FOR APPROXIMATE AND THE MEANS USED BY THE CONTRACTOR TO OBTAIN THESE QUANTITIES SHALL BE THE CONTRACTOR'S RESPONSIBILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE.

**CONTACTS**

**ENGINEER**  
THE ENGINEERING, INC.  
250 S. WILSON AVE. SUITE 100  
GARDEN GROVE, CA 92841  
(714) 941-1000

**OWNER/DEVELOPER**  
12821 KNOTT STREET  
GARDEN GROVE, CA 92841  
(714) 941-1000

**SOLE ENGINEER**  
LARRY STEINBERG, P.E.  
P.O. BOX 1000  
GARDEN GROVE, CA 92841  
CONTACT: ANTHONY P. MACKAY, P.E.

**UTILITIES**

**CABLE**  
250 S. WILSON AVE. SUITE 100  
GARDEN GROVE, CA 92841  
(714) 941-1000

**GAS**  
CALIFORNIA GAS COMPANY  
1201 WASHINGTON STREET  
GARDEN GROVE, CA 92841  
(714) 941-1000

**TELEPHONE**  
300 S. WILSON AVE. SUITE 100  
GARDEN GROVE, CA 92841  
(714) 941-1000

**SEWER**  
GARDEN GROVE SANITARY DISTRICT  
1201 WASHINGTON STREET  
GARDEN GROVE, CA 92841  
(714) 941-1000

**SOIL**  
CALIFORNIA DESIGN COMPANY  
1201 WASHINGTON STREET  
GARDEN GROVE, CA 92841  
(714) 941-1000

**WATER**  
GARDEN GROVE WATER SERVICES DIVISION  
1201 WASHINGTON STREET  
GARDEN GROVE, CA 92841  
(714) 941-1000

**APPROVED FOR THE CITY OF GARDEN GROVE**

**APPROVED FOR THE COUNTY OF ORANGE**

**APPROVED FOR THE STATE OF CALIFORNIA**

**DATE: 09/27/2019**

**DRAWING NUMBER: 10**

**SHEET: 1 OF 10**

**LEGAL DESCRIPTION**

THIS PROJECT IS SITUATED IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE PROJECT IS SITUATED IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE PROJECT IS SITUATED IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

**BASIS OF BEARINGS**

THE BEARINGS SHOWN ARE BASED ON THE APPROXIMATE LOCATION OF THE POINTS AS SHOWN ON THE PLAN. THE BEARINGS SHOWN ARE BASED ON THE APPROXIMATE LOCATION OF THE POINTS AS SHOWN ON THE PLAN.

**UNDERGROUND UTILITIES + STRUCTURES**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE.

**ABBREVIATIONS**

LA LANDSCAPE AREA  
M.P. METER PER FOOT  
P.F. PERCENT FOOTING  
P.F. PERCENT FOOTING  
P.F. PERCENT FOOTING

**LEGEND**

STREET LIGHT  
STREET LIGHT  
STREET LIGHT  
STREET LIGHT

**GENERAL GRADING NOTES**

1. THE SHORTEST ADVANCE NOTICE IS REQUIRED FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE.

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15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF GARDEN GROVE AND THE COUNTY OF ORANGE.

**811**

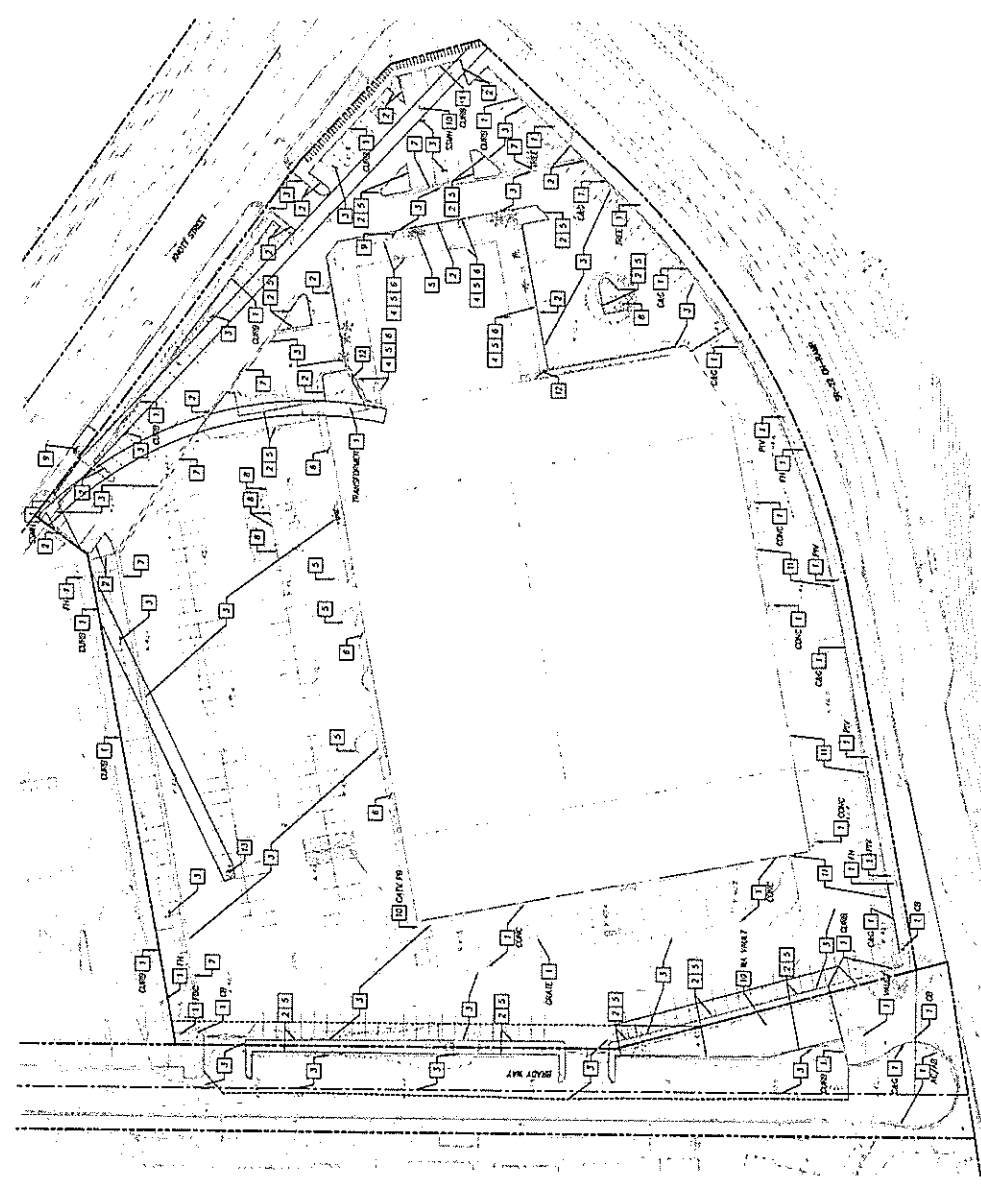
**Know what's below. Call before you dig.**

**DATE: 07/27/2019**

**REV: 7/27/19**



- DEMOLITION NOTES**
- 1) PROTECT IN PLACE
  - 2) REMOVE EXISTING CURB ONLY ON CURB & GUTTER
  - 3) REMOVE EXISTING AC PAVEMENT OVER AIR
  - 4) REMOVE EXISTING P.C.C. SIDEWALK
  - 5) REMOVE EXISTING TREES AND LANDSCAPING
  - 6) REMOVE EXISTING OVERSIZING AND RETAINING PER ARCHITECTS PLAN
  - 7) REMOVE EXISTING W-OUTLET
  - 8) REMOVE EXISTING SIGN
  - 9) REMOVE EXISTING ADA RAMP
  - 10) ADJUST TO GRADE
  - 11) GRIND AND OVERLAY PER GRADING PLAN
  - 12) REMOVE EXISTING SIGN CONCRETE CHANNEL
  - 13) REMOVE EXISTING SIGN WALKWAY PER SHEET 7



C-11  
DATE: 09/17/2019  
DRAWING NUMBER: \_\_\_\_\_  
SHEET 3 OF 10

CITY OF GARDEN GROVE  
PLANNING & DEVELOPMENT DEPARTMENT  
1507 FANFORD STREET  
GARDEN GROVE, CA 92641

DESIGN PROVIDED FOR:  
REDFORD INDUSTRIAL REALTY, INC.  
231 CITY CENTERWAY WEST, SUITE 200  
GARDEN GROVE, CA 92641  
(714) 942-1143

ARCHITECT:  
JAMES C. CALVO & ASSOCIATES  
300 W. GARDEN AVENUE, SUITE 100  
GARDEN GROVE, CA 92641  
(714) 798-4409

ENGINEER:  
REDFORD INDUSTRIAL REALTY, INC.  
231 CITY CENTERWAY WEST, SUITE 200  
GARDEN GROVE, CA 92641  
(714) 942-1143

PREPARED BY:  
**idrc**  
INTEGRATED DESIGN & RECONSTRUCTION  
1000 S. GARDEN AVENUE, SUITE 100  
GARDEN GROVE, CA 92641  
(714) 942-1143

DATE: 09/17/2019  
SCALE: 1" = 40'

PROJECT: DEMOLITION OF GARDEN GROVE  
SHEET 3 OF 10

DESIGNED BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
DATE: 09/17/2019

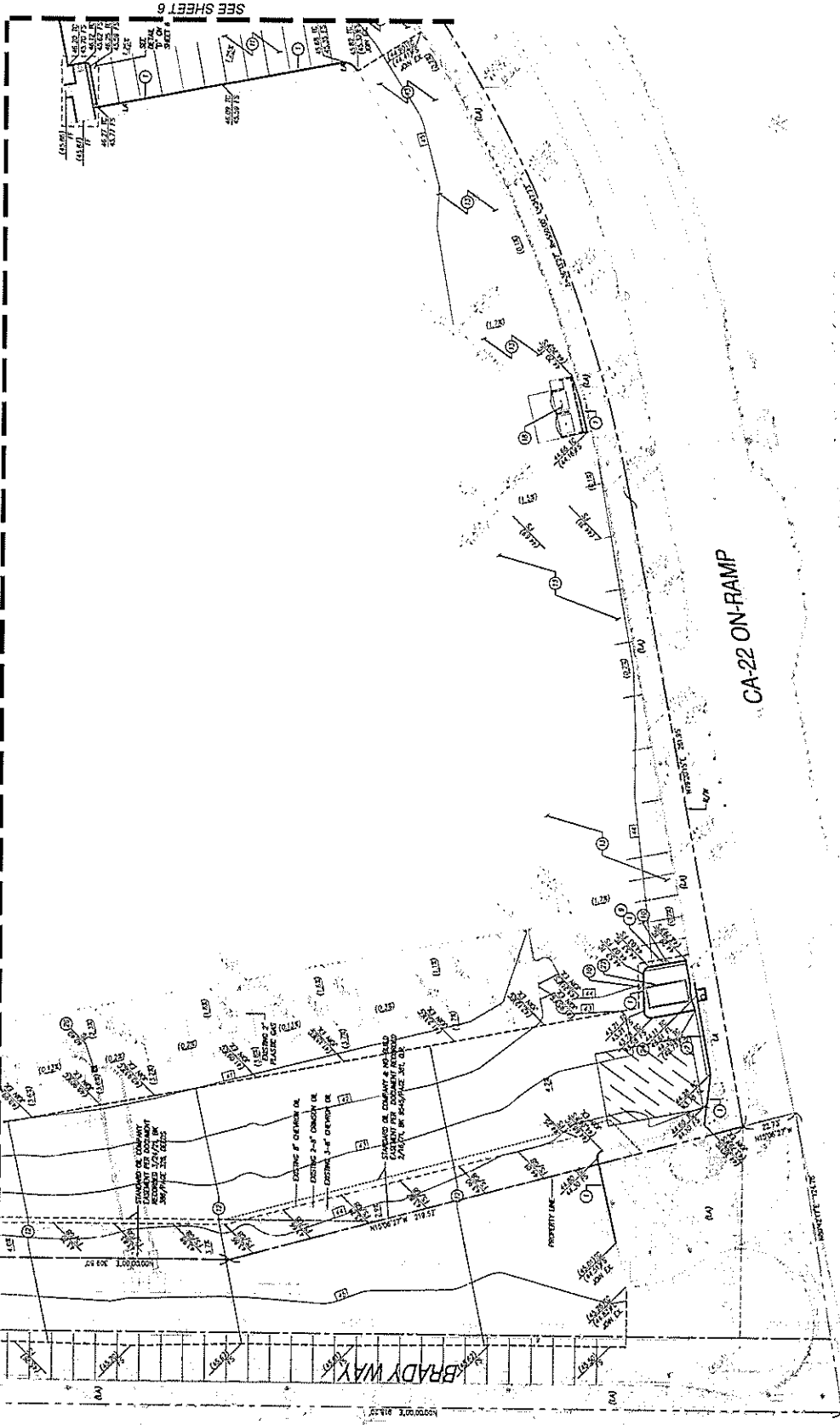
DATE: 09/17/2019  
SCALE: 1" = 40'

**811**  
Know what's below.  
Call before you dig.  
DATE: 6/20/2020  
SHEET 7 OF 7





SEE SHEET 4



**CONSTRUCTION NOTES**

- 1 CONSTRUCT 6" CONCRETE CURB ONLY THE 4'-6" PER CITY OF GARDEN GROVE STD. 8-112
- 2 CONSTRUCT 6" CONCRETE CURB AND 1/2" CURB PER CITY OF GARDEN GROVE STD. 8-113
- 3 CONSTRUCT 4" CURB ONLY PER DETAIL ON SHEET 2.
- 4 CONSTRUCT 1/2" CURB ONLY PER DETAIL ON SHEET 2
- 5 CONSTRUCT CURB BOUNDARY PER DETAIL ON SHEET 2. CURB HEIGHT PER PLAN.
- 6 CONSTRUCT ADA RAMP AND PORTION OF ALLEY PER CITY OF GARDEN GROVE STD. 8-114.
- 7 CONSTRUCT ADA RAMP AND PORTION OF ALLEY PER CITY OF GARDEN GROVE STD. 8-114.

- 8 INSTALL RETAINMENT WALLING SURFACE FINISHED DIMS PER DETAIL ON SHEET 2.
- 9 CONSTRUCT 17" WIDE CONCRETE STAIRWAY PER DETAIL ON SHEET 2.
- 10 INSTALL FULL DEPTH 42" TO MATCH EXISTING CONSTRUCTION.
- 11 INSTALL 3" AC OVER 4" AS PER SOils REPORT.
- 12 INSTALL 5" PACE OVER 7" AS PER SOils REPORT.
- 13 ERD 0.2' AND OVERLAY BY APPROVAL.
- 14 CONSTRUCT 4" BACK FILL SCHEDULE PER ARCHITECTS PLANS.
- 15 CONSTRUCT 3" WIDE 4-CLUTTER PER DETAIL ON SHEET 2.

- 16 CONSTRUCT FINISH CONCRETE WHEEL STOP PER DETAIL ON SHEET 2
- 17 CONSTRUCT GATE PER ARCHITECTS PLAN.
- 18 CONSTRUCT RETIRED STABLE WALLS PER ARCHITECTS PLAN.
- 19 CONSTRUCT BANDING PER ARCHITECTS PLAN.
- 20 CONSTRUCT STAIRS PER ARCHITECTS PLAN.
- 21 CONSTRUCT LANDING DOOR AREA PER ARCHITECTS PLAN.
- 22 CONSTRUCT HALL PER ARCHITECTS PLAN.

- 23 CONSTRUCT 6" WIDE CURB BOUNDARY CURB WITH LEGAL DEPRESSION PER CITY OF GARDEN GROVE STD. PLAN NO. 8-101 & 8-102.
- 24 CONSTRUCT 4" WIDE CURB BOUNDARY CURB WITH LEGAL DEPRESSION PER CITY OF GARDEN GROVE STD. PLAN NO. 8-101 & 8-102.
- 25 CONSTRUCT 30" WIDE GATE HALL PER DETAIL ON SHEET 2.
- 26 CONSTRUCT 18" WIDE GATE HALL PER DETAIL ON SHEET 2.
- 27 CONSTRUCT AND UNIT PER STORM DRAIN PLAN ON SHEET --.



DESIGNED BY: [Name]  
 CHECKED BY: [Name]  
 DATE: 8/26/2020  
 REC # 7729

DESIGNED BY: [Name] CHECKED BY: [Name] DATE: 8/26/2020 REC # 7729	PREPARED BY: [Name] DATE: [Date] PROJECT: [Project Name]	CONSULT: [Firm Name] ADDRESS: [Address] PHONE: [Phone Number]	ARCHITECT: [Firm Name] ADDRESS: [Address] PHONE: [Phone Number]	PLANS PROVIDED FOR: [Firm Name] ADDRESS: [Address] PHONE: [Phone Number]	CITY OF GARDEN GROVE PUBLIC WORKS DEPARTMENT PRECISE GRADING PLAN (SHEET 5 OF 10) CA-22 ON-RAMP
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SEE SHEET 6



**SEWER CONSTRUCTION NOTES**

- 1. REMOVE EXISTING SINK
- 2. REMOVE EXISTING SINK MANHOLE
- 3. EXISTING SINKS TO BE PROTECTED IN PLACE
- 4. EXISTING SINK MANHOLE FOR GARDEN GROVE SANITARY DISTRICT STD. PLAN NO. 3-105
- 5. CONSTRUCT NEW LATERAL, REARWARD PER GARDEN GROVE SANITARY DISTRICT STD. PLAN NO. 3-105. USE 24" DIAMETER PLUMBING PLAN FOR CONNECTION.
- 6. CONSTRUCT 18" PVC STORM DRAIN PIPE
- 7. CONSTRUCT 18" PVC STORM DRAIN PIPE
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- 99. CONSTRUCT 18" PVC STORM DRAIN PIPE
- 100. CONSTRUCT 18" PVC STORM DRAIN PIPE

**STORM DRAIN CONSTRUCTION NOTES**

- 1. REMOVE EXISTING GATE MET ON CATCH BASIN
- 2. CONCRETE TO EXISTING STORM DRAIN
- 3. CONSTRUCT 18" DIAMETER RIBBON PIPE (RIP), CLASS II
- 4. CONSTRUCT 18" PVC STORM DRAIN PIPE
- 5. CONSTRUCT 18" PVC STORM DRAIN PIPE
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- 98. CONSTRUCT 18" PVC STORM DRAIN PIPE
- 99. CONSTRUCT 18" PVC STORM DRAIN PIPE
- 100. CONSTRUCT 18" PVC STORM DRAIN PIPE

**MANHOLE STRUCTURE DIMENSIONS (SPRING STD. PLAN NO. 3-10-3)**

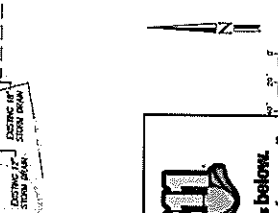
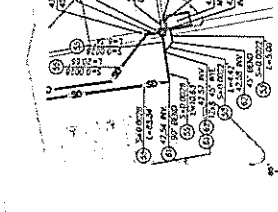
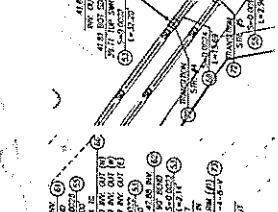
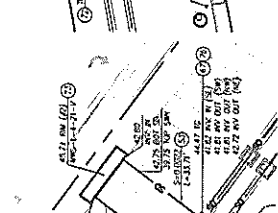
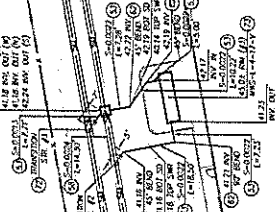
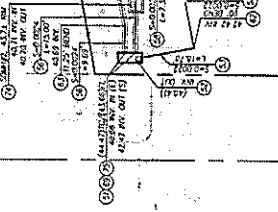
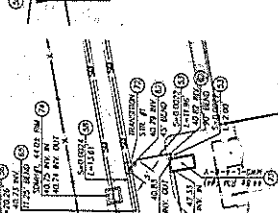
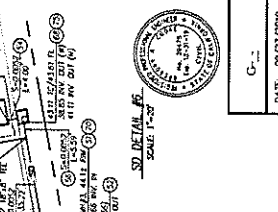
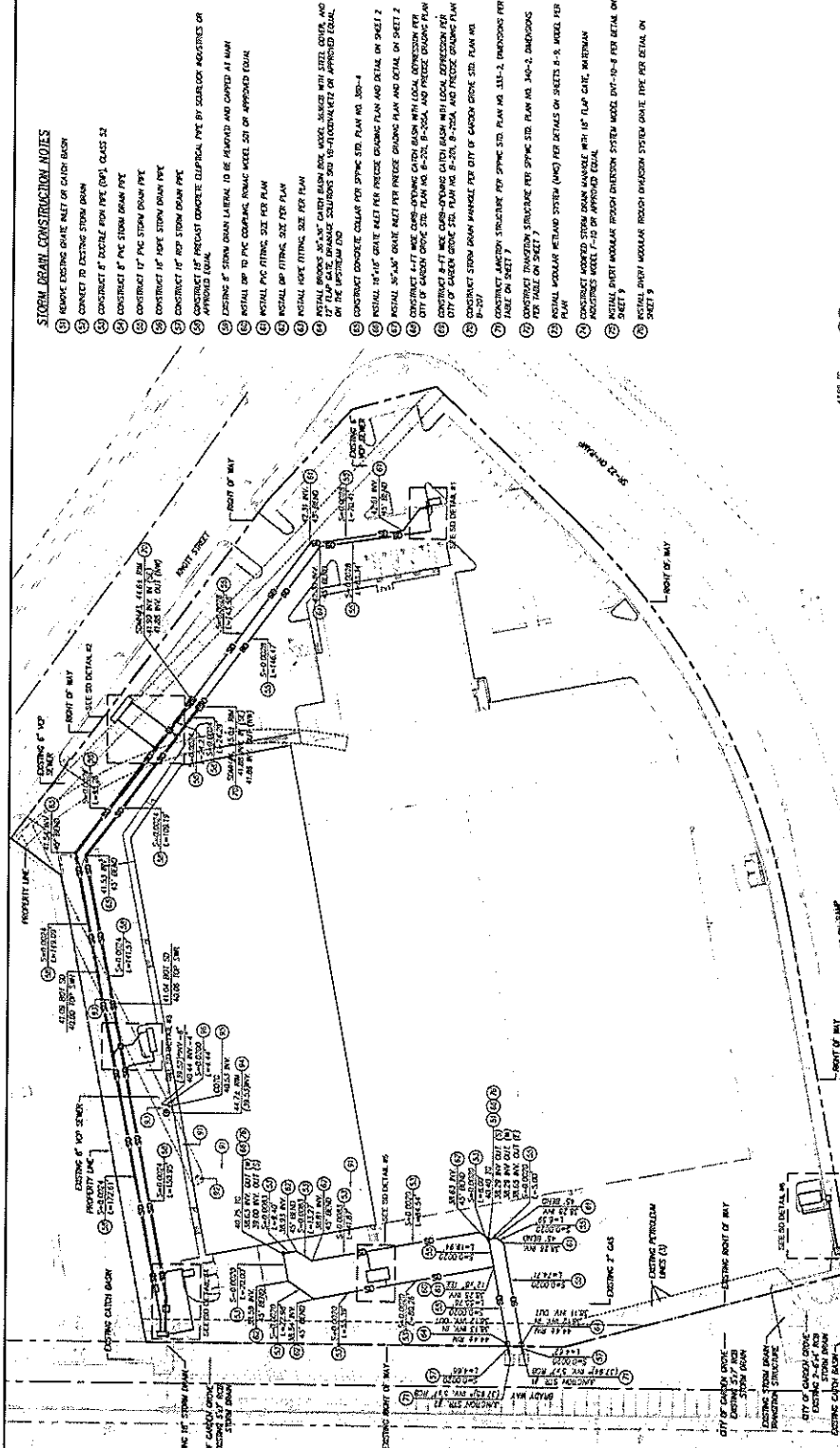
MANHOLE STRUCTURE	ANGLE A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	
1	78.75	18"	24"	30.00	30.00																						
2	78.75	18"	24"	30.00	30.00																						

**MANHOLE STRUCTURE DIMENSIONS (SPRING STD. PLAN NO. 3-10-2)**

MANHOLE STRUCTURE	ANGLE A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	45"	45"	24"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"
2	45"	45"	24"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"
3	45"	45"	24"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"
4	90"	45"	24"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"
5	90"	45"	24"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"

**NOTES**

- 1. CONTRACTOR TO REMOVE ALL STORM DRAIN AND SEWER BODIES WITH EXISTING PRIOR TO CONSTRUCTION.
- 2. 1" FINISHES EXISTING ELEVATION TO BE CHECKED ON FIELD.



**CITY OF GARDEN GROVE**  
UTILITY AND STORM DRAIN PLAN

DATE: 09/27/2018  
DRAWING NUMBER: SHEET 7 OF 10

DESIGNED BY: [Name]  
CHECKED BY: [Name]  
APPROVED BY: [Name]

DATE: 12/20/2020  
SHEET 7 OF 10

**Know what's below. Call before you dig.**

CONTRACTOR TO REMOVE ALL STORM DRAIN AND SEWER BODIES WITH EXISTING PRIOR TO CONSTRUCTION.







# Knott Warehouse

Garden Grove, CA

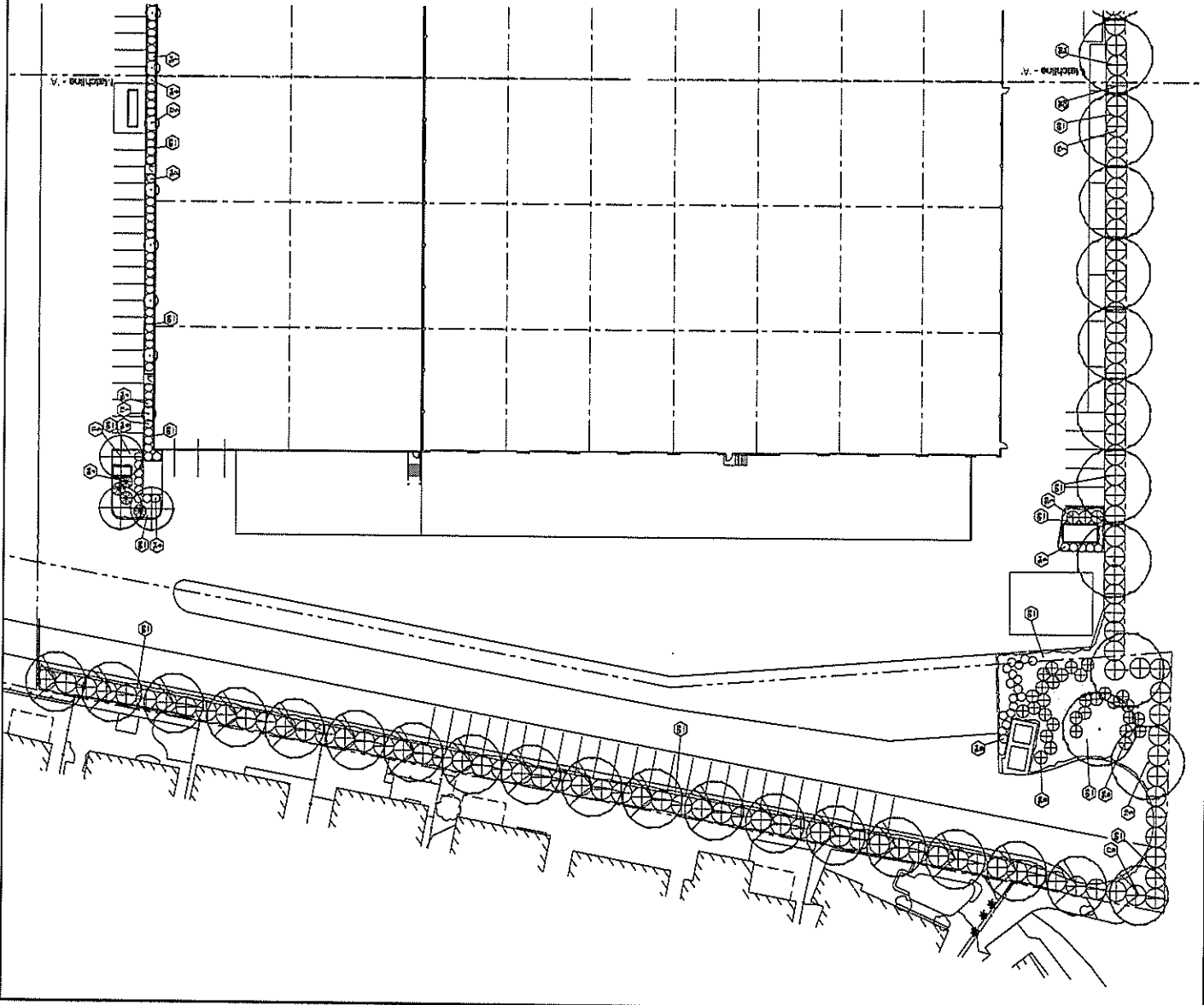
DATE:	
BY:	
CHECKED:	
APPROVED:	



PROJECT NO.:	
DATE:	
BY:	
CHECKED:	
APPROVED:	

## Landscape Planting Plan

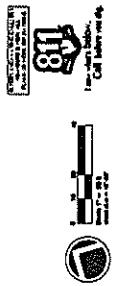
### L1.1



PLANT LIST:	SYMBOL	QUANTITY	REMARKS
1. PINEAPPLE QUINCE	(Symbol)	1	PLANTING
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99. PINEAPPLE QUINCE	(Symbol)	1	PLANTING
100. PINEAPPLE QUINCE	(Symbol)	1	PLANTING

- PLANT NOTES:**
- THE CONTRACTOR SHALL VERIFY PLANT QUANTITIES FROM THE PLANNING PLAN QUANTITIES SHOWN IN THE LEGEND ARE FOR COMPREHENSIVE.
  - NOTE THE LANDSCAPE ARCHITECT MENTIONS IN THE EVENT OF ANY DISCREPANCY BETWEEN ACTUAL SIZE DRAWINGS AND THE PLANT QUANTITIES IN THIS PLAN, THE ACTUAL SIZE DRAWINGS SHALL PREVAIL.
  - SEE PLAN AND SPECIFICATION SHEETS FOR ADDITIONAL INFORMATION.
  - THESE SHALL BE NO MORE THAN 10% MORE THAN THE QUANTITIES SHOWN ABOVE.
  - ALL PLANTS PLANTED MUST BE OF THE SPECIES AND VARIETIES LISTED IN THIS PLAN AND APPROVED BY THE LANDSCAPE ARCHITECT.
  - REMOVE EXISTING PLANTS FROM ALL AREAS TO BE PLANTED.
  - IN THE EVENT OF ANY DISCREPANCY BETWEEN THE PLAN AND ACTUAL SIZE DRAWINGS, THE LANDSCAPE ARCHITECT IS TO BE THE FINAL AUTHORITY.
  - THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS TO BE SHOWN IN THIS PLAN. LANDSCAPE ARCHITECT IS TO BE THE FINAL AUTHORITY.
  - ALL PLANTS ARE TO BE PROVIDED USING CONTRACTOR. IN THE EVENT OF CONFLICT BETWEEN THE DRAWING AND QUANTITIES LISTED IN THIS PLAN, THE QUANTITIES LISTED IN THIS PLAN SHALL PREVAIL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
  - ALL PLANTS PLANTED MUST BE OF THE SPECIES AND VARIETIES LISTED IN THIS PLAN AND APPROVED BY THE LANDSCAPE ARCHITECT.
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  - ALL PLANTS PLANTED MUST BE OF THE SPECIES AND VARIETIES LISTED IN THIS PLAN AND APPROVED BY THE LANDSCAPE ARCHITECT.

- PLANT SYMBOLS**
- (Symbol) INDICATES PLANT KEY
  - (Symbol) INDICATES PLANT QUANTITY
  - (Symbol) EXISTING TREE TO REMAIN











ARCHITECTURE • ENGINEERING  
 1000 PAVAN DRIVE, SUITE 100  
 SAN FRANCISCO, CA 94133  
 TEL: 415.774.8800  
 WWW: GARDENARCH.COM

PROJECT NAME: NEW BUILDING  
 12821 KHOTT ST.  
 GARDEN GROVE, CA 92841  
 DRAWING NO.: E2.0

DATE: 08/14/2018  
 SCALE: 1/8" = 1'-0"

Drawing Content:  
 SITE PLAN PHOTOMETRICS

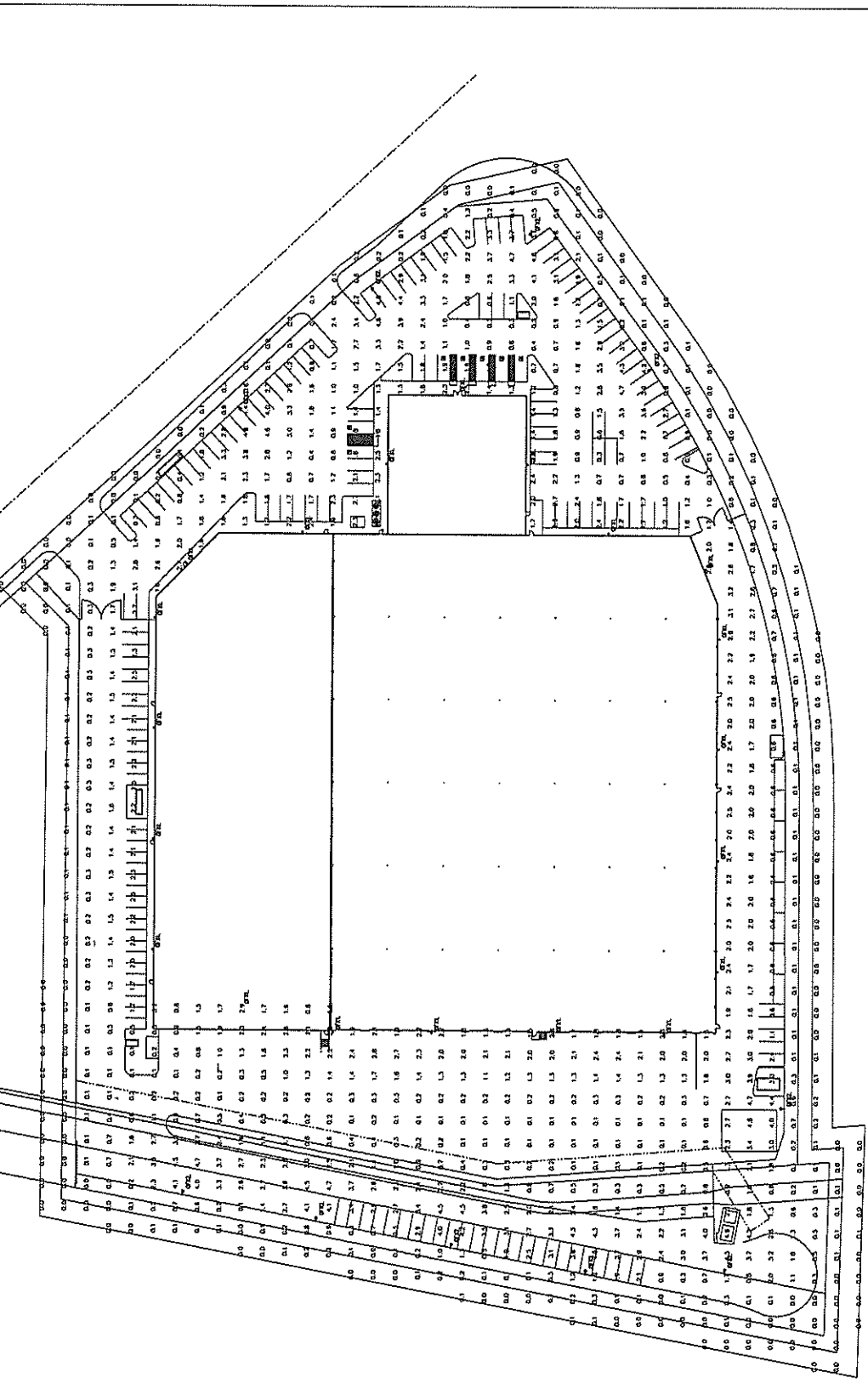


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100	08/14/2018	MM/PL	MM/PL

E2.0

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

GENERAL PHOTOMETRIC SCHEDULE	
WALL FOOT-CANDLES	1.5
WALL FOOT-CANDLES	1.5
WALL FOOT-CANDLES	1.5



SITE PLAN, PHOTOMETRICS

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

SHEET: 01 OF 04

RESOLUTION NO. 5973-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THAT THE CITY COUNCIL: (I) ADOPT A MITIGATED NEGATIVE DECLARATION AND AN ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM FOR THE INDUSTRIAL WAREHOUSE IMPROVEMENT PROJECT; AND (II) APPROVE PLANNED UNIT DEVELOPMENT NO. PUD-104-70 (REV. 2019) FOR A PROPERTY LOCATED AT THE NORTHWEST CORNER OF KNOTT STREET AND ACACIA AVENUE, AT 12821 KNOTT STREET, ASSESSOR'S PARCEL NO. 215-014-01, INCLUDING THAT VACATED SOUTHERLY PORTION OF BRADY WAY, WHICH FRONTS ALONG THE WESTERLY PROPERTY LINE OF THE SUBJECT SITE.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on December 5, 2019, does hereby recommend that the City Council adopt a Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program for the Industrial Warehouse Improvement Project and adopt an ordinance approving Planned Unit Development No. PUD-104-70 (REV. 2019), for land located on the northwest corner of Knott Street and Acacia Avenue, at 12821 Knott Street, Assessor's Parcel No. 215-014-01, including that vacated southerly portion of Brady Way, which fronts along the westerly property line of the subject site.

BE IT FURTHER RESOLVED, FOUND, AND DETERMINED AS FOLLOWS:

1. The Planning Commission has considered the proposed Mitigated Negative Declaration together with comments received during the public review process.
2. The Planning Commission finds that the Mitigated Negative Declaration reflects the City's independent judgment and analysis.
3. The Planning Commission 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, with the proposed mitigation measures, will have a significant effect on the environment.
4. The Planning Commission recommends that the City Council adopt the Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program.
5. The record of proceedings, on which the Planning Commission'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 in the matter of Planned Unit Development No. PUD-104-70 (REV. 2019), the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Rexford Industrial Realty, L.P.
2. The applicant requests (a) that the City Council amend Planned Unit Development No. PUD-104-70 for a 6.97-acre lot, located at the northwest corner of Knott Street and Acacia Avenue, at 12821 Knott Street, Assessor's Parcel No. 215-014-01, including that vacated southerly portion of Brady Way, which fronts along the westerly property line of the subject site, and is currently zoned PUD-104-70 to facilitate an expansion of the existing 119,836 square foot industrial building with the construction of a 45,335 square foot one-story addition of industrial space; and (b) Planning Commission approval of Site Plan No. SP-079-2019 to construct the 45,335 square foot one-story addition of industrial space to the existing 119,836 square foot industrial building, along with associated site improvements (collectively, the "Project").
3. Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq., and the CEQA guidelines, 14 California Code of Regulations Sec. 15000 et. seq., an initial study was prepared and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration because the proposed Project with 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. 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 Industrial/Commercial Mixed Use and is currently zoned PUD-104-70 (Planned Unit Development). The subject 6.97-acre lot is currently improved with an existing industrial building that is approximately 119,836 square feet in area and is currently vacant.
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 December 5, 2019, 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 December 5, 2019, and considered all oral and written testimony presented regarding the project, the initial study, and the Mitigated Negative Declaration.
9. Concurrently with its adoption of this Resolution (5973-19), the Planning Commission adopted Resolution No. 5974-19 approving Site Plan No. SP-079-2019, for land located on the northwest corner of Knott Street and Acacia Avenue, at 12821 Knott Street, Assessor's Parcel No. 215-014-01, including that vacated southerly portion of Brady Way, which fronts along the westerly property line of the subject site, subject to (i) the Conditions of Approval attached hereto as "Exhibit A"; (ii) Garden Grove City Council adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project, and adoption and effectiveness of an Ordinance approving Planned Unit Development No. PUD-104-70 (REV. 2019), with M-P (Industrial Park) base zoning. The facts and findings set forth in Resolution No. 5974-19 are hereby incorporated into this Resolution by reference.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.12.030.020 and 9.32.030, are as follows:

FACTS:

The subject site is an existing 6.97-acre Industrial Planned Unit Development (PUD) located on the northwest corner of Knott Street and Acacia Avenue. The site has a General Plan Land Use Designation of Industrial/Commercial Mixed Use and is zoned PUD-104-70 (Planned Unit Development). Currently, the site is improved with an existing industrial building that is approximately 119,836 square feet in area and is currently vacant. The building was previously occupied by Next Level Sports Complex, which operated an indoor sports facility. The indoor sports facility closed its operation in 2018.

The subject site abuts: a Planned Unit Development (PUD), in operation as a wedding chapel facility, to the north; a professional office PUD and the Garden Grove (22) Freeway on-ramp to the south; R-1 (Single-Family Residential) zoned properties developed with single-family residences, to the west; and M-P (Industrial Park) zoned properties developed with industrial buildings, across Knott Street, to the east.

In 1970, the City of Garden Grove approved Planned Unit Development No. PUD-104-70 to allow the construction of professional office, general commercial, and industrial uses on the subject property, including the abutting property to the north, 12777 Knott Street (Assessor's Parcel No. 215-014-02). The approved project included two (2) phases: Phase I, which included the industrial

building on the subject site, 12821 Knott Street; and Phase II, which included the commercial and office buildings. Only the industrial building (Phase I) of the approved PUD was constructed. In 1996, the City of Garden Grove approved Planned Unit Development No. PUD-105-96, to allow a banquet/reception hall with ancillary chapel use, on the property to the north, 12777 Knott Street (originally approved as Phase II of PUD-104-70).

On December 13, 2011, the City of Garden Grove approved Amendment No. A-164-11 to allow "indoor sports facility" as a permitted use in the PUD-104-70 zone, subject to Conditional Use Permit approval. The City also concurrently approved Conditional Use Permit No. CUP-340-11 to allow the operation of a new indoor sports facility, Next Level Sports Complex.

Within the parking lot, near the southeast corner of the site, is an existing fifty-foot (50') tall pole sign originally utilized by the previous on-site electronics retail business, Radioshack. On September 19, 2013, the City of Garden Grove Planning Commission voted 6-0 to adopt, without prejudice, Resolution of Denial No. 5710-13 to deny Amendment No. A-171-13, which was a request to amend the Planned Unit Development No. PUD-104-70 zone to allow the applicant to retrofit the existing, legal fifty-foot (50') tall pole sign (double-sided with an existing sign area of 190 square feet), with a new electronic billboard sign (double-sided with a total proposed sign area of 582 square feet), which was proposed to function as a billboard, displaying both on-premise and off-premise advertising. The primary concerns expressed by the Planning Commission at the time of consideration were related to the large size of the proposed electronic billboard sign as well as the use of it as a billboard in order to display on-premise *and* off-premise advertisements. The Garden Grove Municipal Code generally prohibits the establishment of new billboards in the City (i.e., those used for off-premise advertisements).

On May 27, 2014, the City of Garden Grove approved PUD-104-70 (REV. 2014), and adopted Ordinance No. 2839, which approved an amendment to the PUD-104-70 zone to allow a 59'-0" tall freeway-oriented electronic reader board sign, subject to Conditional Use Permit approval. In conjunction with the approval of PUD-104-70 (REV. 2014), the City also approved Conditional Use Permit No. CUP-379-14, which allowed the applicant to retrofit the existing, legal fifty-foot (50') tall pole sign, with a new freeway-oriented sign with an electronic reader board that would display on-premise advertisements. Pursuant to Municipal Code Section 9.32.160, Expiration of Granted Land Use Actions, it states, "Unless a time extension is granted in accordance with Section 9.24.030, any discretionary action becomes null and void if not exercised within the time specified in the approval of the discretionary action or, if no date is specified, within *one* year from the date of approval of such discretionary action. Following the approval of CUP-379-14, the applicant had one (1) year to exercise said approval before the land use entitlement would expire. Due to financial reasons, the applicant was not able to move forward on the sign project and the approval of CUP-379-14 expired.

On July 19, 2018, the City of Garden Grove approved Conditional Use Permit No. CUP-129-2018, reinstating the approval of CUP-379-14, to demolish an existing fifty-foot (50'-0") tall pole sign, and to construct a new fifty-nine foot (59'-0") tall, V-shaped, freeway-oriented electronic reader board sign (for on-premise advertisements), adjacent to and facing the Garden Grove Freeway (SR-22), for an existing indoor sports facility, Next Level Sports Complex, located at 12821 Knott Street. The approval of CUP-129-2018 stipulated that the approval authorized the erection, maintenance, and operation of a freeway-oriented electronic reader board sign associated with a permitted Indoor Sports Facility in accordance with Planned Unit Development No. PUD-104-70 (REV. 2014), the plans and elevations presented to the Planning Commission, and the associated Conditions of Approval. Conditional Use Permit No. CUP-129-2018 was never exercised thereby expiring and the indoor sports facility use had ceased in 2018.

Since the closure of the prior indoor sports facility, the subject property was sold to, and acquired by, the applicant/property owner, Rexford Industrial. The applicant proposes to renovate, revitalize, and improve the existing site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building.

Shortly after acquiring the subject property, Rexford Industrial contacted the City to inquire about acquiring the Brady Way cul-de-sac, which due to the dead end at the 22 Freeway, was not utilized except for access to the subject property and vandals that used it for illegal dumping and other illegal activities. Acquisition of the cul-de-sac would facilitate expansion of the industrial building and installation of a fence to keep vandals out of the property. City staff and adjacent property owners supported vacation of the cul-de-sac for disposition to Rexford. On August 15, 2019, the City of Garden Grove approved a General Plan Consistency Determination for Street Vacation No. SV-001-2019, determining that the contemplated vacation of the southern portion of Brady Way, south of Stanford Avenue, and disposition of the vacated street is consistent with the General Plan. Subsequently, on September 24, 2019, the City of Garden Grove approved Street Vacation No. SV-001-2019 ordering vacation and abandonment of the southern portion of Brady Way, south of Stanford Avenue, and reserving thereon a public service easement for existing public utility facilities. The intent of the street vacation was to expand the usable area of the site to facilitate the expansion of the existing industrial building, to accommodate new landscaping, on-site vehicular maneuvering, and parking. The City Council approved a purchase and sale agreement for the disposition of the vacated portion of Brady Way to Rexford Industrial at its November 26, 2019 meeting.

The existing Planned Unit Development (PUD) currently encompasses the subject property, 12821 Knott Street (APN: 215-014-01). Approval of a revision to the existing PUD (PUD-104-70) is necessary to extend and cover the now vacated portion of Brady Way (that southerly portion of Brady Way, which fronts along the

westerly property line of the property) with PUD-104-70 (REV. 2019) zoning, to facilitate the expansion of the existing 119,836 square foot industrial building. If PUD-104-70 (REV. 2019) is approved, the site, along with the vacated portion of Brady Way, would have a zoning designation of Industrial Planned Unit Development zoning, PUD-104-70 (REV. 2014), with M-P (Industrial Park) base zoning. Also necessary is the approval of a Site Plan to allow the construction of the proposed 45,335 square foot industrial building addition to the existing 119,836 square foot industrial building, along with associated site improvements. The Site Plan approval by the Planning Commission would be contingent upon the City Council's approval of the proposed revision to the Planned Unit Development along with the adoption of a Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program ("MMRP").

The site is currently improved with an existing 99,836 square foot one-story industrial warehouse building, which includes an attached 20,000 square foot two-story office building. The Project proposes a 45,335 square foot one-story industrial warehouse building addition attached to the north side of the existing industrial warehouse building. The new gross floor area of the building will be 165,171 square feet. The total site area (including the vacated portion of Brady Way) is 347,385 square feet (7.97 acres). Based on the site area, the maximum allowable FAR is 173,692.50 square feet. The proposed total building area of 165,171 square feet is compliant with and does not exceed the maximum allowable FAR. The site will maintain a total of 168 parking spaces on-site, which is a surplus of two (2) parking spaces. The Project will include 32,008 square feet of new landscaping, which is 9.2% of the site.

The application to amend Planned Unit Development No. PUD-104-70 is being processed in conjunction with Site Plan No. SP-079-2019. If approved by the City Council, Planned Unit Development No. PUD-104-70 (REV. 2019) would permit the development of the property, thereby facilitating the expansion of the existing industrial building, in accordance with the proposed Site Plan (SP-079-2019) for the Project.

#### FINDINGS AND REASONS:

##### Planned Unit Development:

1. The location of the buildings, architectural design, and proposed use are compatible with the character of existing development in the vicinity, and the project will be well-integrated into its setting.

The subject 6.97-acre lot is located in an area that is adjacent to a Planned Unit Development (PUD), in operation as a wedding chapel facility, to the north; a professional office PUD and the Garden Grove (22) Freeway on-ramp to the south; R-1 (Single-Family Residential) zoned properties developed with single-family residences, to the west; and M-P (Industrial Park) zoned

properties developed with industrial buildings, across Knott Street, to the east. Planned Unit Development No. PUD-104-70 (REV. 2019) would permit the development of the property, thereby facilitating the expansion of the existing industrial building, in accordance with the proposed Site Plan (SP-079-2019) for the Project. The existing Industrial Planned Unit Development will maintain and improve its compatibility with existing developments in the vicinity by wholly improving the site by proposing to renovate, revitalize, and improve the existing site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building. A sufficient landscape buffer will be provided within the 10'-0" wide landscape planter area along the westerly perimeter of the site facing the existing single-family developed properties to the west, to ensure adequate buffering of any potential noise and light/glare impacts. The new building addition will maintain setbacks of 54'-10" to the northerly property line, between 125'-0" to 150'-0" to the residential property lines to the west (the west side of the vacated Brady Way street), and at least 66'-9" to the easterly property line, facing Knott Street. The proposed industrial warehouse improvement project will provide adequate parking, vehicular and pedestrian circulation for access to and from the site, and new landscaping.

2. The plan will produce a stable and desirable environment and will not cause undue traffic congestion on surrounding streets.

The Project proposes to renovate, revitalize, and improve the existing site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building. To accommodate the new building addition, the site plan layout has been modified to provide adequate vehicular access (for standard motor vehicles and larger truck/commercial vehicles) with new drive aisles, parking spaces, ADA (Americans with Disabilities Act) compliant parking and handicap loading areas, electric vehicle charging parking stations/stalls, and new landscape installations. The building is located in the center of the site, with parking spaces and drive aisles around the perimeter. The existing building façade will be renovated and the building, including the new addition portion, will be architecturally modern, contemporary, and aesthetically pleasing. The building elevations will consist of varying finishes and colors and materials including spandrel glass, metal panels and siding, and smooth concrete walls.

Based on Municipal Code parking requirements for industrial uses (at a parking ratio of one (1) parking space per 1,000 square feet of gross floor area), the site shall maintain a minimum of 166 parking spaces. The existing parking lot/site plan layout has been modified to accommodate the new building addition. The site will maintain a total of 168 parking spaces on-site,



which is a surplus of two (2) parking spaces. Therefore, the Project complies with parking requirements of the Municipal Code.

As part of the Transportation Section of the Initial Study report prepared for the Mitigated Negative Declaration for the Project, the traffic impact analysis, which was conducted and prepared by a licensed traffic engineering firm, evaluated trip generation, and potential impacts to nearby key intersections in the surrounding roadway system. Based on the results of the traffic impact analysis, the proposed warehouse improvement project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. The analysis methodology is based on the City of Garden Grove's traffic study criteria. Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. The City of Garden Grove recognizes LOS "D" as the minimum satisfactory Level of Service during peak hour conditions. All nearby study intersections will continue to operate at acceptable levels of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during AM and PM peak hours, while the intersection of Knott Street and Garden Grove Boulevard will continue to operate at a deficient level of service (LOS F) during AM peak hours. A traffic study would typically be required by the City if the trip generation for a project was projected to increase by more than 50 trips during peak times. The trip generation rates in the report were based on the nationally referenced rates from the Institute of Transportation Engineers' (ITE) *Trip Generation* (10<sup>th</sup> Edition) – commonly referred to as the "ITE Manual". The analyses of the report found that the projected trip generation would be 36 trips during the AM peak hour and 42 trips during the PM peak hour. It should be noted that the site, prior to the Next Level Sports Complex indoor sports facility, had previously operated as an industrial warehouse, which is like-kind to the proposed operation/use as an industrial warehouse. The traffic impact analysis determined that the project's off-site traffic impact would not be considered significant at any of the study intersections. Therefore, no off-site intersection mitigation measures were deemed necessary for the development of the proposed Project. The City's Traffic Engineering Division reviewed the Initial Study's traffic impact analysis and concurred with the report's findings.

The Engineering Division has reviewed the plan and all appropriate conditions of approval and mitigation measures have been incorporated to minimize any adverse impacts on surrounding streets. Therefore, the design of the project complies with the spirit and intent of the Garden Grove Municipal Code for industrial uses and will provide for a stable and desirable environment.

3. Provision is made for both public and private open spaces.

The PUD was established in 1970 with specific development standards, as well as performance standards, landscaping, parking, and signage requirements. No changes to the landscaping requirements will be affected by this amendment. Therefore, the proposed amendment to the PUD will not impact any open space provisions.

4. Provision is made for the protection and maintenance of private areas reserved for common use.

The PUD was established in 1970 with specific development standards, as well as performance standards, landscaping, parking, and signage requirements. The PUD did not include development standards for private areas reserved for common use. Therefore, the proposed amendment to the PUD will not impact any provisions for the protection and maintenance of private areas reserved for common use.

5. The quality of the project achieved through the proposed Planned Unit Development zoning is greater than could be achieved under the current zoning.

The development will continue to maintain the PUD zoning designation and will keep the development standards as approved when the PUD was established in 1970, including all subsequently approved amendments. The future use of the industrial warehouse building will be within the allowable/permitted uses of the PUD-104-70 zone. The quality of the project achieved through the Planned Unit Development zoning is greater than could be achieved under M-P zoning, which, for example, restricts building height to 35 feet (Project proposes 37 feet). Planned Unit Development No. PUD-104-70 (REV. 2019) would permit the development of the property, thereby facilitating the expansion of the existing industrial building, in accordance with the proposed Site Plan (SP-079-2019) for the Project. The Project will renovate, revitalize, and improve the existing underutilized site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building.

6. The PUD is internally consistent with the goals, objectives, and elements of the General Plan.

The General Plan Land Use Designation of the subject site is Industrial/Commercial Mixed Use, which is intended for a mix of industrial and commercial uses. Goals, policies, and implementation programs of the General Plan strive, in part, to:

Policy LU-2.1: to protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses. The PUD was established in 1970 with specific development standards, as well as performance standards, landscaping, parking, and signage requirements. The Project incorporates landscaping buffering of ten feet (10'-0") to the residences west of the site and provides between 150'-0" to 200'-0" setback to the existing building and between 125'-0" to 150'-0" to the proposed new building addition.

Policy LU-2.3: to prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood. The development will continue to maintain the PUD zoning designation and will keep the development standards as approved when the PUD was established in 1970, including all subsequently approved amendments. The future use of the industrial warehouse building will be within the allowable/permitted uses of the PUD-104-70 zone.

Policy LU-2.4: to assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood. The development will continue to maintain the PUD zoning designation and will keep the development standards as approved when the PUD was established in 1970, including all subsequently approved amendments. The future use of the industrial warehouse building will be within the allowable/permitted uses of the PUD-104-70 zone.

Policy LU-4.5: to require that commercial and industrial developments adjoining residential uses be adequately screened and buffered from residential areas. The PUD was established in 1970 with specific development standards, as well as performance standards, landscaping, parking, and signage requirements. The Project incorporates landscaping buffering of 10' to the residences west of the site and provides between 150'-0" to 200'-0" of setback to the existing building and between 125'-0" to 150'-0" to the proposed new building addition.

LU-IMP-7B: to require improved maintenance and rehabilitation of industrial buildings and sites, as necessary. Conditions of Approval for the Project will, in part, ensure the property owner/operator keep a well maintained site. Conditions include, but are not limited to, requirements that address loitering, trash pick-up, lighting, and landscape maintenance.

The proposed Project will be consistent with the spirit and intent of the General Plan.

7. The PUD will promote the public interest, health, and welfare.

The proposed amendment to the PUD will promote the public interest, health, safety, and welfare. The PUD was designed with adequate vehicular circulation and access to accommodate the use of the existing industrial buildings, the existing offices, and the proposed industrial warehouse building addition. In addition, all requests for future uses will be reviewed to ensure that each request complies with all appropriate regulations of the PUD, such as parking, and the then applicable California Building Standards Code and California Green Building Standards Code requirements.

8. The subject parcel is physically suitable for the requested PUD designation, compatible with surrounding land uses, and consistent with the General Plan.

The PUD was established in 1970 with specific development standards, as well as performance standards, landscaping, parking, and signage requirements. There will be no change to the PUD designation or any of its requirements. The Project proposes to facilitate the expansion of the existing industrial warehouse building, while also incorporating that vacated southern portion of Brady Way, which fronts along the westerly property line of the subject site, into the overall PUD.

#### 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.

1. The Planned Unit Development possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.08.030.020 (Planned Unit Development).
2. The implementation provisions for Planned Unit Development No. PUD-104-70 (REV. 2014) are found under Planning Commission Resolution No. 5974-19 for Site Plan No. SP-079-2019.

RESOLUTION NO. 5974-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-079-2019, FOR A PROPERTY LOCATED AT THE NORTHWEST CORNER OF KNOTT STREET AND ACACIA AVENUE, AT 12821 KNOTT STREET, ASSESSOR'S PARCEL NO. 215-014-01, INCLUDING THAT VACATED SOUTHERLY PORTION OF BRADY WAY, WHICH FRONTS ALONG THE WESTERLY PROPERTY LINE OF THE SUBJECT SITE.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on December 5, 2019, does hereby approve Site Plan No. SP-079-2019, for land located on the northwest corner of Knott Street and Acacia Avenue, at 12821 Knott Street, Assessor's Parcel No. 215-014-01, including that vacated southerly portion of Brady Way, which fronts along the westerly property line of the subject site, subject to (i) the Conditions of Approval attached hereto as "Exhibit A"; (ii) Garden Grove City Council adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project, and adoption and effectiveness of an Ordinance approving Planned Unit Development No. PUD-104-70 (REV. 2019), with M-P (Industrial Park) base zoning.

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-079-2019, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Rexford Industrial Realty, L.P.
2. The applicant requests (a) that the City Council amend Planned Unit Development No. PUD-104-70 for a 6.97-acre lot, located at the northwest corner of Knott Street and Acacia Avenue, at 12821 Knott Street, Assessor's Parcel No. 215-014-01, including that vacated southerly portion of Brady Way, which fronts along the westerly property line of the subject site, and currently zoned PUD-104-70 to facilitate an expansion of the existing 119,836 square foot industrial building with the construction of a 45,335 square foot one-story addition of industrial space; and (b) Planning Commission approval of Site Plan No. SP-079-2019 to construct the 45,335 square foot one-story addition of industrial space to the existing 119,836 square foot industrial building, along with associated site improvements (collectively, the "Project").
3. Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq., and the CEQA guidelines, 14 California Code of Regulations Sec. 15000 et. seq., an initial study was prepared and it has been determined that the proposed Project qualifies for a Mitigated Negative Declaration because the proposed Project with 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. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program were

prepared and circulated in accordance with CEQA and CEQA's implementing guidelines.

4. Concurrently with its adoption of this Resolution (5974-19), the Planning Commission adopted Resolution No. 5973-19 recommending that the City Council: (i) adopt the Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program for the industrial warehouse improvement Project; and (ii) approve Planned Unit Development No. PUD-104-70 (REV. 2019), with M-P (Industrial Park) base zoning. The facts and findings set forth in Resolution No. 5973-19 are hereby incorporated into this Resolution by reference.
5. The property has a General Plan Land Use designation of Industrial/Commercial Mixed Use and is currently zoned PUD-104-70 (Planned Unit Development). The subject 6.97-acre lot is currently improved with an existing industrial building that is approximately 119,836 square feet in area and is currently vacant.
6. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
7. Report submitted by City staff was reviewed.
8. Pursuant to a legal notice, a public hearing was held on December 5, 2019, and all interested persons were given an opportunity to be heard.
9. The Planning Commission gave due and careful consideration to the matter during its meeting of December 5, 2019, and considered all oral and written testimony presented regarding the project, the initial study, and the Mitigated Negative Declaration.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.32.030 and 9.40.060, are as follows:

FACTS:

The subject site is an existing 6.97-acre Industrial Planned Unit Development (PUD) located on the northwest corner of Knott Street and Acacia Avenue. The site has a General Plan Land Use Designation of Industrial/Commercial Mixed Use and is zoned PUD-104-70 (Planned Unit Development). Currently, the site is improved with an existing industrial building that is approximately 119,836 square feet in area and is currently vacant. The building was previously occupied by Next Level Sports Complex, which operated an indoor sports facility. The indoor sports facility closed its operation in 2018.

The subject site abuts: a Planned Unit Development (PUD), in operation as a wedding chapel facility, to the north; a professional office PUD and the Garden Grove (22) Freeway on-ramp to the south; R-1 (Single-Family Residential) zoned properties developed with single-family residences, to the west; and M-P (Industrial Park) zoned properties developed with industrial buildings, across Knott Street, to the east.

In 1970, the City of Garden Grove approved Planned Unit Development No. PUD-104-70 to allow the construction of professional office, general commercial, and industrial uses on the subject property, including the abutting property to the north, 12777 Knott Street (Assessor's Parcel No. 215-014-02). The approved project included two (2) phases: Phase I, which included the industrial building on the subject site, 12821 Knott Street; and Phase II, which included the commercial and office buildings. Only the industrial building (Phase I) of the approved PUD was constructed. In 1996, the City of Garden Grove approved Planned Unit Development No. PUD-105-96, to allow a banquet/reception hall with ancillary chapel use, on the property to the north, 12777 Knott Street (originally approved as Phase II of PUD-104-70).

On December 13, 2011, the City of Garden Grove approved Amendment No. A-164-11 to allow "indoor sports facility" as a permitted use in the PUD-104-70 zone, subject to Conditional Use Permit approval. The City also concurrently approved Conditional Use Permit No. CUP-340-11 to allow the operation of a new indoor sports facility, Next Level Sports Complex.

Within the parking lot, near the southeast corner of the site, is an existing fifty-foot (50') tall pole sign originally utilized by the previous on-site electronics retail business, Radioshack. On September 19, 2013, the City of Garden Grove Planning Commission voted 6-0 to adopt, without prejudice, Resolution of Denial No. 5710-13 to deny Amendment No. A-171-13, which was a request to amend the Planned Unit Development No. PUD-104-70 zone to allow the applicant to retrofit the existing, legal fifty-foot (50') tall pole sign (double-sided with an existing sign area of 190 square feet), with a new electronic billboard sign (double-sided with a total proposed sign area of 582 square feet), which was proposed to function as a billboard, displaying both on-premise and off-premise advertising. The primary concerns expressed by the Planning Commission at the time of consideration were related to the large size of the proposed electronic billboard sign as well as the use of it as a billboard in order to display on-premise *and* off-premise advertisements. The Garden Grove Municipal Code generally prohibits the establishment of new billboards in the City (i.e., those used for off-premise advertisements).

On May 27, 2014, the City of Garden Grove approved PUD-104-70 (REV. 2014), and adopted Ordinance No. 2839, which approved an amendment to the PUD-104-70 zone to allow a 59'-0" tall freeway-oriented electronic reader board sign, subject to Conditional Use Permit approval. In conjunction with the approval of PUD-104-70 (REV. 2014), the City also approved Conditional Use Permit

No. CUP-379-14, which allowed the applicant to retrofit the existing, legal fifty-foot (50') tall pole sign, with a new freeway-oriented sign with an electronic reader board that would display on-premise advertisements. Pursuant to Municipal Code Section 9.32.160, Expiration of Granted Land Use Actions, it states, "Unless a time extension is granted in accordance with Section 9.24.030, any discretionary action becomes null and void if not exercised within the time specified in the approval of the discretionary action or, if no date is specified, within *one* year from the date of approval of such discretionary action. Following the approval of CUP-379-14, the applicant had one (1) year to exercise said approval before the land use entitlement would expire. Due to financial reasons, the applicant was not able to move forward on the sign project and the approval of CUP-379-14 expired.

On July 19, 2018, the City of Garden Grove approved Conditional Use Permit No. CUP-129-2018, reinstating the approval of CUP-379-14, to demolish an existing fifty-foot (50'-0") tall pole sign, and to construct a new fifty-nine foot (59'-0") tall, V-shaped, freeway-oriented electronic reader board sign (for on-premise advertisements), adjacent to and facing the Garden Grove Freeway (SR-22), for an existing indoor sports facility, Next Level Sports Complex, located at 12821 Knott Street. The approval of CUP-129-2018 stipulated that the approval authorized the erection, maintenance, and operation of a freeway-oriented electronic reader board sign associated with a permitted Indoor Sports Facility in accordance with Planned Unit Development No. PUD-104-70 (REV. 2014), the plans and elevations presented to the Planning Commission, and the associated Conditions of Approval. Conditional Use Permit No. CUP-129-2018 was never exercised thereby expiring and the indoor sports facility use had ceased in 2018.

Since the closure of the prior indoor sports facility, the subject property was sold to, and acquired by, the applicant/property owner, Rexford Industrial. The applicant proposes to renovate, revitalize, and improve the existing site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building.

Shortly after acquiring the subject property, Rexford Industrial contacted the City to inquire about acquiring the Brady Way cul-de-sac, which due to the dead end at the 22 Freeway, was not utilized except for access to the subject property and vandals that used it for illegal dumping and other illegal activities. Acquisition of the cul-de-sac would facilitate expansion of the industrial building and installation of a fence to keep vandals out of the property. City staff and adjacent property owners supported vacation of the cul-de-sac for disposition to Rexford. On August 15, 2019, the City of Garden Grove approved a General Plan Consistency Determination for Street Vacation No. SV-001-2019, determining that the contemplated vacation of the southern portion of Brady Way, south of Stanford Avenue, and disposition of the vacated street is consistent with the General Plan. Subsequently, on September 24, 2019, the City of Garden Grove approved Street Vacation No. SV-001-2019 ordering vacation and abandonment of the southern portion of



Brady Way, south of Stanford Avenue, and reserving thereon a public service easement for existing public utility facilities. The intent of the street vacation was to expand the usable area of the site to facilitate the expansion of the existing industrial building, to accommodate new landscaping, on-site vehicular maneuvering, and parking. The City Council approved a purchase and sale agreement for the disposition of the vacated portion of Brady Way to Rexford Industrial at its November 26, 2019 meeting.

The existing Planned Unit Development (PUD) currently encompasses the subject property, 12821 Knott Street (APN: 215-014-01). Approval of a revision to the existing PUD (PUD-104-70) is necessary to extend and cover the now vacated portion of Brady Way (that southerly portion of Brady Way, which fronts along the westerly property line of the property) with PUD-104-70 (REV. 2019) zoning, to facilitate the expansion of the existing 119,836 square foot industrial building. If PUD-104-70 (REV. 2019) is approved, the site, along with the vacated portion of Brady Way, would have a zoning designation of Industrial Planned Unit Development zoning, PUD-104-70 (REV. 2019), with M-P (Industrial Park) base zoning. Also necessary is the approval of a Site Plan to allow the construction of the proposed 45,335 square foot industrial building addition to the existing 119,836 square foot industrial building, along with associated site improvements. The Site Plan approval by the Planning Commission would be contingent upon the City Council's approval of the proposed revision to the Planned Unit Development along with the adoption of a Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program ("MMRP").

The site is currently improved with an existing 99,836 square foot one-story industrial warehouse building, which includes an attached 20,000 square foot two-story office building. The Project proposes a 45,335 square foot one-story industrial warehouse building addition attached to the north side of the existing industrial warehouse building. The new gross floor area of the building will be 165,171 square feet. The total site area (including the vacated portion of Brady Way) is 347,385 square feet (7.97 acres). Based on the site area, the maximum FAR is 173,692.50 square feet. The proposed total building area of 165,171 square feet is compliant with and does not exceed the maximum FAR. The site will maintain a total of 168 parking spaces on-site, which is a surplus of two (2) parking spaces. The Project will include 32,008 square feet of new landscaping, which is 9.2% of the site.

The application to amend Planned Unit Development No. PUD-104-70 is being processed in conjunction with Site Plan No. SP-079-2019. If approved by the City Council, Planned Unit Development No. PUD-104-70 (REV. 2019) would permit the development of the property, thereby facilitating the expansion of the existing industrial building, in accordance with the proposed Site Plan (SP-079-2019) for the Project.

FINDINGS AND REASONS:

Site Plan:

1. The Site Plan complies with the spirit and intent of the provisions, conditions and requirements of Title 9 and is consistent with the General Plan.

The General Plan Land Use Designation of the subject site is Industrial/Commercial Mixed Use, which is intended for a mix of industrial and commercial uses. Goals, policies, and implementation programs of the General Plan strive, in part, to:

Policy LU-2.1: to protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses. The PUD was established in 1970 with specific development standards, as well as performance standards, landscaping, parking, and signage requirements. The Project incorporates landscaping buffering of 10' to the residences west of the site and provides between 150'-0" to 200'-0" of setback to the existing building and between 125'-0" to 150'-0" to the proposed new building addition.

Policy LU-2.3: to prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood. The development will continue to maintain the PUD zoning designation and will keep the development standards as approved when the PUD was established in 1970, including all subsequently approved amendments. The future use of the industrial warehouse building will be within the allowable/permitted uses of the PUD-104-70 zone.

Policy LU-2.4: to assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood. The development will continue to maintain the PUD zoning designation and will keep the development standards as approved when the PUD was established in 1970, including all subsequently approved amendments. The future use of the industrial warehouse building will be within the allowable/permitted uses of the PUD-104-70 zone.

Policy LU-4.5: to require that commercial and industrial developments adjoining residential uses be adequately screened and buffered from residential areas. The PUD was established in 1970 with specific development standards, as well as performance standards, landscaping, parking, and signage requirements. The Project incorporates landscaping buffering of 10' to the residences west of the site and provides between 150'-0" to 200'-0" of

setback to the existing building and between 125'-0" to 150'-0" to the proposed new building addition.

LU-IMP-7B: to require improved maintenance and rehabilitation of industrial buildings and sites, as necessary. Conditions of Approval for the Project will, in part, ensure the property owner/operator keep a well maintained site. Conditions include, but are not limited to, requirements that address loitering, trash pick-up, lighting, and landscape maintenance.

The proposed Project will be consistent with the spirit and intent of the General Plan.

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

The Project proposes to renovate, revitalize, and improve the existing site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building. To accommodate the new building addition, the site plan layout has been modified to provide adequate vehicular access (for standard motor vehicles and larger truck/commercial vehicles) with new drive aisles, parking spaces, ADA (Americans with Disabilities Act) compliant parking and handicap loading areas, electric vehicle charging parking stations/stalls, and new landscape installations. The building is located in the center of the site, with parking spaces and drive aisles around the perimeter. The existing building façade will be renovated and the building, including the new addition portion, will be architecturally modern, contemporary, and aesthetically pleasing. The building elevations will consist of varying finishes and colors and materials including spandrel glass, metal panels and siding, and smooth concrete walls.

Based on Municipal Code parking requirements for industrial uses (at a parking ratio of one (1) parking space per 1,000 square feet of gross floor area), the site shall maintain a minimum of 166 parking spaces. The existing parking lot/site plan layout has been modified to accommodate the new building addition. The site will maintain a total of 168 parking spaces on-site, which is a surplus of two (2) parking spaces. Therefore, the Project complies with parking requirements of the Municipal Code.

As part of the Transportation Section of the Initial Study report prepared for the Mitigated Negative Declaration for the Project, the traffic impact analysis, which was conducted and prepared by a licensed traffic engineering firm, evaluated trip generation, and potential impacts to nearby key intersections in the surrounding roadway system. Based on the results of the traffic impact analysis, the proposed warehouse improvement project would not

significantly impact any of the key intersections analyzed in the surrounding roadway system. The analysis methodology is based on the City of Garden Grove's traffic study criteria. Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. The City of Garden Grove recognizes LOS "D" as the minimum satisfactory Level of Service during peak hour conditions. All nearby study intersections will continue to operate at acceptable levels of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during AM and PM peak hours, while the intersection of Knott Street and Garden Grove Boulevard will continue to operate at a deficient level of service (LOS F) during AM peak hours. A traffic study would typically be required by the City if the trip generation for a project was projected to increase by more than 50 trips during peak times. The trip generation rates in the report were based on the nationally referenced rates from the Institute of Transportation Engineers' (ITE) *Trip Generation* (10<sup>th</sup> Edition) – commonly referred to as the "ITE Manual". The analyses of the report found that the projected trip generation would be 36 trips during the AM peak hour and 42 trips during the PM peak hour. It should be noted that the site, prior to the Next Level Sports Complex indoor sports facility, had previously operated as an industrial warehouse, which is like-kind to the proposed operation/use as an industrial warehouse. The traffic impact analysis determined that the project's off-site traffic impact would not be considered significant at any of the study intersections. Therefore, no off-site intersection mitigation measures were deemed necessary for the development of the proposed Project. The City's Traffic Engineering Division reviewed the Initial Study's traffic impact analysis and concurred with the report's findings.

The Engineering Division has reviewed the plan and all appropriate conditions of approval and mitigation measures have been incorporated to minimize any adverse impacts on surrounding streets. Therefore, the design of the project complies with the spirit and intent of the Garden Grove Municipal Code for industrial uses and will provide for a stable and desirable environment.

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

The Public Works Department has reviewed the plans and all appropriate conditions of approval have been incorporated. The proposed development will provide new landscaping and proper grading of the site to provide adequate on-site drainage. All other appropriate conditions of approval and mitigation measures have been included, which will minimize any adverse impacts to surrounding streets.

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

The Public Works Department has reviewed the project, and has incorporated all the appropriate conditions of approval and mitigation measures to minimize any adverse impacts, and to ensure the project will not adversely impact the Public Works Department's ability to perform its required function(s).

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

The subject 6.97-acre lot is located in an area that is adjacent to a Planned Unit Development (PUD), in operation as a wedding chapel facility, to the north; a professional office PUD and the Garden Grove (22) Freeway on-ramp to the south; R-1 (Single-Family Residential) zoned properties developed with single-family residences, to the west; and M-P (Industrial Park) zoned properties developed with industrial buildings, across Knott Street, to the east. Planned Unit Development No. PUD-104-70 (REV. 2019) would permit the development of the property, thereby facilitating the expansion of the existing industrial building, in accordance with the proposed Site Plan (SP-079-2019) for the Project. The existing Industrial Planned Unit Development will maintain and improve its compatibility with existing developments in the vicinity by wholly improving the site by proposing to renovate, revitalize, and improve the existing site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building. A sufficient landscape buffer will be provided within the 10'-0" wide landscape planter area along the westerly perimeter of the site facing the existing single-family developed properties to the west, to ensure adequate buffering of any potential noise and light/glare impacts. The new building addition will maintain setbacks of 54'-10" to the northerly property line, between 125'-0" to 150'-0" to the residential property lines to the west (the west side of the vacated Brady Way street), and at least 66'-9" to the easterly property line, facing Knott Street. The proposed industrial warehouse improvement project will provide adequate parking, vehicular and pedestrian circulation for access to and from the site, and new landscaping.

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.

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to the south; R-1 (Single-Family Residential) zoned properties developed with single-family residences, to the west; and M-P (Industrial Park) zoned properties developed with industrial buildings, across Knott Street, to the east. Planned Unit Development No. PUD-104-70 (REV. 2019) would permit the development of the property, thereby facilitating the expansion of the existing industrial building, in accordance with the proposed Site Plan (SP-079-2019) for the Project. The existing Industrial Planned Unit Development will maintain and improve its compatibility with existing developments in the vicinity by wholly improving the site by proposing to renovate, revitalize, and improve the existing site with parking lot improvements, landscape installations and rehabilitation, interior and exterior façade improvements, along with the proposed industrial building addition at the north end of the existing building. A sufficient landscape buffer will be provided within the 10'-0" wide landscape planter area along the westerly perimeter of the site facing the existing single-family developed properties to the west, to ensure adequate buffering of any potential noise and light/glare impacts. The new building addition will maintain setbacks of 54'-10" to the northerly property line, between 125'-0" to 150'-0" to the residential property lines to the west (the west side of the vacated Brady Way street), and at least 66'-9" to the easterly property line, facing Knott Street. The proposed industrial warehouse improvement project will provide adequate parking, vehicular and pedestrian circulation for access to and from the site, and new landscaping.

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 justify the request in accordance with Municipal Code Section 9.32.030.3 (Site Plan).
2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the attached Conditions of Approval (Exhibit "A") shall apply to Site Plan No. SP-079-2019.
3. The effectiveness of approval of Site Plan No. SP-079-2019 shall be contingent upon City Council adoption a Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program for the Project and the adoption and effectiveness of an ordinance approving Planned Unit Development No. PUD-104-70 (REV. 2019).

## **EXHIBIT "A"**

### **Site Plan No. SP-079-2019**

12821 Knott Street, including that vacated southerly portion of Brady Way, which fronts along the westerly property line of the subject site  
Assessor's Parcel No. 215-014-01

### **CONDITIONS OF APPROVAL**

#### **General Conditions**

1. The applicant and each owner of the property shall execute, and the applicant shall record against the property a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office. Proof of such recordation is required within 30 days of this approval. 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, Rexford Industrial Realty, L.P., the developer of the project, the current owner of the Property, the future 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. All Conditions of Approval herein shall apply to Site Plan No. SP-079-2019.
2. Approval of Site Plan No. SP-079-2019 shall be contingent upon City Council adoption of a Mitigated Negative Declaration and an associated Mitigation Monitoring and Reporting Program for the Project and an ordinance approving Planned Unit Development No. PUD-104-70 (REV. 2019), and 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.
3. 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.
4. 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. 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.

5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

### **Public Works Engineering Division**

6. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
7. 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.
8. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design of the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels.
9. A separate street permit is required for work performed within the public right-of-way. The City of Garden Grove completed a street rehabilitation project on Knott Street in 2017. Knott Street is currently under a street moratorium. Any utility trench backfilling fronting the project on Knott Street is subject to 15 feet of asphalt resurfacing (up to 2-inches of asphalt grind and cap) from the center line of proposed utility (water, gas, sewer, communication cables) in both directions and may extend the full width of the street as determined by the City Engineer.
10. Grading improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30' 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. Street improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.

11. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
12. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition and section 1110A of the California Building Code.
13. 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-foot width sidewalk is required for parking spaces that are utilizing elevated sidewalk curb face as a wheel stop and must maintain four feet (4'-0") minimum from the overhang of the vehicle bumper for ADA pathway.
14. 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.
15. 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:
  - 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.
  - Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.
  - Incorporates structural and Treatment Control BMPs as defined in the DAMP.
  - Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.

- Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
  - Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
16. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
- 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.
  - Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
  - Demonstrate that an adequate number of copies of the approved Project WQMP are available on site.
  - Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.
17. 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:
- 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.
  - Provide solid roof or awning to prevent direct precipitation.
  - Connection of trash area drains to the municipal storm drain system is prohibited.
  - Potential conflicts with fire code and garbage hauling activities should be considered in implementing this source control.
  - See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD-32 for additional information.
  - The trash shall be located to allow pick-up and maneuvering, including turnarounds, in the area of enclosures.

- 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.
18. The applicant and its contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. Applicant and 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 resurvey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls. Temporary Benchmarks shall not be used for vertical control. Benchmarks shall be to the National Geodetic Vertical Datum (NGVD).
  19. 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.
  20. 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:
    - 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.
  21. 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.

22. Prior to issuance of a grading permit, the applicant submit and obtain approval of a work-site traffic control plan, satisfactory to the City Traffic Engineer.
23. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.
24. Any required lane closures should occur outside of peak travel periods.
25. Construction vehicles should be parked off traveled roadways in a designated parking.
26. 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. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
27. Prior to issuance of the building permit, the applicant shall design and construct street frontage improvements as identified below. All landscaping installed within the public rights-of-way shall be maintained by the applicant in a manner meeting the approval of the City Engineer and Planning Department.

Knott Street

- Modify and enlarge (45' max.) the existing northerly driveway approach on Knott Street per City of Garden Grove Standard Plan B-120 (option #2). Standard Plan B-120 calls for a minimum width of 30-feet for commercial and multi residential projects, with any deviation from the standard to be approved by the City Traffic Engineer and detailed on the plan showing all modifications.
- Any proposed new landscaping in public right of way shall be approved by Planning Division and maintained by the owner.

**Orange County Fire Authority**

28. All Fire related aspects of the proposed project shall comply with the applicable Orange County Fire Authority (OCFA) Fire Master Plan Guidelines.

**Building and Safety Division**

29. Project shall comply with the applicable 2019 CA Building Code (CBC), CA Residential Code, CA Mechanical Code (CMC), CA Plumbing Code (CPC), CA Electrical Code (CEC), CA Green Building Standards Code (CGBSC) and the 2019 CA Building Energy Efficiency Standards.

30. Soils report is required at time of building construction plan check submittal to the City.
31. Existing parking, restrooms, and path-of-travel shall comply with accessibility requirements per CBC Chapter 11B.

**Public Works Water Services Division**

32. The applicant shall work with the City to remove the sewer easement for the 8" sewer main running along the northern portion of the property such to comply with current code. Said 8" sewer line will be classified as a private sewer system and the property owner shall be responsible for its operation and maintenance. The portion of easement for the 8" sewer main running along the eastern portion of the property shall remain in place. The above modifications to the easement shall be made at the applicant's expense and shall be fully completed and approved by the City prior to issuance of permits.
33. New water service installations 2" and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire services and larger water services 3" and larger, shall be installed by owner's/developer's contractor per City Standards.
34. Water meters shall be located within the City right-of-way or within a dedicated waterline easement. Fire services and larger water services 3" 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. Fire service shall have above-ground backflow device with a double-check valve assembly per City Standard 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.

37. If existing fire service connection is in a vault, single-check valve shall be upgraded to above-ground DCDA (Double Check Detector Assembly) and vault shall be abandoned per Water Services inspector. Single-check valve and piping inside vault is to be removed.
38. Location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority.
39. 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.
40. If required, owner shall install new sewer lateral with clean out at right-of-way line. Lateral in public right-of-way shall be 6" min. dia., extra strength VCP with wedgelock joints.
41. 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. Only one sewer connection per lot is allowed.

#### **Planning Services Division**

42. The applicant shall submit a complete landscape plan governing the entire development. The plans shall be consistent with the plans submitted to the Planning Commission for review and approval, except as modified herein. The landscape irrigation plans shall include type, size, location and quantity of all plant material. The landscape plan shall include irrigation plans and staking and planting specifications. All landscape irrigation shall comply with the City's Landscape Ordinance and associated Water Efficiency Guidelines. The landscape plan is also subject to the following:
  - a. A complete, permanent, automatic remote control irrigation system shall be provided for all common area landscaping shown on the plan. The sprinklers shall be of low flow/precipitation sprinkler heads for water conservation.
  - b. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box, and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, Boston Ivy or other acceptable vines, shall be used.

- c. Trees planted within ten feet (10') of any public right of way shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low height variety to ensure safe sight clearance. The street right-of-way plans may be modified to have the sidewalk adjacent to the curb, meeting City Standards, in order to minimize tree overhanging in the street.
  - d. The landscape treatment along the street frontages, including the area designated as public right-of-way, shall incorporate the landscape area between the sidewalk and the development wall with ground cover, shrubs and bushes, and trees that highlight the project's entrance as well as enhance the exterior appearance along Knott Street. The plant material for the entrances shall be the type to inhibit graffiti such as vines and dense growing shrubs and bushes, and shall be maintained.
  - e. All landscaping on-site shall be maintained by the property owner for the life of the project.
  - f. Final design and configuration of the landscaping and buffering along the 10'-0" wide planter area, which runs along the westerly side of the site, abutting the residentially developed properties to the west, shall be reviewed and approved by the Planning Division as part of the required landscape plans. The landscaping within this buffer area shall be dense with a variety of trees, shrubs, and other plant materials that effectively buffer any potential impacts from noise and light/glare.
43. 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 referred to as the County Noise Ordinance as adopted:
- a. Monday through Saturday - not before 7 a.m. and not after 8 p.m. (of the same day).
  - b. Sunday and Federal Holidays may work same hours, but subject to noise restrictions as stipulated in section 8.47.010 of the Municipal Code.
44. Any new or required block walls and/or retaining wall(s) shall be shown on the grading plans. Block walls shall be developed to City Standards or designed by a Registered Engineer and shall be measured from on-site finished grade. The applicant shall provide the following:
- a. Decorative masonry walls are required along the westernmost side of the site, abutting the residentially developed properties to the west, and shall be constructed to a minimum height of 6'-0", as measured from highest point of finished grade. These walls shall use decorative masonry or stucco

block with decorative caps, subject to the Community and Economic Development Department approval.

- b. The applicant shall make good faith efforts to work with the existing property owners along the project perimeter in designing and constructing the required perimeter block walls. The purposes of this requirement is to avoid having double walls and minimize any impact that it might cause to the existing landscaping on the neighbor's side as much as possible. The perimeter block wall shall be constructed and situated entirely within the subject property. In the event that the applicant cannot obtain approval from the other property owners, the applicant shall construct the new wall with a decorative cap to be placed between the new and existing walls. In the event the location of a new wall adjacent to an existing wall or fence has the potential to affect the landscape planter, then the applicant shall work with City Staff to address this situation. The Community and Economic Development Director shall be authorized to approve minor alterations the size and/or location of the landscape planter to accommodate the placement of such wall.
45. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust) that includes dust minimization measures, the use of electricity from power poles rather than diesel or gasoline powered generators, and the use methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible. Also, the use of solar or low-emission water heaters, and use of low-sodium parking lot lights, and to ensure compliance with Title 24.
  46. 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 Building and Safety Division Plan Check. The project shall also be subject to the following:
    - a. All on-site and off-site utilities (off-site refers to the areas within public right-of-way to the center line of the streets adjacent to the subject property) within the perimeter of the site and to the centerline of the adjacent streets shall be installed or relocated underground.
    - b. Above-ground utility equipment (e.g., electrical, gas, telephone, cable TV) shall not be located in the street setbacks or any parking areas, and shall be screened to the satisfaction of the Community and Economic Development Department.
    - c. No roof-mounted mechanical equipment, including but not limited to dish antennas, shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community and Economic Development Department prior to the issuance of building



permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.

47. All ground- or wall-mounted mechanical equipment shall be screened from view from any place on or off the site.
48. Building color and material samples shall be submitted to the Planning Division for review and approval prior to issuance of building permits.
49. All exterior finishes of the new building addition shall match the exterior finishes of the existing building, to ensure architectural compatibility.
50. The vehicular access gate at the northwest corner of the site (at the terminus of the Brady Way public street) shall remain closed/locked, shall be fitted with a Knox box, and shall be used for emergency access only (i.e., by the Orange County Fire Authority).
51. 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 Division. Lighting adjacent to residential properties shall be restricted to low decorative type wall-mounted lights, or a ground lighting system. Lighting shall be provided throughout all private drive aisles and entrances to the development per City standards for street lighting. Lighting in the common areas shall be directed, positioned, or shielded in such manner so as not to unreasonably illuminate the window area of nearby residences.
52. The applicant shall implement the Mitigation Monitoring and Reporting Program as identified in the adopted Mitigated Negative Declaration, and shall provide updates about the implementation process to the City of Garden Grove, Community Department until completion of the project.
53. 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 Planned Unit Development No. PUD-104-70 (REV. 2019) and Site Plan No. SP-079-2019 (collectively, the "Project entitlements"), 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 defend the City with legal counsel mutually selected by the applicant and the office of the City

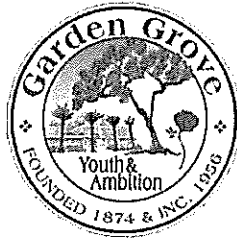
Attorney and shall further pay any adverse financial award, which may issue against the City, including but not limited to any award of attorney fees to a party challenging such project approval.

54. 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-079-2019 has begun.

# INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

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## WAREHOUSE IMPROVEMENT PROJECT 12821 KNOTT STREET GARDEN GROVE, CALIFORNIA



**LEAD AGENCY:**

**CITY OF GARDEN GROVE  
COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING SERVICES DIVISION  
11222 ACACIA PARKWAY  
GARDEN GROVE, CALIFORNIA 92840**

**REPORT PREPARED BY:**

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING  
2211 HACIENDA BOULEVARD, SUITE 107  
HACIENDA HEIGHTS, CA 91745**

**NOVEMBER 5, 2019**

GGRO 016

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## MITIGATED NEGATIVE DECLARATION

**Title of Project:** Warehouse Improvement Project, 12821 Knott Street, Garden Grove.

**Brief Description of Project:** The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site's legal address is 12821 Knott Street. The project site is located on the west side of Knott Street and north of the Garden Grove Freeway (SR-22). The building that currently occupies the project site was constructed in 1971 and is currently vacant, though the building's previous tenant was Next Level Sports, an indoor recreational sports organization. A portion of Brady Way extends along the site's west side and this portion of the street's right-of-way will be included as a part of the proposed project since that portion of Brady Way will be vacated. Key elements of the proposed project include the following:

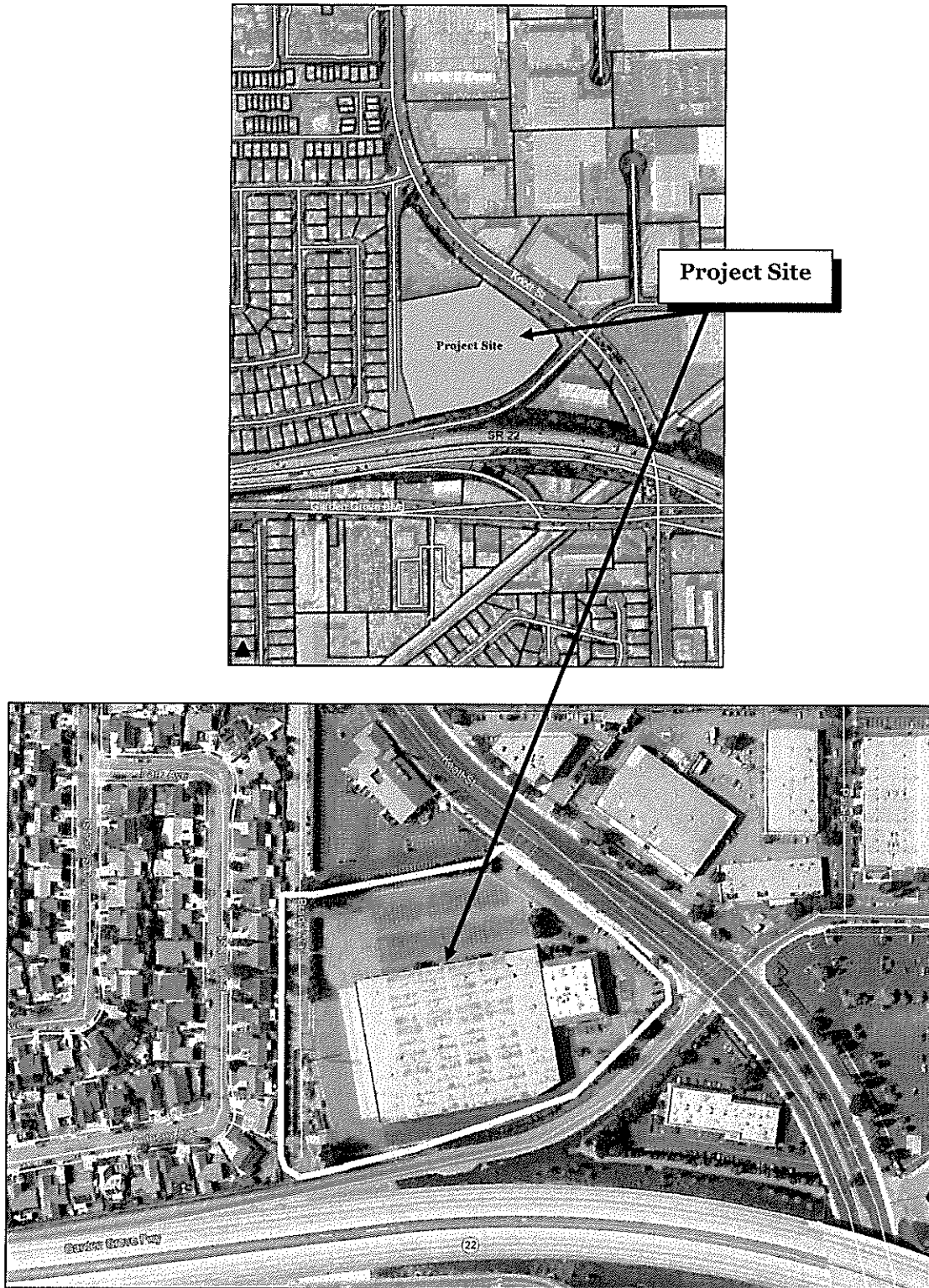
- According to the most recent site plan prepared for the proposed project by John Cataldo Associates, the project site (including the vacated portion of Brady Way) has a total area of 347,385 square feet (7.97 acres).<sup>1</sup> According to the ALTA Survey that was prepared for the project site (the size of the property was then later confirmed through a title search and a search through the Orange County Tax Assessor), the project site in its current state totals 303,629 square feet. The segment of Brady Way that will be vacated and incorporated into the project site encompasses 43,756 square feet. The project site is currently developed with an existing one-story warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is a two-story office. This existing building will remain.
- The proposed improvements involve the construction of a new building addition to the north side of the existing warehouse. The proposed building addition will have a total floor area 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet.
- In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. The proposed project will also provide 31 truck loading spaces: 27 dock high spaces and four grade level spaces.

The discretionary approvals that are being requested by the project Applicant include the vacation of a portion of Brady Way which fronts along the westerly side of the subject site, a Site Plan, a revision to Planned Unit Development No. PUD-104-70, and the adoption of the Mitigated Negative Declaration (MND) and associated Mitigation Monitoring and Reporting Program (MMRP).

**Project Location (see also attached map):** The project site is located in the west-central portion of the City of Garden Grove. The project site is located on the west side of Knott Avenue and north of the Garden Grove Freeway (SR-22). The project site's legal address is located at 12821 Knott Street.

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<sup>1</sup> John G Cataldo & Associates. *Conceptual Site Plan*. Site plan was received October 1, 2019 from Ms. Merlina Joeng.



**PROJECT LOCATION MAP**  
SOURCE: QUANTUM GIS AND GOOGLE MAPS

**Name of the Project Proponent:** The project Applicant is Mr. James Long, Senior Construction Manager, Rexford Industrial, 333 City Boulevard West, Suite 705. Orange, California 92868

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

**Project Impacts:** The Initial Study/MND found that the environmental effects from the proposed project would be less than significant with the incorporation of mitigation measures.

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## ENVIRONMENTAL CHECKLIST FORM

**1. PROJECT TITLE:** Warehouse Improvement Project (12821 Knott Street).

**2. LEAD AGENCY:**

City of Garden Grove  
11222 Acacia Parkway  
P.O. Box 3070  
Garden Grove, California 92840

**3. CONTACT PERSON:**

Chris Chung, Urban Planner  
Planning Services Division  
City of Garden Grove  
(714) 741-5312

**4. PROJECT LOCATION:**

The project site is located in the west central portion of the City of Garden Grove. The project site is located on the west side of Knott Street and north of the Garden Grove Freeway (SR-22). The project site's legal address is 12821 Knott Street.

**5. PROJECT SPONSOR:**

The project Applicant is Mr. James Long, Senior Construction Manager, Rexford Industrial, 333 City Boulevard West, Suite 705. Orange, California 92868.

**6. ENVIRONMENTAL SETTING:**

The proposed project involves an addition to the existing warehouse building that occupies the project site. The project site is located along the west side of Knott Street which is a major arterial roadway. The building that currently occupies the project site was constructed in 1971 and is currently vacant, though the building's previous tenant was Next Level Sports, an indoor recreational sports organization. The Garden Grove Freeway is located along the project site's south side. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. A single-family residential neighborhood is located adjacent to the project site on the west. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) is located further east, on the east side of Knott Avenue. The Garden Grove Freeway (SR-22) is located directly to the south of the project site.

**7. GENERAL PLAN DESIGNATION:**

The project site is designated as *IC (Industrial Commercial Mixed Use)*. No General Plan Amendment will be required.

**8. ZONING:**

The project site is zoned *PUD-104-70 (Planned Unit Development)*. A Zone Change will be required to cover the vacated portion of Brady Way with PUD-104-70 zoning, which is to be incorporated into the overall development site.

**9. DESCRIPTION OF PROJECT:**

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet. In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. The proposed project will also provide 31 truck loading spaces (the number of dock high spaces is identified on the proposed project's building elevations). Access to the project site will be provided by two existing driveway connections located along the west side of Knott Street.

**10. OTHER AGENCIES WHOSE APPROVAL (AND PERMITS) ARE REQUIRED:**

The proposed project would require various ministerial approvals such as building permits, grading permits, occupancy permits, and a permit to connect to the City's water and sewer lines. The proposed project would also be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below could be potentially affected by the proposed project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist provided herein in Section 1.3 of the attached Initial Study.

CITY OF GARDEN GROVE • MITIGATED NEGATIVE DECLARATION & INITIAL STUDY  
 PROPOSED WAREHOUSE IMPROVEMENT PROJECT • 12821 KNOTT STREET

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

**DETERMINATION**

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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 proposed project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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: \_\_\_\_\_

Date: \_\_\_\_\_

Printed Name \_\_\_\_\_

For: City of Garden Grove

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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



7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a proposed project's environmental effects in whichever format is elected.
9. The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and,
  - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

The potential impacts are summarized in Table 1-1 (Initial Study Checklist) and Section 3 of the attached Initial Study.



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## SECTION 1 INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

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The proposed project is a request by the Applicant for an addition to an existing warehouse building in the City of Garden Grove. The project site's legal address is located at 12821 Knott Street. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is used as a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet. In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. Of the total amount of parking stalls that will be provided, six stalls will be compliant with the Americans with Disabilities Act (ADA). The proposed project will also provide 31 truck loading spaces. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. The proposed project is described further herein in Section 2.

The proposed use is considered to be a "project" under the California Environmental Quality Act (CEQA) because it has the potential, directly or indirectly, to result in a physical change in the environment.<sup>2</sup> The City of Garden Grove is the designated *Lead Agency* for the proposed project and the City will be responsible for the proposed project's environmental review. Section 21067 of CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.<sup>3</sup> The project Applicant is Mr. James Long, Senior Construction Manager, Rexford Industrial, 333 City Boulevard West, Suite 705, Orange, California 92868.

As part of the proposed project's environmental review, the City of Garden Grove authorized the preparation of this Initial Study.<sup>4</sup> The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental impacts of a specific action or project. The purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Garden Grove with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,

---

<sup>2</sup> California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act (CEQA Guidelines)*. § 15060 (b).

<sup>3</sup> California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions*. § 21067.

<sup>4</sup> *Ibid.* (CEQA Guidelines) § 15050.

- To determine the nature and extent of any impacts associated with the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Garden Grove, in its capacity as the Lead Agency. The City also determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's environmental review pursuant to CEQA.

This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these agencies and other interested parties to comment on the proposed project and the findings of this Initial Study.<sup>5</sup>

## **1.2 INITIAL STUDY'S ORGANIZATION**

---

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition. This section also includes a checklist that summarizes the findings of this Initial Study.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the project site and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis*, includes an analysis of potential impacts associated with the proposed project's construction and the subsequent occupancy.
- *Section 4 Findings*, indicates the conclusions of the environmental analysis and the Mandatory Findings of Significance. In addition, this section included the Mitigation Monitoring and Reporting Program (MMRP).
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.

## **1.3 INITIAL STUDY CHECKLIST**

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The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed project will not result in any unmitigable, significant impacts on the environment. For this reason, the City of Garden Grove determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided on the following pages.

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<sup>5</sup> California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions. Chapter 2.6, Section 21091(b).* 2000.

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.1 AESTHETICS</b> <i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
3.1.A. <i>Have a substantial adverse effect on a scenic vista?</i>				<b>X</b>
3.1.B. <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?</i>				<b>X</b>
3.1.C. <i>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 publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?</i>			<b>X</b>	
3.1.D. <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>			<b>X</b>	
<b>SECTION 3.2 AGRICULTURE AND FORESTRY RESOURCES</b> <i>Would the project:</i>				
3.2.A. <i>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?</i>				<b>X</b>
3.2.B. <i>Conflict with existing zoning for agricultural use, or a Williamson Act Contract?</i>				<b>X</b>
3.2.C. <i>Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</i>				<b>X</b>
3.2.D. <i>Result in the loss of forest land or conversion of forest land to a non-forest use?</i>				<b>X</b>
3.2.E. <i>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?</i>				<b>X</b>
<b>SECTION 3.3 AIR QUALITY</b> <i>Would the project:</i>				
3.3.A. <i>Conflict with or obstruct implementation of the applicable air quality plan?</i>			<b>X</b>	

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>3.3.B.</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?			<b>X</b>	
<b>3.3.C.</b> Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
<b>3.3.D.</b> Result in other emissions (such as those leading to odors adversely affecting a substantial number of people			<b>X</b>	
<b>SECTION 3.4 BIOLOGICAL RESOURCES</b> <i>Would the project:</i>				
<b>3.4.A.</b> 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 U.S. Fish and Wildlife Service?				<b>X</b>
<b>3.4.B.</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				<b>X</b>
<b>3.4.C.</b> Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
<b>3.4.D.</b> 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?				<b>X</b>
<b>3.4.E.</b> Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			<b>X</b>	
<b>3.4.F.</b> Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<b>X</b>
<b>SECTION 3.5 CULTURAL RESOURCES</b> <i>Would the project:</i>				
<b>3.5.A.</b> Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				<b>X</b>
<b>3.5.B.</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		<b>X</b>		

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>3.5.C.</b> Disturb any human remains, including those interred outside of dedicated cemeteries?			<b>X</b>	
<b>SECTION 3.6 ENERGY</b> Would the project:				
<b>3.6.A.</b> Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			<b>X</b>	
<b>3.6.B.</b> Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			<b>X</b>	
<b>SECTION 3.7 GEOLOGY AND SOILS</b> Would the project:				
<b>3.7.A.</b> Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. Strong seismic ground-shaking? Seismic-related ground failure, including liquefaction? Landslides?			<b>X</b>	
<b>3.7.B.</b> Result in substantial soil erosion or the loss of topsoil?			<b>X</b>	
<b>3.7.C.</b> Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			<b>X</b>	
<b>3.7.D.</b> 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?			<b>X</b>	
<b>3.7.E.</b> Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				<b>X</b>
<b>3.7.F.</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			<b>X</b>	
<b>SECTION 3.8 GREENHOUSE GAS EMISSIONS</b> Would the project:				
<b>3.8.A.</b> Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			<b>X</b>	
<b>3.8.B.</b> Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			<b>X</b>	

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.9 HAZARDS AND HAZARDOUS MATERIALS</b> <i>Would the project:</i>				
3.9.A. <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>			<b>X</b>	
3.9.B. <i>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?</i>			<b>X</b>	
3.9.C. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>			<b>X</b>	
3.9.D. <i>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?</i>				<b>X</b>
3.9.E. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</i>				<b>X</b>
3.9.F. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>				<b>X</b>
3.9.G. <i>Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire?</i>				<b>X</b>
<b>SECTION 3.10 HYDROLOGY AND WATER QUALITY</b> <i>Would the project:</i>				
3.10.A. <i>Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</i>			<b>X</b>	
3.10.B. <i>Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</i>			<b>X</b>	



**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<p><b>3.10.C.</b> Substantially alter the existing drainage pattern of the site or area, including 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; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?</p>			<b>X</b>	
<p><b>3.10.D.</b> In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p>			<b>X</b>	
<p><b>3.10.E.</b> Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>				<b>X</b>
<p><b>SECTION 3.11 LAND USE AND PLANNING</b> Would the project:</p>				
<p><b>3.11.A.</b> Physically divide an established community?</p>				<b>X</b>
<p><b>3.11.B.</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?</p>			<b>X</b>	
<p><b>SECTION 3.12 MINERAL RESOURCES</b> Would the project:</p>				
<p><b>3.12.A.</b> 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?</p>				<b>X</b>
<p><b>3.12.B.</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?</p>				<b>X</b>
<p><b>SECTION 3.13 NOISE</b> Would the project:</p>				
<p><b>3.13.A.</b> Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>		<b>X</b>		
<p><b>3.13.B.</b> Generation of excessive ground-borne vibration or ground-borne noise levels ?</p>			<b>X</b>	
<p><b>3.13.C.</b> For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</p>				<b>X</b>

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.14 POPULATION AND HOUSING</b> <i>Would the project:</i>				
<b>3.14.A.</b> <i>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)?</i>			<b>X</b>	
<b>3.14.B.</b> <i>Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</i>				<b>X</b>
<b>SECTION 3.15 PUBLIC SERVICES.</b> <i>Would the project:</i>				
<b>3.15.A.</b> <i>Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities?</i>			<b>X</b>	
<b>SECTION 3.16 RECREATION.</b> <i>Would the project:</i>				
<b>3.16.A.</b> <i>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?</i>				<b>X</b>
<b>3.16.B.</b> <i>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?</i>				<b>X</b>
<b>SECTION 3.17 TRANSPORTATION</b> <i>Would the project:</i>				
<b>3.17.A.</b> <i>Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</i>			<b>X</b>	
<b>3.17.B.</b> <i>Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?</i>			<b>X</b>	
<b>3.17.C.</b> <i>Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>			<b>X</b>	
<b>3.17.D.</b> <i>Result in inadequate emergency access?</i>				<b>X</b>

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<b>SECTION 3.18 TRIBAL CULTURAL RESOURCES.</b> <i>Would the project:</i>				
<p><b>3.18.A.</b> <i>Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: 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 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe 5020.1(k)?</i></p>			X	
<b>SECTION 3.19 UTILITIES AND SERVICE SYSTEMS</b> <i>Would the project:</i>				
<p><b>3.19.A.</b> <i>Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts?</i></p>			X	
<p><b>3.19.B.</b> <i>Have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years?</i></p>			X	
<p><b>3.19.C.</b> <i>Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments</i></p>			X	
<p><b>3.19.D.</b> <i>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?</i></p>			X	
<p><b>3.19.E.</b> <i>Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?</i></p>				X
<b>SECTION 3.20 WILDFIRE</b> <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
<p><b>3.20.A.</b> <i>Substantially impair an adopted emergency response plan or emergency evacuation plan?</i></p>				X

**Table 1-1  
 Initial Study Checklist**

Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
<i>3.20.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?</i>			<b>X</b>	
<i>3.20.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?</i>			<b>X</b>	
<i>3.20.D. Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</i>				<b>X</b>
<b>SECTION 3.21 MANDATORY FINDINGS OF SIGNIFICANCE</b>				
<i>3.21.A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>			<b>X</b>	
<i>3.21.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)?</i>			<b>X</b>	
<i>3.21.C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>		<b>X</b>		



## SECTION 2 PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

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The proposed project is a request by the Applicant for an addition to an existing warehouse building in the City of Garden Grove. The project site's legal address is 12821 Knott Street. The project site is currently developed with an existing warehouse building that has a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is used as a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet. In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. The proposed project will also provide 31 truck loading spaces.<sup>6</sup> A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. The proposed project is described in greater detail herein in Section 2.4.

### 2.2 PROJECT LOCATION

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The project site is located within the corporate boundaries of the City of Garden Grove. The City is located in the western portion of Orange County. Surrounding cities include Stanton on the west; Anaheim on the north; Orange and Santa Ana on the east; and Westminster and Santa Ana on the south.<sup>7</sup> Regional access to the City is provided by the Garden Grove Freeway (State Route [SR] 22) that extends through the City in an east-west orientation. The location of Garden Grove in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2. The project site is located in the west-central portion of the City. The project site is located on the west side of Knott Street and north of the Garden Grove Freeway (SR-22). A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. The project site's legal address is 12821 Knott Street. Regional access to the project site is provided by SR-22, located to the south of the project site.<sup>8</sup> A local map is provided in Exhibit 2-3.

### 2.3 ENVIRONMENTAL SETTING

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The proposed project involves an addition to the existing warehouse building that occupies the project site. The project site is located along the west side of Knott Street which is a major arterial roadway. The Garden Grove Freeway is located along the project site's south side. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. A single-family residential neighborhood is located adjacent to the project site to the west of Brady Way. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) is located further east, on the east side of Knott Avenue. An aerial photograph is provided in Exhibit 2-4.

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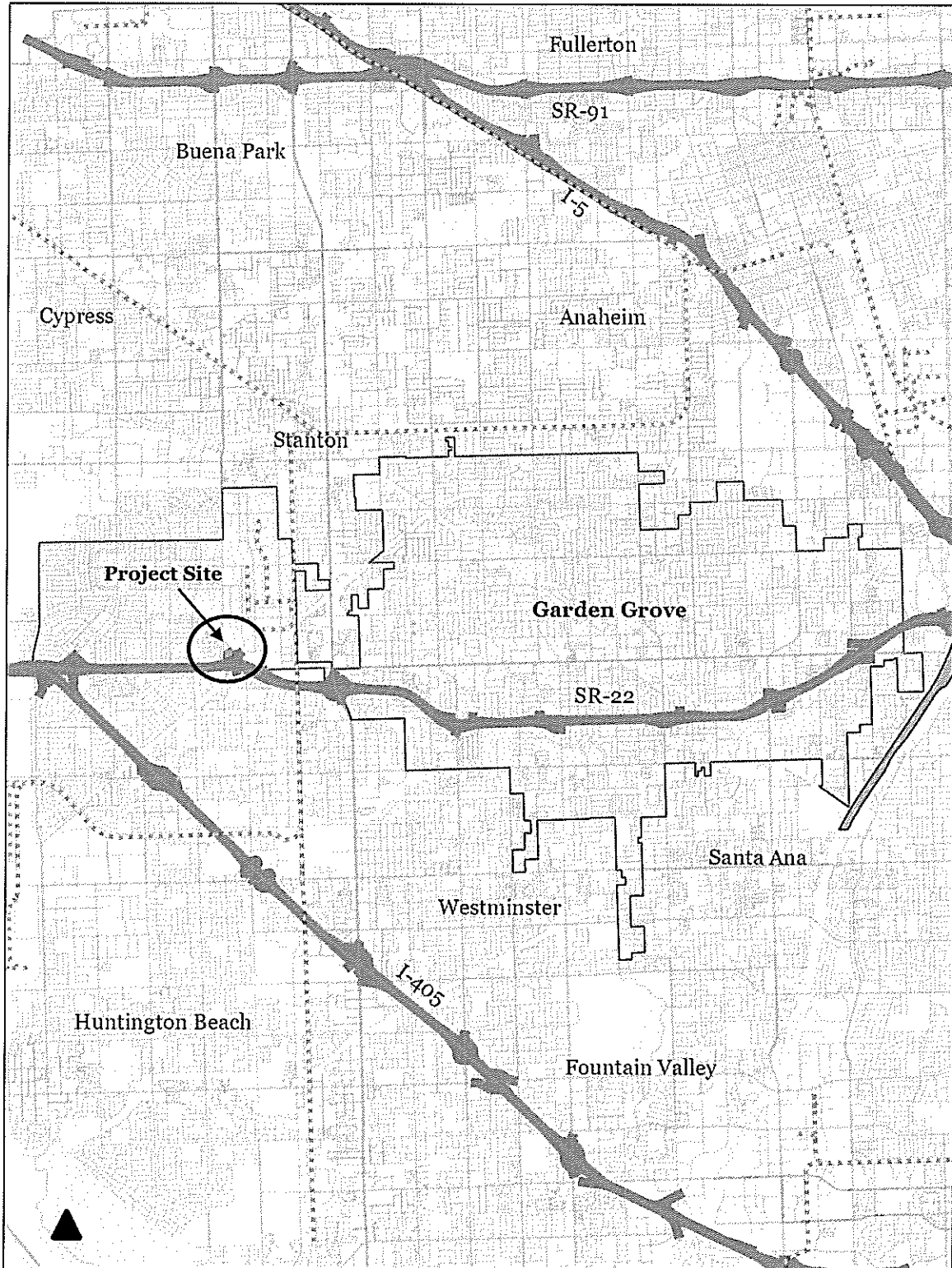
<sup>6</sup> Cataldo and Associates. *Conceptual Site Plan*. Plan dated November 2018.

<sup>7</sup> Quantum GIS. Shapefile provided by the United States Bureau of the Census.

<sup>8</sup> Google Earth. Website accessed July 17, 2019.



**EXHIBIT 2-1**  
**REGIONAL MAP**  
SOURCE: QUANTUM GIS

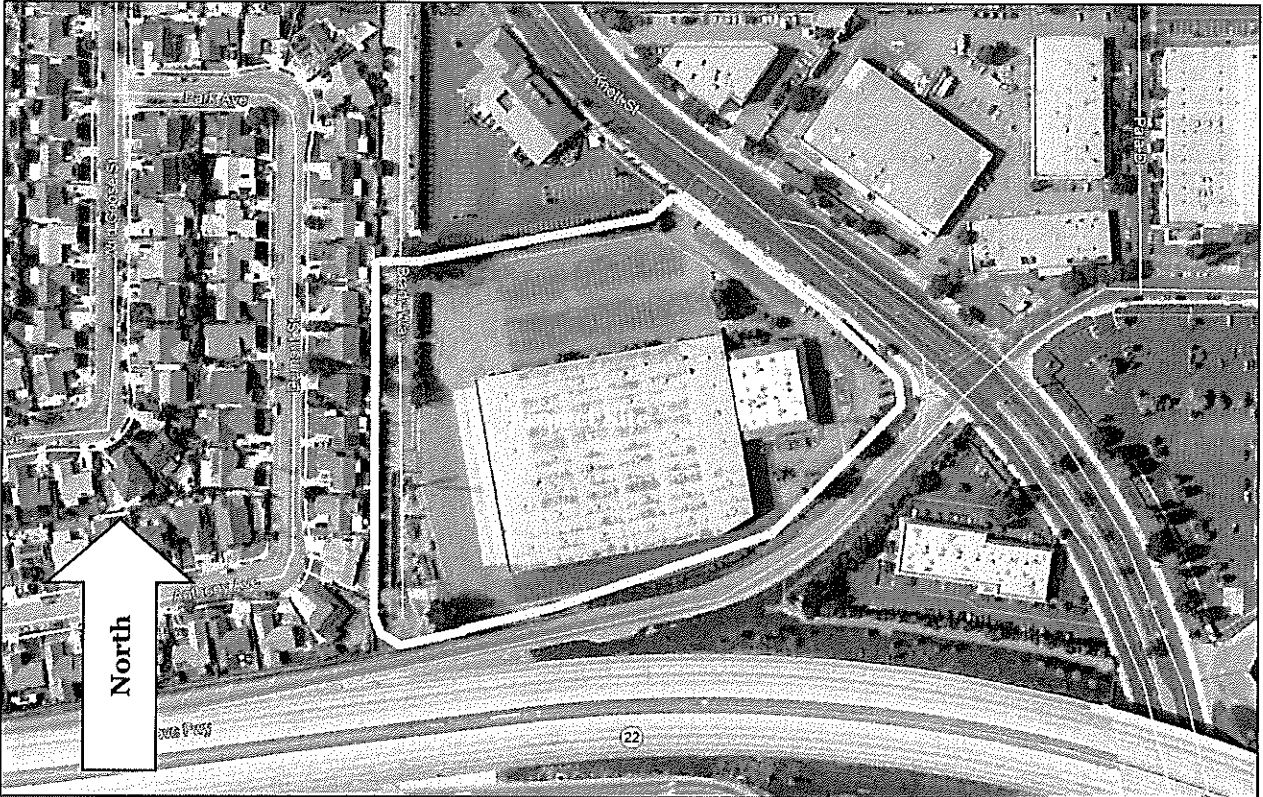


**EXHIBIT 2-2**  
**CITYWIDE MAP**  
SOURCE: QUANTUM GIS



**EXHIBIT 2-3**  
**LOCAL MAP**  
SOURCE: QUANTUM GIS





**EXHIBIT 2-4**  
**AERIAL PHOTOGRAPH**  
SOURCE: GOOGLE EARTH

## 2.4 PROJECT DESCRIPTION

### 2.4.1 PHYSICAL CHARACTERISTICS

The proposed project is a request by the Applicant for an addition to an existing warehouse building in the City of Garden Grove. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet.

- *Site Plan.* According to the most recent site plan prepared for the proposed project by John Cataldo & Associates, the project site (including the vacated portion of Brady Way) has a total area of 347,385 square feet (7.97 acres).<sup>9</sup> According to the ALTA Survey that was prepared for the project site (the size of the property was then later confirmed through a title search and a search through the Orange County Tax Assessor), the project site in its current state totals 303,629 square feet. The segment of Brady Way that will be vacated and incorporated into the project site encompasses 43,756 square feet. The existing warehouse and office building consists of 119,836 square feet and is located in the south-central portion of the project site. The warehouse addition, consisting of 45,335 square feet, will be connected to the northern elevation to the existing warehouse building. The existing and proposed structural improvements are surrounded by an internal drive aisle and marked parking spaces. The truck receiving and maneuvering areas are located in the western portion of the site. The lot coverage of the site will be 44.45 percent. The maximum floor area ratio (FAR) is 0.50.
- *Existing Building.* The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet including an existing 20,000 square foot, two story office mezzanine. The warehouse building is located in the south central portion of the project site. The office building is attached to the east-facing elevation of the warehouse building and is oriented towards Knott Street. The existing warehouse building includes a total of 20 truck loading docks along the west-facing elevations and one grade level door.
- *Proposed Building Improvements.* The proposed improvements involve the construction of a new building addition that will connect to the north-facing elevation of the existing warehouse building. The new addition will have a total footprint of 45,335 square feet. A total of seven (7) dock high doors and three (3) at-grade doors will be provided along the west facing elevation of the warehouse addition.
- *Site Access and Parking.* In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. Of this total, 143 spaces will be standard stalls, 25 spaces will be compact stalls, and eight will be compliant with the American's with Disabilities Act (ADA). The proposed project will also provide 16 electric vehicle (EV) charging stations. In addition, the proposed project will also provide 31 truck

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<sup>9</sup> John G Cataldo & Associates. *Conceptual Site Plan*. Site plan was received October 1, 2019 from Ms. Merlina Joeng.

loading spaces: 27 dock high loading spaces and four grade level loading spaces. The primary employee parking and visitor parking area is located in the eastern portion of the site near the office. Other parking will be provided along the site’s perimeter. Access to the project site will be provided by two driveways located along the west side of Knott Street. The northernmost driveway will have a width of 45 feet while the southernmost driveway will have a width of 30 feet. A portion of Brady Way, which extends along the site’s west side, will be vacated and incorporated into the project site.

- *Landscaping.* Approximately 23,398 square feet of landscaping will be provided within the site’s perimeter, along the Knott Street frontage, within the parking area, and along the west side buffer area in that portion of the site that was previously occupied by Brady Way. The species that will be planted include Crape Myrtles, Mexican Fan Palms, Creeping Figs, among others.

The proposed project is summarized in Table 2-1 below. The proposed site plan is provided in Exhibit 2-5 and the building elevations are provided in Exhibit 2-6.

**Table 2-1  
 Proposed Project Summary Table**

<b>Project Element</b>	<b>Description</b>
Site Area	347,385 sq. ft. (7.97 acres)
Lot Coverage	44%
Floor Area Ratio	0.50
Total Existing Building Area (in sq. ft.)	119,836 sq. ft.
Existing Warehouse Area (in sq. ft.)	99,836 sq. ft.
Existing Office Area (in sq. ft.)	20,000 sq. ft.
Proposed Building Addition Area	45,335 sq. ft.
Total Future Building Area (Existing + Proposed)	165,171 sq. ft.
Total Parking	168 spaces
Standard Spaces	143 spaces
Compact Spaces	25 spaces
Truck Loading Spaces	31 spaces
Landscaping	23,398 sq. ft.

**Source:** Cataldo and Associates. *Conceptual Site Plan*. Plan dated November 2018.

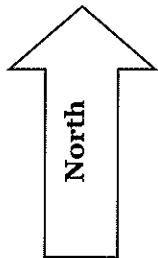
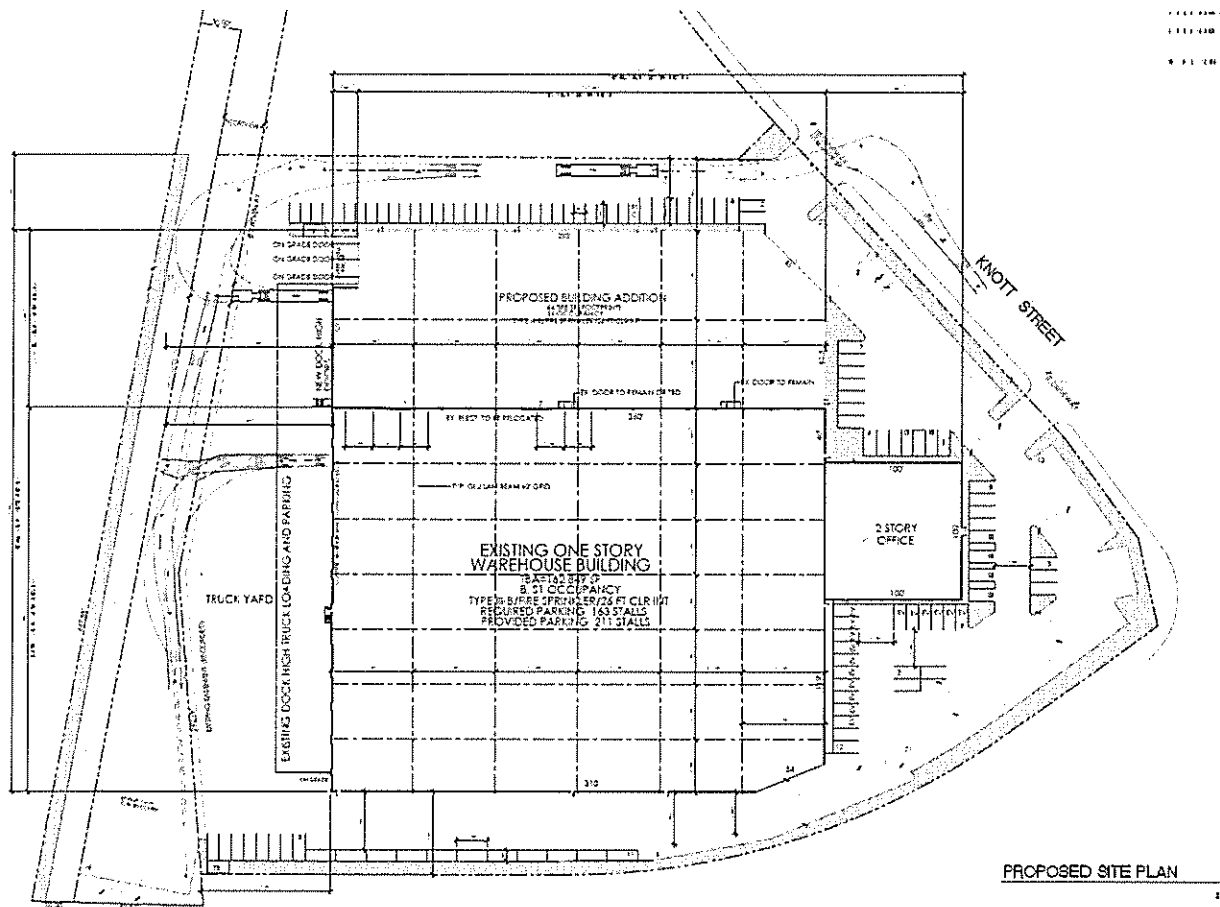
#### **2.4.2 OPERATIONAL CHARACTERISTICS**

The tenant has not yet been identified. The primary hours of operation will most likely be typical workday hours (e.g. Monday through Friday). However, the City’s Zoning Ordinance does not dictate the hours of operation for industrial uses. Should the future tenant be involved in the use, handling, storage, or disposal of hazardous materials, the project Applicant will be required to apply for a Conditional Use Permit (CUP). The proposed project is estimated to result in the generation of up to 164 new jobs based on a ratio of one new job per 1,000 square feet of floor area.

### **2.4.3 CONSTRUCTION CHARACTERISTICS**

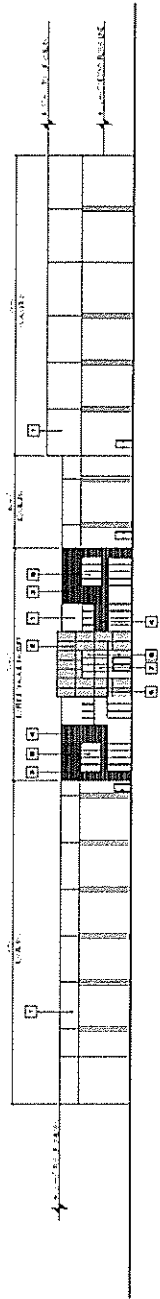
The construction of the phase for the proposed project would take approximately 11 months to complete. The key construction phases are outlined below:

- *Site Preparation.* The project site will be readied for the construction of the proposed project. This phase will take approximately one month to complete and will involve the removal of the pavement. The project site will be graded and trenched during this phase. This phase will take one month to complete.
- *Construction.* The proposed addition building addition will be constructed during this phase. This phase will take approximately six months to complete.
- *Paving.* This phase will involve the paving of the site. This phase will take approximately one month to complete.
- *Landscaping and Finishing.* This phase will involve the planting of landscaping and the completion of the on-site improvements. This phase will take approximately two months to complete.



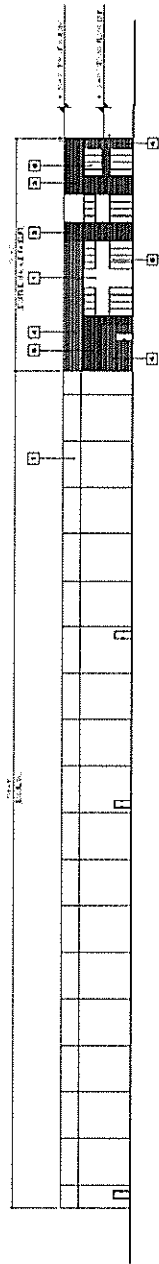
## EXHIBIT 2-5 CONCEPTUAL SITE PLAN

SOURCE: JOHN CATALDO



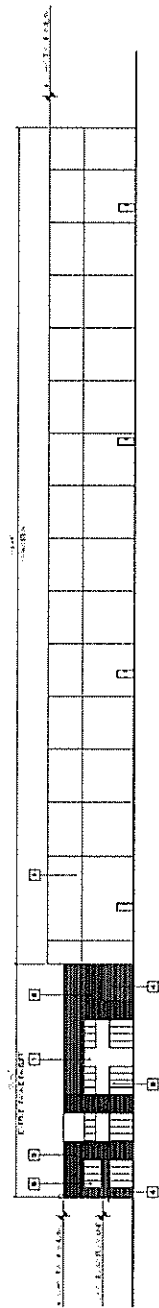
PROPOSED EAST ELEVATION

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



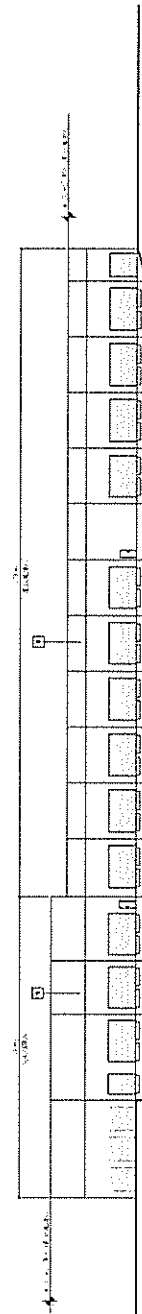
PROPOSED SOUTH ELEVATION

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



PROPOSED NORTH ELEVATION

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



PROPOSED WEST ELEVATION

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

**EXHIBIT 2-6**  
**BUILDING ELEVATIONS**  
SOURCE: JOHN CATALDO

## 2.5 DISCRETIONARY ACTIONS

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A Discretionary Decision (or Action) is an action taken by a government agency (for the proposed project, the government agency is the City of Garden Grove) that calls for an exercise of judgment in deciding whether to approve a project. The discretionary approvals required for the proposed project include the following:

- A *Zone Change (ZC)* for that portion of Brady Way that will be vacated;
- A *Site Plan* for the construction of the addition and associated site improvements;
- The City Council must approve the vacation of Brady Way;
- The adoption of the *Mitigated Negative Declaration* that is required pursuant to CEQA; and,
- The adoption of the *Mitigation Monitoring and Reporting Program* that is required pursuant to CEQA.



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## SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agriculture and Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology and Soils (Section 3.7);
- Greenhouse Gas Emissions (Section 3.8);
- Hazards and Hazardous Materials (Section 3.9);
- Hydrology and Water Quality (Section 3.10);
- Land Use and Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population and Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Cultural Resources (Section 3.18);
- Utilities and Service Systems (Section 3.19);
- Wildfire (Section 3.20); and,
- Mandatory Findings of Significance (Section 3.21).

Under each issue area, a description of the thresholds of significance is provided. These thresholds will assist in making a determination as to whether there is a potential for significant impacts on the environment. The analysis considers both the short-term (construction-related) and long-term (operational) impacts associated with the proposed project's implementation, and where appropriate, the cumulative impacts. To each question, there are four possible responses:

- *No Impact.* The proposed project will not result in any adverse environmental impacts.
- *Less than Significant Impact.* The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Garden Grove or other responsible agencies consider to be significant.
- *Less than Significant Impact with Mitigation.* The proposed project may have the potential to generate a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of the recommended mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant. This finding will require the preparation of an environmental impact report (EIR).

### **3.1 AESTHETICS**

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#### **3.1.1 ANALYSIS OF ENVIRONMENTAL IMPACTS.**

- A. *Would the project, except as provided in Public Resources Code Section 21099, have a substantial adverse effect on a scenic vista? • No Impact.*

A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include: (1) scenic quality; (2) sensitivity level; and (3) view access.

The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet.

Views of the San Gabriel Mountains and Santa Ana Mountains are already obstructed by the existing development located in the area. Therefore, no scenic vistas will be impacted with the implementation of the proposed project. A field survey conducted around the project site indicated that there are no scenic vistas located in the vicinity of the project site. In addition, there are no public parks in the area of the project site that would serve as scenic vistas. As a result, no impacts will result.

- B. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact.*

According to the California Department of Transportation (Caltrans), Knott Street is not a designated scenic highway.<sup>10</sup> In addition, the vegetation present on-site consists of unmaintained ruderal species and the project site does not contain any scenic rock outcroppings.<sup>11</sup> Lastly, the project site is occupied by an existing warehouse, though the warehouse is currently unoccupied and devoid of tenants. In addition, this building is not listed in the State or National registrar (refer to Section 3.5). The proposed improvements will also include repainting of the existing building's wall surfaces, repaving of the surface asphalt and concrete areas, and the installation of new landscaping. In addition, the existing Brady Way right-of-way, which is poorly maintained, will be incorporated into the project site. These improvements to the existing site along with the new building addition will result in an improvement to the site's existing appearance. As a result, no impacts would occur.

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<sup>10</sup> California Department of Transportation. *Official Designated Scenic Highways*. [www.dot.ca.gov](http://www.dot.ca.gov)

<sup>11</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on July 18, 2019.

- C. *Would the project's location, in a 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 publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*
- *Less than Significant Impact.*

As indicated previously, the project site is currently occupied by an existing vacant building. The site is located within an urbanized area. The proposed project involves an addition to the existing warehouse building that occupies the project site. The project site is located along the west side of Knott Street which is a major arterial roadway. The Garden Grove Freeway is located along the project site's south side. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. A single-family residential neighborhood is located adjacent to the project site to the west of Brady Way. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) are located further east, on the east side of Knott Avenue.

The project site is zoned *PUD I (Planned Unit Development – Industrial 104-70)*. A Zone Change will be required for the vacated portion of Brady Way. With implementation of this zone change, the proposed project's use will be consistent with the applicable General Plan and Zoning designations. Since the proposed project's implementation will result in an improvement of the site's appearance, the potential impacts are considered to be less than significant.

- D. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* • *Less than Significant Impact.*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The nearest light sensitive receptors to the project site are the single family homes located along the west side of the west of Brady Way. The project architect prepared a lighting and photometric study indicating the location and extent of new lighting. This study is presented in Appendix A. The plans indicate that ten exterior light poles would be installed in the exterior parking and circulation areas and 20 wall packs would be mounted on the exterior building walls. Of this new lighting, five light poles would be located within the west yard area between the warehouse building and the west property line that separates the project site from the homes located to the west.

The proposed project will be required to comply with the City's lighting requirements. The City of Garden Grove Zoning Ordinance (Section 9.16.040.200.B.4.c) states the following:

*"Lighting in the parking area shall be directed, positioned, or shielded in such a manner so as not to unreasonably illuminate the window area of nearby residences."*

The developer may utilize a number of design measures to accomplish this, including the use of light shielding, directing light downward, and employing lower intensity lighting. Conformance with the standard conditions required under the City's Zoning requirements will reduce the potential light and glare impacts to levels that are less than significant. The proposed project's lighting will not affect nearby sensitive receptors because all parking lot and exterior building lighting will be shielded and aimed downward toward the ground surface pursuant to Section 9.16.040.200.B.4.c of the Garden Grove Municipal Code. The photometric study supports this conclusion by indicating that the light intensity along the west boundary will be 0.0 lumens, which corresponds to the City's Code requirements. It is also important to note that new landscaping will be installed along the entire west property line which will further reduce potential light trespass. As a result, the impacts will be less than significant.

Glare is related to light trespass and is defined as visual discomfort resulting from high contrast in brightness levels. Glare-related impacts can adversely affect day or nighttime views. As with lighting trespass, glare is of most concern if it would adversely affect sensitive land use or driver's vision. The exterior façade would consist of non-reflective materials, such as concrete. As a result, no daytime glare-related impacts are anticipated and the proposed project's potential impacts would be less than significant.

### **3.1.2 MITIGATION MEASURES**

The preceding analysis concluded that the proposed project would not require any mitigation related to aesthetic impacts or light and glare impacts.

## **3.2 AGRICULTURE & FORESTRY RESOURCES**

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### **3.2.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project 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 proposed project involves an addition to the existing warehouse building that occupies the project site. The project site is located along the west side of Knott Street, which is a major arterial roadway. The Garden Grove Freeway is located along the project site's south side. A single-family residential neighborhood is located adjacent to the project site to the west of Brady Way. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) are located further east, on the east side of Knott Avenue.

According to the California Department of Conservation, the project site does not contain any soils that are considered to be soils that are Prime Farmland, Unique Farmland, or Farmland of Statewide

Importance.<sup>12</sup> Since the implementation of the proposed project will not involve the conversion of soils designed as prime farmland soils, unique farmland soils, or farmland soils of statewide importance, to urban uses, no impacts will occur.

*B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract? • No Impact.*

The project site is currently zoned PUD-104-70 (Planned Unit Development). The proposed project will require the approval of a Zone Change for the portion of Brady Way that will be vacated. The required zone change will not result in a loss of agricultural land since that portion is currently used as a paved street. Furthermore, the zoning of this site is PUD-104-70. The permitted uses are primarily based on those allowed in the M-P (Industrial Park) zone. Agricultural growing and produce stands are not a listed permitted use. In addition, the project site is not subject to a Williamson Act Contract.<sup>13</sup> Therefore, no impacts will occur since the proposed development will not be erected on a site that is subject to a Williamson Act Contract.

*C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? • No Impact.*

The project site is located in the midst of an urbanized area and no forest lands are located within the site or within the City. The project site is designated as *IC (Industrial Commercial Mixed Use)*. The project site is zoned *PUD-104-70 (Planned Unit Development)*. A Zone Change will be required for the vacated portion of Brady Way. Therefore, no impacts on forest land or timber resources will result from the proposed project's implementation.

*D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use? • No Impact.*

No forest lands are located within the vicinity of the project site. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

*E. Would the project 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.*

The proposed project would not involve the disruption or damage to the existing environment resulting from a loss of farmland to non-agricultural use or conversion of forest land to non-forest. The project site is not located in close proximity to forest land or farmland areas. As a result, no impacts will result from the implementation of the proposed project.

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<sup>12</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Los Angeles County Important Farmland*. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>

<sup>13</sup> California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA\\_2012\\_8x11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf)

### 3.2.2 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

## 3.3 AIR QUALITY

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### 3.3.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently occupied by an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O<sub>3</sub>)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO<sub>2</sub>)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO<sub>2</sub> is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO<sub>2</sub>)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM<sub>10</sub> and PM<sub>2.5</sub>* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

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

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

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

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

Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).<sup>14</sup> The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).<sup>15</sup> The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour PM<sub>2.5</sub> Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM<sub>2.5</sub> and ozone.

Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP: *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation and *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.<sup>16</sup>

In terms of *Criteria 1*, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-2). Projects that are consistent with the projections of employment and population forecasts

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<sup>14</sup> South Coast Air Quality Management District, *Final 2016 Air Quality Plan*. Adopted March 2017.

<sup>15</sup> Ibid.

<sup>16</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Garden Grove is projected to add a total of 6,800 new jobs through the year 2040.<sup>17</sup> The proposed project is estimated to result in the generation of up to 164 new jobs based on a ratio of one new job per 1,000 square feet of floor area. The projected number of new jobs is well within SCAG's employment projections for the City of Garden Grove. Therefore, the proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Garden Grove. Since the proposed project will not be in violation of either *Consistency Criteria*, the proposed project's potential impacts are considered to be less than significant.

*B. Would the project 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.*

The analysis of daily construction emissions (refer to Table 3-1) has been prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2) developed for the SCAQMD. The proposed project's construction period is expected to take approximately 11 months (refer to Section 2.3.2) and would include site preparation, the erection of the building addition, and the finishing of the proposed project (paving, painting, and the planting of landscaping).

**Table 3-1  
 Estimated Daily Construction Emissions**

Construction Phase	ROG	NO <sub>2</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation (on-site)	1.75	21.53	11.91	0.02	1.08	0.80
Site Preparation (off-site)	0.03	0.02	0.28	--	0.09	0.02
<b>Total Site Preparation</b>	<b>1.78</b>	<b>21.55</b>	<b>12.19</b>	<b>0.02</b>	<b>1.17</b>	<b>0.82</b>
Grading (on-site)	2.02	22.74	10.15	0.02	7.23	4.31
Grading (off-site)	0.04	0.02	0.35	--	0.11	0.03
<b>Total Grading</b>	<b>2.06</b>	<b>22.76</b>	<b>10.50</b>	<b>0.02</b>	<b>7.34</b>	<b>4.34</b>
Building Construction (on-site)	2.28	17.43	14.89	0.02	0.94	0.90
Building Construction (off-site)	0.27	2.31	2.34	0.01	0.75	0.21
<b>Total Building Construction</b>	<b>2.55</b>	<b>19.74</b>	<b>17.23</b>	<b>0.03</b>	<b>1.69</b>	<b>1.11</b>
Paving (on-site)	1.39	11.58	11.80	0.01	0.65	0.60
Paving (off-site)	0.05	0.03	0.49	--	0.16	0.04
<b>Total Paving</b>	<b>1.44</b>	<b>11.61</b>	<b>12.29</b>	<b>0.01</b>	<b>0.81</b>	<b>0.64</b>
Architectural Coatings (on-site)	9.94	1.68	1.83	--	0.11	0.11
Architectural Coatings (off-site)	0.04	0.02	0.36	--	0.12	0.03
<b>Total Architectural Coatings</b>	<b>9.98</b>	<b>1.70</b>	<b>2.19</b>	<b>--</b>	<b>0.23</b>	<b>0.14</b>
<b>Maximum Daily Emissions</b>	<b>9.98</b>	<b>22.77</b>	<b>17.24</b>	<b>0.03</b>	<b>7.35</b>	<b>4.34</b>
<b>Daily Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

Source: California Air Resources Board CalEEMod [computer program].

<sup>17</sup> Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.



As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant. The proposed project's construction would be required to adhere to all SCAQMD regulations related to fugitive dust generation and other construction-related emissions. According to SCAQMD Regulation 403, all unpaved demolition and construction areas shall be regularly watered up to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the proposed project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy. The analysis of long-term operational impacts also used the CalEEMod computer model.

**Table 3-2  
 Estimated Operational Emissions in lbs/day - Unmitigated**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area-wide (lbs/day)	1.03	--	0.02	--	--	--
Energy (lbs/day)	--	0.04	0.03	--	--	--
Mobile (lbs/day)	0.13	0.54	1.97	--	0.68	0.18
<b>Total (lbs/day)</b>	<b>1.17</b>	<b>0.59</b>	<b>2.03</b>	<b>--</b>	<b>0.68</b>	<b>0.19</b>
<b>Daily Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: California Air Resources Board CalEEMod [computer program].

As indicated in Table 3-2, the proposed project's operation will result in emissions that are below the thresholds of significance established by the SCAQMD. As a result, the potential impacts are considered to be less than significant.

*C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.<sup>18</sup> These population groups are generally more sensitive to poor air quality. Sensitive receptors in the immediate area include the single family homes located

<sup>18</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

adjacent to the project site to the west of Brady Way.<sup>19</sup> The sensitive receptors located in the vicinity of the project site are shown in Exhibit 3-1.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a CO hot-spot may occur near a street intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide. However, within the last decade, decreasing background levels of pollutant concentrations and more effective vehicle emission controls have significantly reduced the potential for the creation of hot-spots. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The proposed project's implementation will not result in a degradation of any intersections Level of Service (refer to Section 3.17 – Transportation and Circulation). Therefore, no impacts regarding the creation of carbon hot-spots will result.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs apply to short-term (construction) emissions at a fixed location and do not include off-site or regional emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO<sub>x</sub> to NO<sub>2</sub>; carbon monoxide (CO) emissions from construction; PM<sub>10</sub> emissions from construction; and PM<sub>2.5</sub> emissions from construction. The use of the “look-up tables” is typically used for projects proposed on less than five acres of land area. The proposed project's LST emissions are presented in Table 3-3.

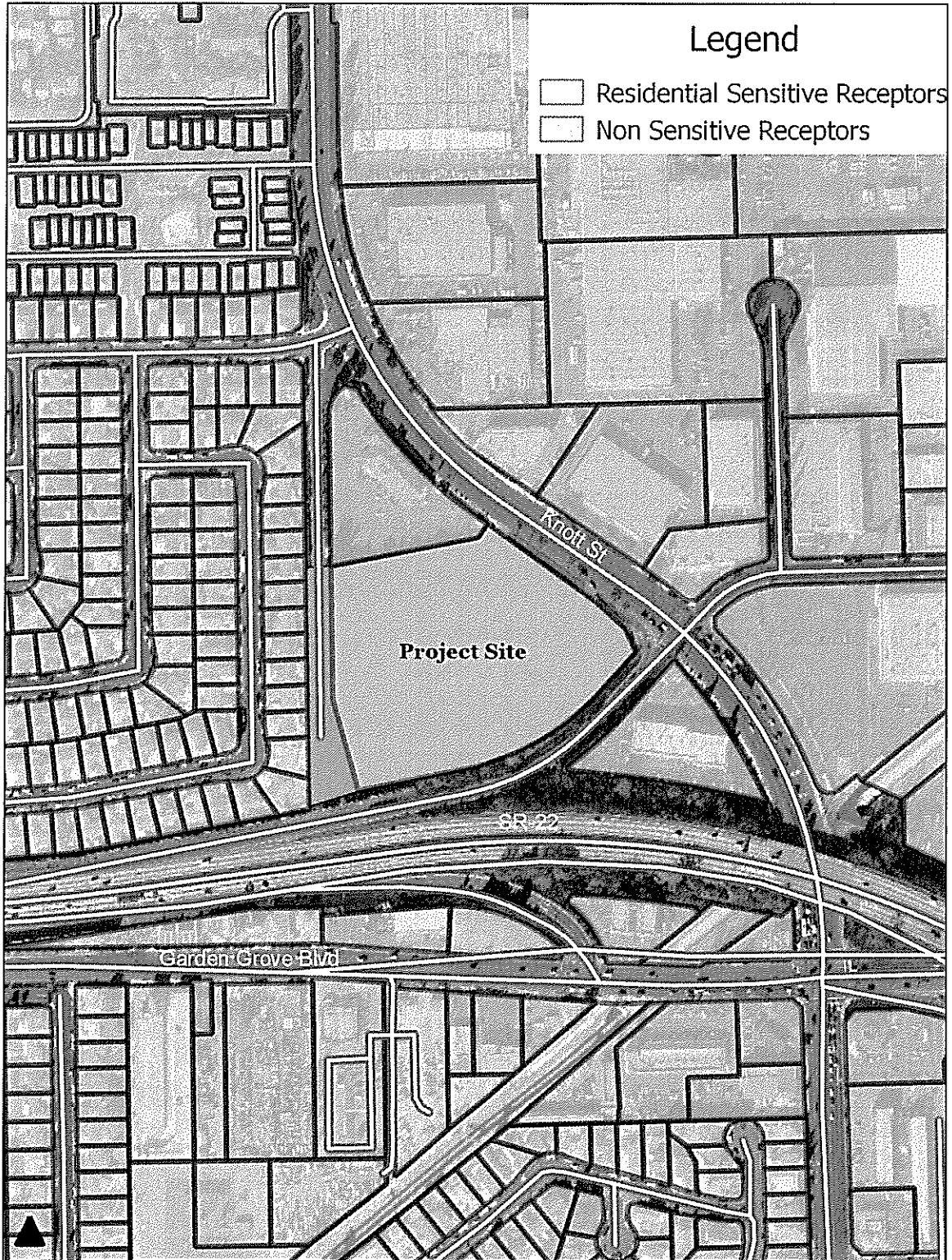
**Table 3-3**  
**Local Significance Thresholds Exceedance SRA 17 for 5 Acres of Disturbance**

Emissions	Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO <sub>x</sub>	22.77	Construction	183	167	180	202	245
CO	17.24	Construction	1,253	1,734	2,498	4,018	9,336
PM <sub>10</sub>	3.59*	Construction	13	39	55	88	188
PM <sub>2.5</sub>	2.31*	Construction	7	9	15	32	109

Source: CalEEMod Version 2016.3.2.

\*= Note: These figures take into account the water of the site up to three times per day, which is a standard condition required by the SCAQMD.

<sup>19</sup>South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.



**EXHIBIT 3-1**  
**SENSITIVE RECEPTORS MAP**  
SOURCE: QGIS

As indicated in Table 3-3, the emissions generated by the construction of the proposed project will not exceed the LSTs identified above. Further analysis of the CalEEMod worksheets indicated that the primary source of construction PM emissions is fugitive dust. Adherence to additional mandatory Rule 403 regulations will reduce fugitive dust emissions to levels that are less than significant. Rule 403 also requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. As a result, the potential impacts are considered to be less than significant.

An analysis of operational mobile source diesel particulate matter (DPM) emissions was performed for idling trucks and trucks travelling within the project site. The 2017 EMFAC emissions factors for HHDT vehicles, or Heavy-Heavy-Duty trucks, were utilized in order to perform the analysis for operational DPM emissions. Access to the project site will be provided by two driveways located along the west side of Knott Street; while dock high doors will be located along the building's west facing elevation. The trucks were assumed to have traveled a distance of 500 feet (0.09 miles one-way), or a rough estimate of the length of the west side of the project site. These trucks were assumed to be travelling at a speed of 15 miles per hour, which would be the speed limit on-site. A total of 23 trucks per day (assuming 0.52 trucks per 1,000 square feet according to the SCAQMD) are anticipated to be generated once the proposed project is operational. Table 3-4 shown below depicts the estimated mobile source emissions once the proposed project is operational. As shown in the table, the proposed project's operation will result in negligible DPM emissions and the project will not expose sensitive receptors to substantial pollutant concentrations.

**Table 3-4  
 Operational Mobile Source Emissions from Trucks**

Pollutants	Emissions Factors	Distance in miles (round trip)	Number of Vehicles	Emissions
PM10 Exhaust at Idle (grams/vehicle/day)	0.012362035 grams	--	23	0.28 grams per day, or 0.0006 pounds per day
PM10 Exhaust at 15 mph (grams/mile)	0.072492209 grams	0.18	23	0.30 grams per day, or -- pounds per day
PM2.5 Exhaust at Idle (grams/vehicle/day)	0.011827259 grams	--	23	0.27 grams per day, or 0.0005 pounds per day
PM2.5 Exhaust at 15 mph (grams/mile)	0.069356228 grams	0.18	23	0.28 grams per day, or -- pounds per day

Source: 2017 EMFAC Factors

*D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)? • Less than Significant Impact.*

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants,

composting activities, refineries, landfills, and businesses involved in fiberglass molding.<sup>20</sup> The proposed project will consist of a warehouse addition. While no tenants have been identified for the building, should the building's future tenant(s) be involved in the processing, manufacturing, handling, or disposal of hazardous materials, a Conditional Use Permit (CUP) would be required. Furthermore, future tenants will be required to adhere to SCAQMD Rule 402 – Nuisance, which regulates the release of nuisance odors.

Potential truck drivers visiting the site (construction and deliveries) must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. In addition, the proposed project's construction contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant and no mitigation is required.

### **3.3.3 MITIGATION MEASURES**

The analysis of air quality impacts indicated no mitigation will be required.

## **3.4 BIOLOGICAL RESOURCES**

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### **3.4.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project 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 U.S. Fish and Wildlife Service? • No Impact.*

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the Los Alamitos Quadrangle (the portion of the City of Garden Grove that contains the project site is located within the Los Alamitos Quadrangle) indicated that out of a total of 54 native plant and animal species, 11 are either threatened or endangered. These species include the California least tern; light-footed Ridgway's rail; least Bell's vireo; salt marsh bird's-beak; California Orcutt grass; tricolored blackbird; Belding's savannah sparrow; western yellow-billed cuckoo; the

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<sup>20</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*, As amended 2017.

coastal California gnatcatcher; the Santa Ana Sucker; and the green turtle.<sup>21</sup> The lack of suitable riparian, chaparral, or wetland habitat may preclude the presence of the aforementioned species. The closest natural habitat to the site includes the Bolsa Chica Channel and the Seal Beach National Wildlife Refuge, located four miles southwest of the project site.

In addition, the underlying soils have been disturbed to accommodate the existing development. These conditions also preclude the presence of burrowing owls. As a result, no impacts on any candidate, sensitive, or special status species would result.

*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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? • No Impact.*

The project site is currently developed and located within an urbanized area. The field survey that was conducted for this project indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. The site is located approximately 870 feet north of the Bolsa Chica Channel. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.<sup>22</sup> In addition, there are no designated “blue line streams” located within the project site. As a result, no impacts on natural or riparian habitats will result from the proposed project’s implementation.

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

As indicated in the previous subsection, the project site and adjacent developed properties do not contain any natural wetland and/or riparian habitat.<sup>23</sup> As a result, the proposed project would not impact any protected wetland area or designated blue-line stream and no impacts would occur.

*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? • No Impact.*

The project site is in an urbanized area, is presently developed with a warehouse, and does not contain any native habitat. The project site lacks suitable wildlife habitat because it is currently paved over and lacks vegetation.<sup>24</sup> Furthermore, the site contains no natural hydrological features. Constant disturbance (noise and vibration) from the traffic on the adjacent Garden Grove Freeway and Knott Street limits the site’s utility as a migration corridor. Since the site is surrounded by development on all sides and lacks suitable habitat, the site’s utility as a migration corridor is restricted.

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<sup>21</sup> California Department of Fish and Wildlife. *Bios Viewer*. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>.

<sup>22</sup> United States Fish and Wildlife Service. *National Wetlands Inventory*. <https://www.fws.gov/Wetlands/data/Mapper.html>

<sup>23</sup> Ibid.

<sup>24</sup> Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted July 18, 2019.

There is very limited landscaping on-site. Only a few trees and shrubs remain, primarily along the perimeter of the site. Therefore, no impacts will result from the implementation of the proposed project.

*E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • Less than Significant Impact.*

Title 11 (Public Property) Chapter 11.32 (Trees) of the City of Garden Grove Municipal Code serves as the City's "Tree Ordinance." The Tree Ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). There are five street trees located along the west side of Knott Street. The proposed project's implementation will not require the removal of the aforementioned trees. As a result, the potential impacts are considered to be less than significant.

*F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? • No Impact.*

The project site is not located within an area governed by a habitat conservation or community conservation plan. As a result, no impacts on local, regional, or State habitat conservation plans will result from the proposed project's implementation.

### **3.4.2 MITIGATION MEASURES**

The analysis of biological resources impacts indicated that the proposed project will not require any mitigation.

## **3.5 CULTURAL RESOURCES**

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### **3.5.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? • No Impact.*

CEQA Guidelines Section 15064.5 defines a "historical resource" 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.

The California Register defines a "historical resource" as a resource that meets 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.<sup>25</sup>

Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.<sup>26</sup> To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements.<sup>27</sup>

The project site is designated as Industrial Commercial Mixed Use and is occupied by a vacant and dilapidated building. There are no historical resources located on the project site. Furthermore, the project site is not identified as a historic resource by the City's Historical Society.<sup>28</sup> As a result, no impacts are anticipated with the proposed project's implementation.

*B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? • Less than Significant Impact with Mitigation.*

The City of Garden Grove was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission.<sup>29</sup> The Gabrieleño-Kizh tribe has lived in this region for around 7,000 years.<sup>30</sup> Before European contact, approximately 5,000 Gabrieleño-Kizh people lived in villages throughout the Los Angeles Basin.<sup>31</sup> Archaeological sites are often located along creek areas, ridgelines, and vistas.<sup>32</sup> Formal Native American consultation was provided in accordance with AB-52. AB-52 consultation letters were mailed to a total of 22 tribes on August 23, 2019, including the different Gabrieleño subsets and the Soboba tribe. A total of four tribes responded. The Rincon Band of Luiseno Indians, the Agua Caliente Band of Cahuilla Indians, and the San Luis Rey Band of Mission Indians mentioned that the project site was outside of their respective tribal jurisdiction. Meanwhile, the tribal representative of the Gabrieleño-Kizh indicated that the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American

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<sup>25</sup> California State Parks, Office of Historic Preservation. *California Register of Historical Resources*. [http://ohp.parks.ca.gov/?page\\_id=21238](http://ohp.parks.ca.gov/?page_id=21238). 2019.

<sup>26</sup> U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://nrhp.focus.nps.gov>. 2010.

<sup>27</sup> Ibid.

<sup>28</sup> City of Garden Grove. *City of Garden Grove Historical Society*. <http://www.ci.garden-grove.ca.us/?q=/HistoricalSociety>.

<sup>29</sup> Tongva People of Sunland-Tujunga. *Introduction*. [http://www.lausd.k12.ca.us/Verdugo\\_HS/classes/multimedia/intro.html](http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html). Website accessed in July 2019).

<sup>30</sup> Ibid.

<sup>31</sup> Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>. Website accessed in December 2014).

<sup>32</sup> McCawley. *The First Angelinos, The Gabrieleño Indians of Los Angeles County*. 1996.



Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Garden Grove Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

*C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries? • Less than Significant Impact.*

There are no dedicated cemeteries located within the vicinity of the project site.<sup>33</sup> Magnolia Memorial Park is located 1.93 miles to the northeast of the project site and is the closest cemetery to the project site.<sup>34</sup> The proposed project would be restricted to the project site and would not affect any dedicated cemeteries. Notwithstanding, in the unlikely event that human remains are uncovered by construction crews, all excavation and grading activities shall be halted and the Garden Grove Police Department would be contacted (the Department would then contact the County Coroner). This is a standard condition under California Health and Safety Code Section 7050.5(b), which states:

“In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native

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<sup>33</sup> Google Earth. Website accessed July 17, 2019.

<sup>34</sup> Ibid.

American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

In addition, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA would apply in terms of the identification of significant archaeological resources and their salvage. Therefore, the potential impacts are considered to be less than significant.

### **3.5.2 MITIGATION MEASURES**

The preceding analysis concluded that the proposed project would require the following mitigation:

*Mitigation Measure No. 1 (Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

## **3.6 ENERGY**

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### **3.6.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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.*

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction. These standards relate to insulation requirements, glazing, lighting, shading, and water and space heating systems. The Garden Grove Municipal Code (GGMC) incorporates these state requirements. Construction-related energy consumption will consist largely of temporary power consumption related to the use of power tools, more specialized equipment (welding equipment, elevators, cranes, etc.), and lighting. A second major source of energy consumption will be related to temporary lighting used for both work and security. Work-related and security lighting will be required for the site during the course of the construction period. For purposes of this analysis, the entire construction period was assumed to be 11 months. The construction-related electrical consumption rate will be minimal in comparison to the operational consumption once the building is occupied. In addition, construction-related activities do not require the use of natural gas.

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the

north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet. Table 3-5 below provides an estimate of electrical and natural gas consumption for the proposed project. As indicated in the table, the proposed project is estimated to consume approximately 198,403 kilowatt (kWh) per year (or 16,533 kWh per month) of electricity and 1,337 therms of natural gas.

**Table 3-5  
 Estimated Annual Energy Consumption**

Project	Consumption Rate	Total Project Consumption
Electrical Consumption	4.45 kWh/sq.ft/year	198,403 kWh/year total
Natural Gas Consumption	0.03 therms/sq.ft/year	1,337 therms/year total

Source: CEC End-Use Survey

It is important to note that the proposed project will include energy efficient fixtures such as energy efficient lighting, windows, cooling/ventilation systems, roofing materials, and insulated doors, among others. In addition, the energy consumption rates do not reflect the more stringent 2019 California Building and Green Building Code requirements. The proposed project will be in accordance with the City's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. Nevertheless, the following Energy Star Warehouse Facility Improvement Best Management Practices (BMPs) have been incorporated as mitigation to order to maintain an efficient use of energy:

- The future tenant must implement a routine lighting maintenance schedule, including cleaning fixtures to reduce degradation of lighting quality.
- The future tenant must implement a lighting schedule in order to reduce wasteful consumption of energy related to lighting.
- The future tenant must ensure any exhaust fans are shut off when the building is unoccupied.
- The project Applicant must install occupancy sensors to limit illumination of unoccupied areas.
- The project Applicant must install dock seals to reduce outside air infiltration.

Adherence to the mitigation identified above will further reduce wasteful consumption of electricity along with compliance with Title 24 Part 11 of the California Code of Regulations. As a result, less than significant impacts will occur.

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

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code), which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now

requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project will be subject to the 2016 Building Code Standards, though the 2019 Standards that may be applicable if the project (construction plans for plan check) is submitted to the City on or after January 1, 2020. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. As indicated previously, the proposed project will be in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. As a result, the potential impacts are considered to be less than significant.

### **3.6.2 MITIGATION MEASURES**

The preceding analysis concluded that the proposed project may result in wasteful consumption of electricity. As a result, the following Energy Star Warehouse Facility Improvement Best Management Practices (BMPs) have been incorporated as mitigation to order to maintain an efficient use of energy:

*Mitigation Measure No. 2 (Energy).* The future tenant must implement a routine lighting maintenance schedule, including cleaning fixtures to reduce degradation of lighting quality.

*Mitigation Measure No. 3 (Energy).* The future tenant must implement a lighting schedule in order to reduce wasteful consumption of energy related to lighting.

*Mitigation Measure No. 4 (Energy).* The future tenant must ensure any exhaust fans are shut off when the building is unoccupied.

*Mitigation Measure No. 5 (Energy).* The project Applicant must install occupancy sensors to limit illumination of unoccupied areas.

*Mitigation Measure No. 6 (Energy).* The project Applicant must install dock seals to reduce outside air infiltration.

## **3.7 GEOLOGY & SOILS**

### **3.7.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building

will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet.

The City of Garden Grove is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the project site. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.<sup>35</sup> A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Garden Grove is not on the list.<sup>36</sup> Exhibit 3-2 indicates the seismic risk within the project area including the location of faults and the potential for liquefaction.

The potential impacts from fault rupture are considered no greater for the project site than for the surrounding areas. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two. The proposed improvements will be constructed in compliance with the 2019 Building Code (depending on the time of submittal), which contains standards for building design to minimize the impacts from fault rupture. Therefore, the potential impacts resulting from fault rupture are anticipated to be less than significant.

As with all of Southern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. As stated previously, however, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. The intensity of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from epicenter or fault. The proposed improvements will be constructed in compliance with the 2019 Building Code (depending on the time of submittal), which contains standards for building design to minimize the impacts from ground shaking. The potential ground shaking impacts would also be considered to be less than significant.

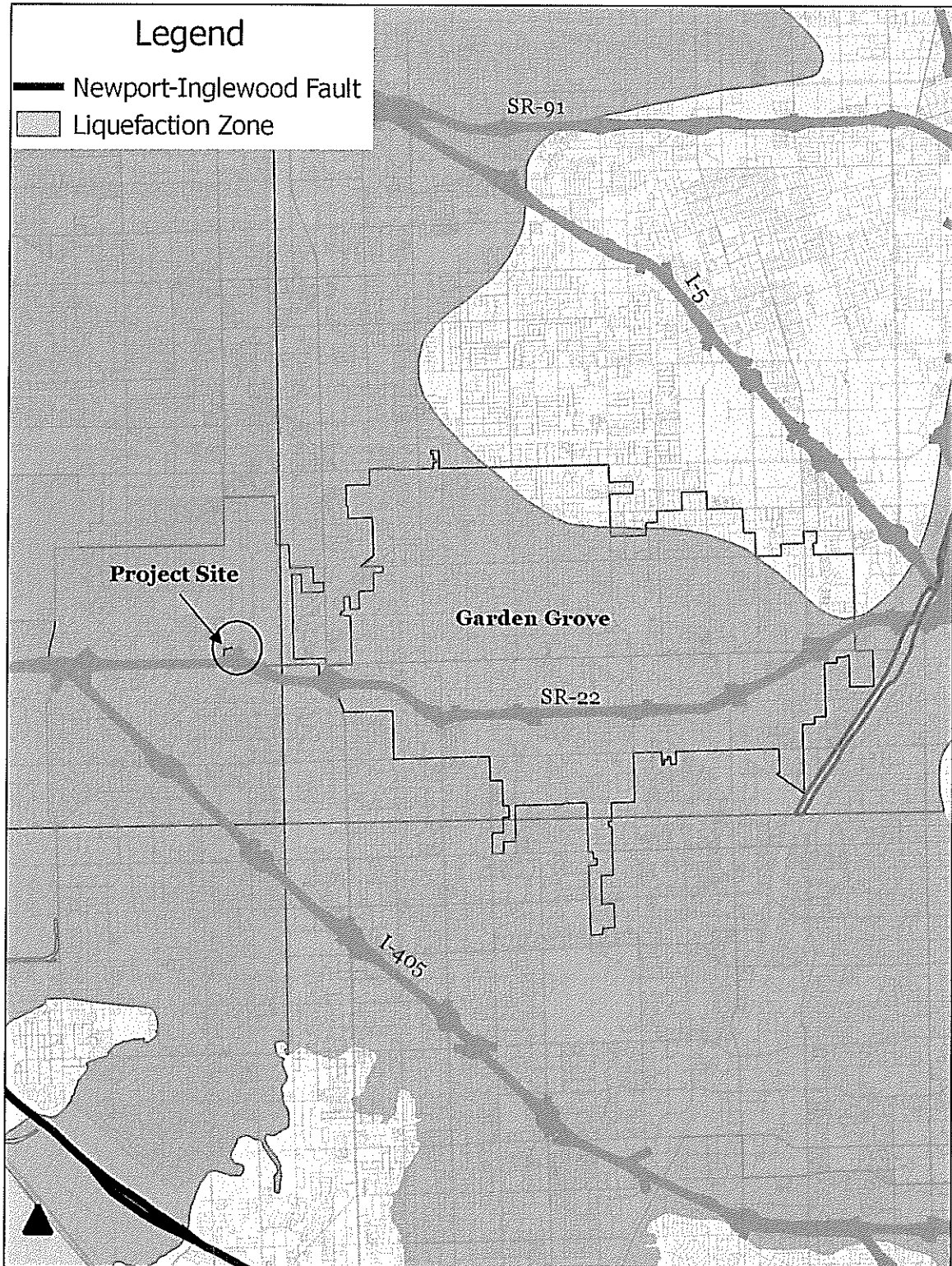
Other potential seismic issues include ground failure, liquefaction, and lateral spreading. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. The project site is located within an area that has a potential for liquefaction.<sup>37</sup> According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. In addition, the project Applicant will be required to adhere to the foundation recommendations identified by the proposed project's civil engineer. Lastly, the project site is not subject to the risk of landslides. The project site is relatively flat and there are no substantial hillsides or unstable slopes immediately adjacent to the project site boundary. As a result, the potential impacts in regards to liquefaction and landslides are less than significant.

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<sup>35</sup> California Department of Conservation. *What is the Alquist-Priolo Act?* <http://www.conservation.ca.gov>

<sup>36</sup> California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

<sup>37</sup> California Department of Conservation. *Geologic and Seismic Hazards Shapefile.*



**EXHIBIT 3-2**  
**SEISMIC HAZARDS MAP**  
SOURCE: QGIS

*B. Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.*

The UC Davis SoilWeb soil survey was consulted to determine the nature of the soils that underlie the project site. According to the SoilWeb, the site is underlain by Metz loamy sand.<sup>38</sup> Metz soils have a slight erosion hazard; however, construction activities and the placement of “permanent vegetative cover” will reduce the soil’s erosion risk.<sup>39</sup> The construction BMPs identified in the Construction Runoff Guidance Manual are applicable for all projects located within Orange County.<sup>40</sup> These construction BMPs are grouped into the following categories:

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

In addition, as a permitted use subject to the MS4 permit, the City is responsible for ensuring that all new development and redevelopment comply with all pertinent requirements of the National Pollutant Discharge Elimination System (NPDES), which is a key element of the LID measures. In order to connect to the City’s MS4 (municipal stormwater system), the project Applicant must obtain a General Industrial Activities Storm Water Permit (GIASP). In order to obtain a General Industrial Activities Storm Water Permit (GIASP), the Applicant would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will contain construction Best Management Practices (BMPs) that will prevent the erosion of top soil, the contamination of stormwater runoff, and the discharge of runoff and soil off-site. The Applicant must ensure that a SWPPP is approved, or file a Notice of Intent

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<sup>38</sup> UC Davis. *SoilWeb*. <https://casoilresource.lawr.ucdavis.edu/gmap/>

<sup>39</sup> United States Department of Agriculture, Soil Conservation Service. *Soil Survey of Orange County and Western Part of Riverside County, California*. September 1978. And UC Davis. *SoilWeb*. <https://casoilresource.lawr.ucdavis.edu/gmap/>

<sup>40</sup> Orange County Public Works. *Construction Runoff Guidance Manual*. Report dated December 2012.

to comply with the State permit prior to issuance of a grading permit.<sup>41</sup> As a result, the potential impacts regarding soil erosion are considered to be less than significant and no mitigation is required.

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 project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* • *Less than Significant Impact.*

Once complete, the proposed project will not destabilize the new soils since the proposed project will include new paved surfaces, new landscaping, and raised foundations, which would minimize soil erosion. The soils that underlie the project site possess a low potential for shrinking and swelling. Soils that exhibit certain shrink swell characteristics expand according to the moisture content present at the time. Since the underlying soils are not prone to shrinking and swelling, lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the proposed project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater. The proposed project will also not result in the direct extraction of groundwater since the proposed project will be connected to the City's water distribution system. No groundwater would be drained to accommodate the construction of the proposed project. In addition, the proposed project would not result in the direct extraction of groundwater located below ground surface (BGS). Therefore, the likelihood of on-site subsidence is considered to be remote. As a result, the potential impacts are anticipated to 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.*

According to the UC Davis SoilWeb, the site is underlain with Metz loamy sand soils.<sup>42</sup> Metz soils have a slight erosion hazard and possess a low potential for shrinking and swelling.<sup>43</sup> The shrinking and swelling of soils (expansion) is influenced by the amount of clay present in the underlying soils.<sup>44</sup> As a result, the potential impacts are considered to be less than significant.

E. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?* • *No Impact.*

The proposed project does not include construction of septic tanks or connections to septic systems or alternative wastewater disposal systems. Rather, the proposed warehouse addition will be connected to the City's sanitary sewer system. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed project's implementation.

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<sup>41</sup> City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012.

<sup>42</sup> UC Davis. *SoilWeb*. <https://casoilresource.lawr.ucdavis.edu/gmap/>

<sup>43</sup> United States Department of Agriculture, Soil Conservation Service. *Soil Survey of Orange County and Western Part of Riverside County, California*. September 1978.

<sup>44</sup> Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. [http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2\\_065083](http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083)



F. *Would the project, directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature? • No Impact.*

No paleontological resources or geologic features are anticipated to be encountered during the proposed project's construction phase due to the recent age (Holocene) of the soil. The soils that underlie the project site are alluvial soils. The alluvial deposits are typically quaternary-aged (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.<sup>45</sup> As a result, no impacts to paleontological resources will occur and no mitigation is required.

### **3.7.2 MITIGATION MEASURES**

The analysis of potential geological impacts determined that the proposed project would not require any mitigation.

## **3.8 GREENHOUSE GAS EMISSIONS**

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### **3.8.1 ENVIRONMENTAL ANALYSIS**

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.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). The SCAQMD has established multiple draft thresholds of significance. These thresholds include 1,400 metric tons of CO<sub>2</sub>E (MTCO<sub>2</sub>E) per year for commercial projects, 3,500 MTCO<sub>2</sub>E per year for residential projects, 3,000 MTCO<sub>2</sub>E per year for mixed-use projects, and 7,000 MTCO<sub>2</sub>E per year for industrial projects. As indicated in Table 3-6, the proposed project's operational CO<sub>2</sub>E emissions are estimated to be 271 MTCO<sub>2</sub>E, which is below the aforementioned thresholds.

The proposed project's construction would result in a generation of 161.41 MTCO<sub>2</sub>E per year. When amortized over a 30-year period, these emissions decrease to 5.38 MTCO<sub>2</sub>E per year. These amortized construction emissions were added to the proposed project's operational emissions to calculate the proposed project's GHG emissions. As shown in the table, the proposed project's total operational emissions are estimated to be 276.79 MTCO<sub>2</sub>E per year, which is still below the threshold of 7,000 MTCO<sub>2</sub>E per year for industrial projects. The GHG emissions estimates reflect what a warehouse development of the same location and description would generate once fully operational. The type of activities that may be undertaken once the proposed project is operational have been predicted and accounted for in the model for the selected land use type.

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<sup>45</sup> United States Geological Survey. *What is the Quaternary?*  
[http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what\\_is.html](http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html). Site accessed on July 17, 2019.

**Table 3-6  
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Tons/Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> E
Long-Term – Area Emissions	--	--	--	--
Long-Term - Energy Emissions	77.87	--	--	78.17
Long-Term - Mobile Emissions	123.73	--	--	123.86
Long-Term - Waste Emissions	8.50	0.50	--	21.06
Long-Term – Water Emissions	38.84	0.28	--	48.04
Long-Term - Total Emissions	248.95	0.79	--	271.15
Total Construction Emissions	160.75	0.02	--	161.41 MTCO <sub>2</sub> E
Construction Emissions Amortized Over 30 Years				5.38 MTCO <sub>2</sub> E
Total Emissions with Amortized Construction Emissions				276.79 MTCO <sub>2</sub> E
Significance Threshold				7,000 MTCO <sub>2</sub> E

It is important to note that the proposed project is an “infill” development since the project involves the reuse and development of an existing urban site that is bound on all sides by development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the proposed project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).<sup>46</sup> In addition, the proposed project will include a total of 16 electric vehicle parking spaces. Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

*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.*

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country’s most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030.<sup>47</sup> The City currently does not have

<sup>46</sup> California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council’s member agencies. Website accessed on July 17, 2019.

<sup>47</sup> Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030*. <http://gov.ca.gov/news.php?id=18938>

an adopted Climate Action Plan to reduce GHG emissions within its jurisdictional boundaries. Nevertheless, the proposed project will be in compliance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations, as further explained below.

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code), which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. Since the proposed project will be in conformance with Part 6 and Part 11 of Title 24 of the California Code of Regulations, the potential impacts are considered to be less than significant.

The proposed project is an "infill" development which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the proposed project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).<sup>48</sup> Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

### **3.8.2 MITIGATION MEASURES**

The analysis of potential impacts related to GHG emissions indicated that the proposed project would not result in any adverse impacts. As a result, no mitigation measures are required.

## **3.9 HAZARDS & HAZARDOUS MATERIALS**

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### **3.9.1 ANALYSIS OF ENVIRONMENTAL 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.*

Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and irritant, or strong

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<sup>48</sup> California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Site accessed on April 20, 2018.

sensitizer.<sup>49</sup> Hazardous substances include all chemicals regulated under the United States Department of Transportation “hazardous materials” regulations and the United States Environmental Protection Agency (EPA) “hazardous waste” regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

The proposed project’s construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the proposed project’s construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. Due to the age of the existing building (the building was constructed in 1971), lead based paint (LBP) or asbestos containing materials (ACMs) may be present and could be released during the construction period. As a result, lead based paint and/or asbestos containing materials will be removed by a certified abatement contractor. The removal of lead based paint and/or asbestos containing materials will be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities.

The project site is not located on the California Department of Toxic Substances Control’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).<sup>50</sup> In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST).<sup>51</sup> A search through the California Department of Toxic Substances Control’s Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists.<sup>52</sup> The United States Environmental Protection Agency’s multi-system search was consulted to determine whether the project site is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. The project site was not identified on any of the aforementioned lists.<sup>53</sup> Since the project site is not listed on any of the aforementioned databases, the likelihood of encountering contamination or other environmental concerns (leaking storage tanks, transformers, etc.) during the proposed project’s construction phase is low.

In the event the future tenant’s operations involve the transport, use, or storage of hazardous materials, the tenant will be required to comply with Federal and State regulations regarding hazardous materials. The tenant would also be required to comply with the EPA’s Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California

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<sup>49</sup> A “sensitizer” is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (U.S. Department of Labor 2017).

<sup>50</sup> CalEPA. *DTSC’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)

<sup>51</sup> California State Water Resources Control Board. *GeoTracker*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=gardengrove.ca>

<sup>52</sup> CalEPA. *Envirostor*. [http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global\\_id=&x=-119&y=37&z1=18&ms=640.480&mt=m&findaddress=True&city=gardengrove](http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z1=18&ms=640.480&mt=m&findaddress=True&city=gardengrove)

<sup>53</sup> United States Environmental Protection Agency. *Multisystem Search*. Site accessed July 18, 2019.

Health and Safety Code, which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant will be required to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Garden Grove. Adherence to all pertinent local, State, and Federal regulations will reduce potential impacts to levels that are 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.*

The proposed project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the project site by truck. Other hazardous materials that would be used on-site during the proposed project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. As stated previously, the project site is not identified on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List); the Leaking Underground Storage Tank database (LUST); the California Department of Toxic Substances Control's Envirostor database; or the United States EPA Envirofacts database.<sup>54,55,56,57</sup> Since the project site is not listed on any of the aforementioned databases, the likelihood of encountering contamination or other environmental concerns (leaking storage tanks, transformers, etc.) during the proposed project's construction phase is low.

In the event the future tenant is involved in the transport, use, or storage of hazardous materials, the tenant will be required to comply with Federal and State regulations regarding hazardous materials. The tenant would also be required to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant will be required to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Garden Grove. Adherence to all pertinent local, State, and Federal regulations will reduce potential impacts to levels that are 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.*

There are no schools located within one-quarter of a mile from the project site. The closest school is Garden Park School, which is located approximately 2,000 feet (0.38 miles) west of the project site. As

<sup>54</sup> CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)

<sup>55</sup> California State Water Resources Control Board. *GeoTracker*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=gardengrove,.ca>

<sup>56</sup> CalEPA. *Envirostor*. [http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global\\_id=&x=-119&y=37&z=18&ms=640.480&mt=m&findaddress=True&city=gardengrove](http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640.480&mt=m&findaddress=True&city=gardengrove)

<sup>57</sup> United States Environmental Protection Agency. *Multisystem Search*. Website accessed July 17, 2019.

a result, the potential impacts are considered to be less than significant and no mitigation is required.

*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.*

The *Cortese List*, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on annually basis. The list is maintained as part of the California Department of Toxic Substances Control's (DTSC) Brownfields and Environmental Restoration Program referred to as EnviroStor. A search was conducted through the DTSC's Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site.<sup>58</sup> Therefore, no impacts would occur.

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

The project site is not located within two miles of a public use airport. The closest airport is the Joint Forces Training Base, located 2.05 miles to the northwest in the City of Los Alamitos. The proposed project is not located within the Runway Protection Zone (RPZ) for the Joint Forces Training Base, and the proposed development will not penetrate the airport's 100:1 slope.<sup>59</sup> Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport. As a result, the proposed project would not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working within the project site and no impacts would occur.

*F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.*

At no time would Knott Street be completely closed to traffic during the proposed project's construction. All construction staging must occur on-site. Moreover, the proposed project will be developed in accordance with City emergency access standards and all applicable codes and ordinances for emergency vehicle access. As a result, no impacts are associated with the proposed project's implementation.

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<sup>58</sup> CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*.  
[http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)

<sup>59</sup> Orange County Airport Land Use Commission. *Airport Environs Land Use Plan for Joint Forces Training Base, Los Alamitos*. Amended 2015. <http://www.ocair.com/commissions/aluc/archive/2015/2015-07-16/item1.pdf>.

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire? • No Impact.*

As indicated previously, the project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project site. The project site is located outside of any area where there is natural vegetation that may represent a significant wildfire risk, and lacks brush or grass covered areas typically found in areas susceptible to wildfires. As a result, no risk from wildfire is anticipated with the approval and subsequent implementation of the proposed project and no impacts will occur.

### **3.9.2 MITIGATION MEASURES**

The environmental analysis determined that the proposed project will not require any mitigation.

## **3.10 HYDROLOGY & WATER QUALITY**

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### **3.10.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? • Less than Significant Impact.*

The proposed project's construction and subsequent occupation will not violate any water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. The discharge of contaminated runoff from construction will be minimized since the Applicant will be required to adhere to the construction BMPs outlined in the Construction Runoff Guidance Manual. The construction BMPs identified in the Construction Runoff Guidance Manual are applicable for all projects located within Orange County.<sup>60</sup> These construction BMPs are grouped into the following categories:

- *Erosion control*, which focuses on preventing soil from being eroded by stormwater and potentially discharged from the construction site;
- *Sediment control*, which focuses on preventing eroded soil from being discharged from the construction site;
- *Wind erosion control*, which protects the soil surface and prevents the soil particles from being detached by wind;
- *Tracking control*, which prevents or reduces the amount of sediment that is tracked to paved areas from unpaved areas by vehicles or construction equipment;

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<sup>60</sup> Orange County Public Works. *Construction Runoff Guidance Manual*. Report dated December 2012.

- *Non-stormwater management*, which limits or reduces potential pollutants at their source before they are exposed to stormwater; and,
- *Waste management and materials pollution control*, which practices that limit or reduce or prevent the contamination of stormwater by construction wastes and materials.<sup>61</sup>

The project Applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to General Industrial Activities Storm Water Permit (GIASP) regulations since the proposed project would connect to the City's MS4. The SWPPP would contain additional construction BMPs that would be the responsibility of the project Applicant to implement. Furthermore, the applicant would also be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board. The Applicant must ensure that a SWPPP is approved, or file a Notice of Intent to comply with the State permit prior to issuance of a grading permit.<sup>62</sup> The NPDES, SUSMP, and SWPPP are all elements of the MS4. Adherence to the aforementioned requirements will reduce the potential construction and operational impacts to levels that are less than significant.

Based on the site plan, approximately 94 percent of the project site will be covered over with impervious surfaces. The major source of potential water pollution is related to sheet runoff, capturing surface pollutants from driveways, and other impervious areas that are then conveyed into the local storm water system that is composed of gutters, drains, catch basins, and pipes. This storm water infrastructure will collect the water runoff which will be conveyed to the local storm drain system. In the absence of certain design measures, trash, animal waste, chemicals, and other pollutants would be transported untreated through the storm water system where it is ultimately conveyed to the regional storm drain system.

The City of Garden Grove requires the preparation of a Water Quality Management Plan (WQMP) for projects that meet a certain criteria. The proposed project will involve the pavement of the site. Therefore, the project Applicant will be required to prepare a WQMP since the proposed project is consistent with Category 8 on Table 7.11-2, which states:

*"All significant redevelopment projects, where significant redevelopment is defined as the addition or replacement of 5,000 or more square feet of impervious surface on an already developed site. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the facility, or emergency redevelopment activity required to protect public health and safety."*

The project Applicant will be required to implement the post-construction Best Management Practices (BMPs) recommended in the mandatory WQMP. These BMPs will filter polluted runoff and will remove contaminants of concern prior to the discharge or percolation of runoff. From there, filtered water will either percolate into the ground, or may be discharged off-site via the local stormwater infrastructure. Thus, the proposed project's implementation will not increase the rate or amount of

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<sup>61</sup> DMS Consultants, Inc. *Preliminary Water Quality Management Plan (WQMP)*. Report dated May 29, 2018.

<sup>62</sup> City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012.



surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to 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 grading and trenching that would be undertaken to accommodate the building footings, utility lines, and other underground infrastructure such as stormwater appurtenances and double check detector assemblies would not extend to depths required to encounter groundwater. Therefore no direct construction related impacts to groundwater supplies, or groundwater recharge activities would occur. The proposed project would continue to be connected to the City's water lines and would not result in a direct decrease in underlying groundwater supplies. Furthermore, the proposed project's contractors would be required to adhere to the applicable Best Management Practices (BMPs) for the construction site. Adherence to the required BMPs would restrict the discharge of contaminated runoff into the local storm drain system. As a result, the impacts are anticipated to be less than significant.

*C. Would the project substantially alter the existing drainage pattern of the site or area, including 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; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? • Less than Significant Impact.*

Once implemented, the proposed project would change the site's drainage characteristics. A majority of the project site is currently covered over in impervious surfaces. Currently, stormwater runoff is discharged off-site into the street. Following construction, runoff will either percolate into the ground or will be discharged off-site into the local stormwater infrastructure. Once the proposed project is complete, pervious surfaces (landscaping) will comprise 6.7 percent of the project site. Furthermore, the portion of Chapman Avenue that extends along the site's northern property line is paved and any runoff discharged off-site would not result in erosion or siltation. Additionally, the proposed project's construction would be restricted to the designated project site and the proposed project would not alter the course of any stream or river that would lead to on- or off-site siltation or erosion.

As indicated previously, the project Applicant will be required prepare a WQMP and implement all of the recommended Best Management Practices (BMPs) included in the report. These post-construction BMPs would filter out contaminants of concern, allow runoff to percolate into the ground, and would also result in the controlled discharge of excess runoff off-site. Therefore, the risk of off-site erosion and/or siltation will be minimal given the reduced water runoff and the lack of pervious surfaces outside of the project site. Thus, the proposed project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to be less than significant.

*D. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • Less than Significant Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Garden Grove, the proposed project site is located in Zone X.<sup>63</sup> This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.<sup>64</sup> The proposed project site is not located in an area that is subject to inundation by tsunami or seiche. The project site is located inland approximately eight miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.<sup>65</sup> Furthermore, a seiche in the Bolsa Chica Channel, located approximately 870 feet southeast, is not likely to happen due to the current level of channelization and volume of water present.

The project site and the majority of the City are located within an area that could be subject to flows due to failure or overflow at the Prado Dam, located approximately 20 miles to the northeast in the City of Corona. The primary impact associated with potential dam failure will be related to property damage since flood water will be relatively shallow and the flood water releases would be gradual.<sup>66</sup> The risk of dam inundation is no greater for the project site than the rest of the City since a majority of the City is located within the inundation path of the Prado Dam. As a result, the potential impacts with regards to flooding, tsunamis, seiches, or dam inundation are considered to be less than significant.

*E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • No Impact.*

The project Applicant will be required to prepare a SWPPP and implement the construction BMPS identified in the SWPPP. The Applicant will also be required to install the post-construction structural BMPS identified in the mandatory WQMP. In addition, the proposed project's construction and operation would not interfere with any groundwater management or recharge plan since grading and excavation performed on-site will not be deep enough to encounter ground water. Furthermore, adherence to the construction stormwater BMPs identified in Section 3.9 will ensure no polluted runoff is discharged off-site or will be allowed to infiltrate underlying groundwater. As a result, no impacts are anticipated.

### **3.10.2 MITIGATION MEASURES**

The analysis indicated that the proposed project would not result in any hydrological, stormwater runoff, or water quality impacts. As a result, no mitigation is required.

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<sup>63</sup> Federal Emergency Management Agency (FEMA). *FEMA Flood Map*. [https://msc.fema.gov/portal/search?AddressQuery=Garden Grove#searchresultsanchor](https://msc.fema.gov/portal/search?AddressQuery=Garden%20Grove#searchresultsanchor)

<sup>64</sup> FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>

<sup>65</sup> Google Earth. Website accessed July 17, 2019.

<sup>66</sup> United States Army Corps of Engineers, Los Angeles District. *Dam Safety Program*. <http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477349/dam-safety-program.aspx>

### **3.11 LAND USE & PLANNING**

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#### **3.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project physically divide an established community? • No Impact.*

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet.

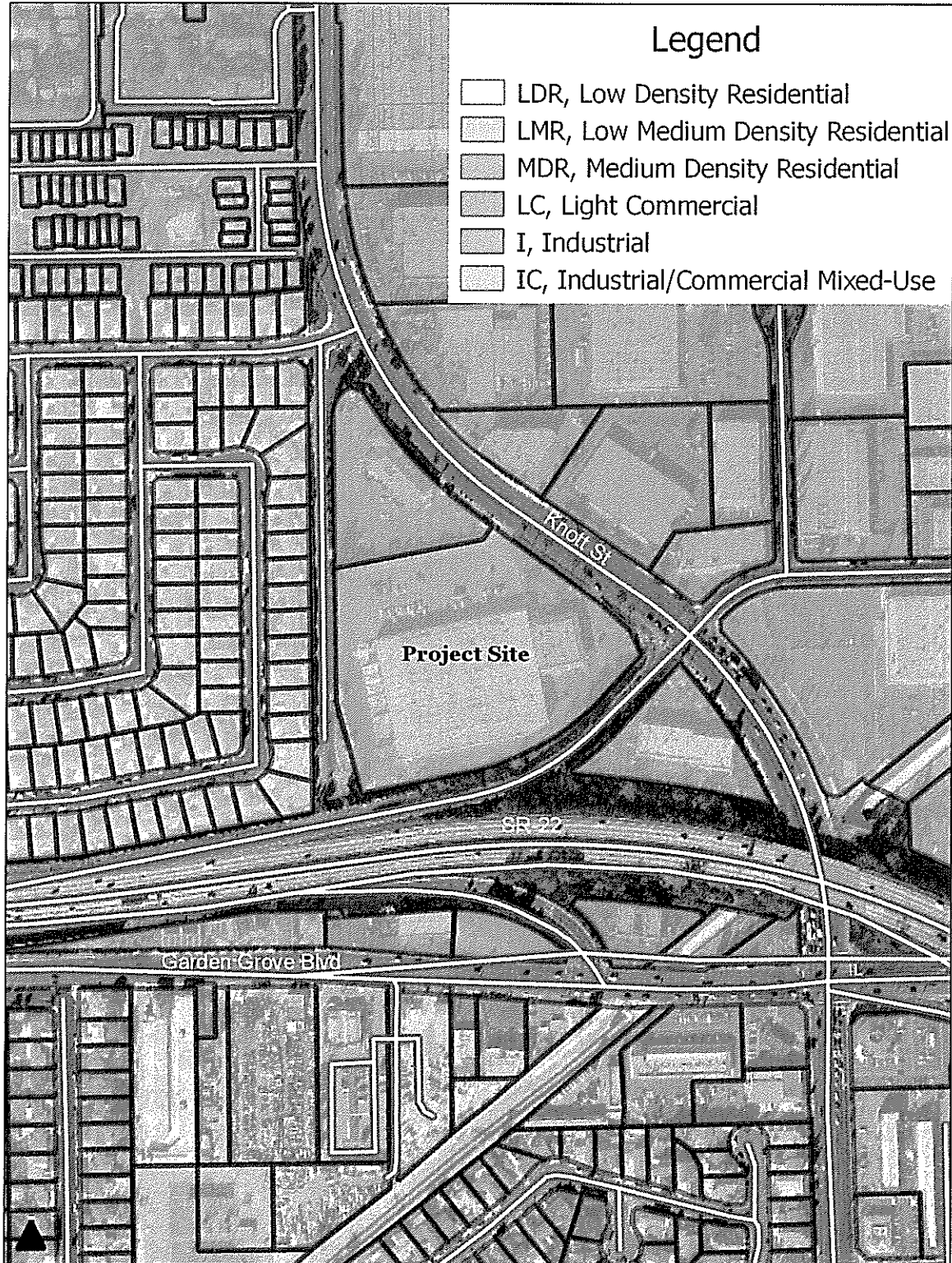
The project site is located along the west side of Knott Street, which is a major arterial roadway. The Garden Grove Freeway is located along the project site's south side. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. A single-family residential neighborhood is located adjacent to the project site to the west of Brady Way. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) is located further east, on the east side of Knott Avenue.

The project site is designated as *IC (Industrial Commercial Mixed Use)*. The project site is zoned *PUD-104-70 (Planned Unit Development)*. The existing General Plan designations for the project site and the surrounding area are shown in Exhibit 3-3. The existing Zoning designations for the project site and the surrounding area are shown in Exhibit 3-4.

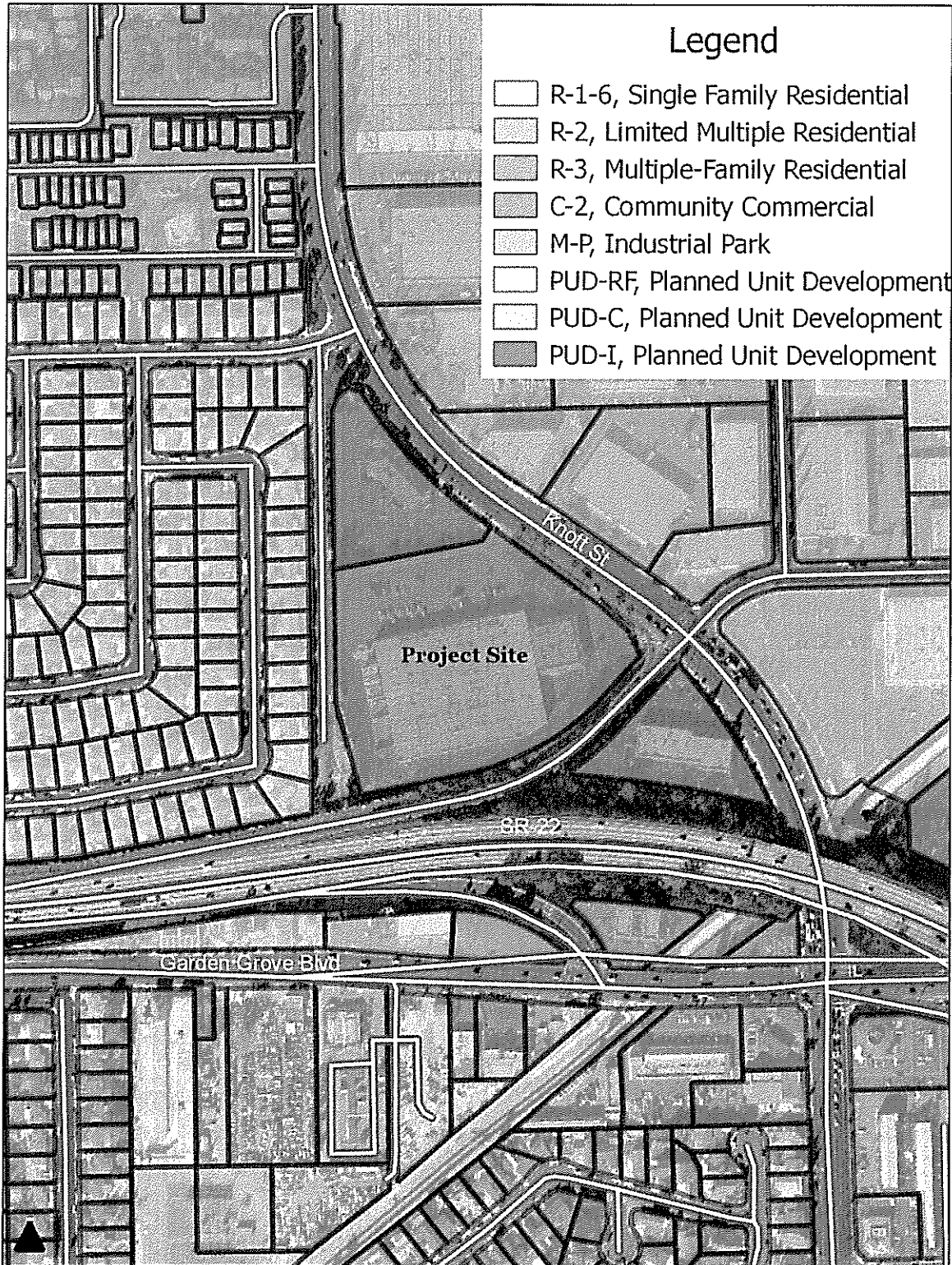
Whether the proposed project would physically divide an established community depends on whether it involves the expansion of an inconsistent land use into an established neighborhood; assuming that an "established community" refers to a residential neighborhood. The proposed project will be confined within the project site's boundaries. As a result, the proposed project would not lead to any division of an existing established neighborhood and no impacts would occur.

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

A Discretionary Decision (or Action) is an action taken by a government agency (for this project, the government agency is the City of Garden Grove) that calls for an exercise of judgment in deciding whether to approve a project. The project site is designated as *IC (Industrial Commercial Mixed Use)*. The project site is zoned *PUD-104-70 (Planned Unit Development)*. The existing General Plan designations for the project site and the surrounding area are shown in Exhibit 3-3. The existing Zoning designations for the project site and the surrounding area are shown in Exhibit 3-4.



**EXHIBIT 3-3**  
**GENERAL PLAN LAND USE MAP**  
SOURCE: QGIS



**EXHIBIT 3-4**  
**ZONING MAP**  
SOURCE: QGIS

A Zone Change will be required for the vacated portion of Brady Way, which fronts along the west side of the property. A Site Plan will be required for the development of the site with the proposed addition and the associated site improvements. No other discretionary actions are required to accommodate the proposed project. Table 3-6 depicts the proposed project’s conformity with the City’s zoning standards that are applicable to the project site. As shown in the table, the proposed project conforms to the City’s development standards.

**Table 3-7  
 The Project Conformity with the Planned Unit Development and City’s Zoning Standards**

Description	City Requirements	Project Element	Conforms?
Minimum Lot Size	15,000 sq.ft.	347,385 sq.ft	Yes
Maximum Building Height	37 ft.	37 ft.	Yes

Source: City of Garden Grove Municipal Code Title 9 – Land Use

Since the proposed project is consistent with the sites underlying Zoning and General Plan land use designation, the potential impacts are considered to be less than significant.

### 3.11.2 MITIGATION MEASURES

The analysis determined that no significant impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

## 3.12 MINERAL RESOURCES

### 3.12.1 ANALYSIS OF ENVIRONMENTAL 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.*

A review of California Division of Oil, Gas, and Geothermal Resources (DOGGR) well finder indicates that there are no wells located within the project site.<sup>67</sup> There are a total of five active mineral resource areas in Orange County. These areas include the Santa Ana River Resource Area, the Lower Santiago Creek Resource Area, the Upper Santiago Creek Resource Area, the Arroyo Trabuco Resource Area, and the San Juan Creek Resource Area.<sup>68</sup> None of these resource areas are located near the project site. As a result, no impacts to mineral resources will occur.

<sup>67</sup> California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.95784/33.78484/14>

<sup>68</sup> California, State of. Department of Conservation. *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part III: Orange County*. Report dated 1994. [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR\\_94-15/OFR\\_94-15\\_Text.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-15/OFR_94-15_Text.pdf)

- 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? • No Impact.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

### **3.12.2 MITIGATION MEASURES**

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

## **3.13 NOISE**

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### **3.13.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project result in a generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact with Mitigation.*

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels may also be expressed as dBA where an "A" weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived noise levels at lower frequencies. Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.<sup>69</sup> Examples of typical noise levels associated with specific activities are shown in Exhibit 3-5.

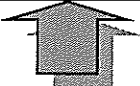
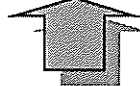
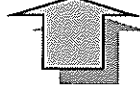
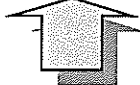
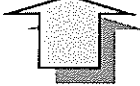
Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.<sup>70</sup> In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise.

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<sup>69</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

<sup>70</sup> USEPA, *Protective Noise Levels*. 1971.

Noise Levels – in dBA

 <b>Serious Injury</b>	165	
	160	
	155	
	150	
 <b>Pain</b>	145	sonic boom
	140	
	135	
	130	
	125	jet take off at 200 ft.
	120	
 <b>Discomfort</b>	115	music in night club interior
	110	motorcycle at 20 ft.
	105	power mower
	100	
	95	freight train at 50 ft.
	90	food blender
 <b>Range of Typical Noise Levels</b>	85	electric mixer, light rail train horn
	80	
	75	
	70	portable fan, roadway traffic at 50 ft.
	65	
	60	dishwasher, air conditioner
	55	
	50	normal conversation
	45	refrigerator, light traffic at 100 ft.
	40	
 <b>Threshold of Hearing</b>	35	library interior (quiet study area)
	30	
	25	
	20	
	15	
	10	rustling leaves
	5	
0		

**EXHIBIT 3-5**  
**TYPICAL NOISE SOURCES AND LOUDNESS SCALE**

Source: Blodgett Baylosis Environmental Planning



In addition, the construction noise levels typically will decline as one moves away from the noise source in phenomenon known as *spreading loss*. Stationary noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise emanating from travelling vehicles subject to spreading loss experiences a 3.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise reductions of 4.5 dBA per doubling of the distance are possible over unpaved surfaces.

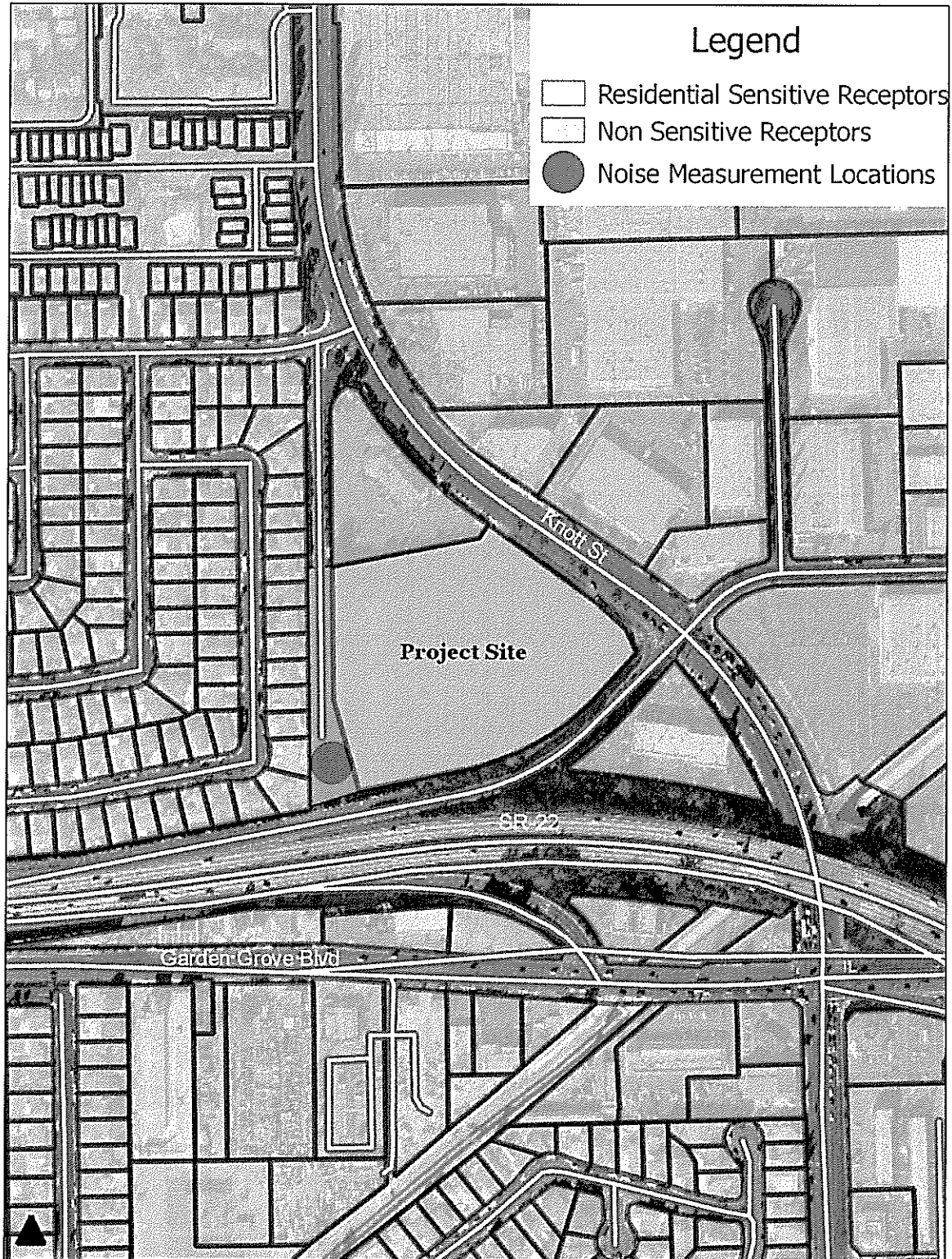
The project site is located within an urbanized setting and the ambient noise characteristics reflect the surrounding urban environment. The nearest sensitive receptor to the project site includes the residential development that abuts the site to the west, west of the existing Brady Way right-of-way. The predominant source of noise in the area is related to traffic travelling on State Route 22, which is directly south of the project site. An *Extech* Digital Sound Meter was used to conduct the noise measurements. The meter was performed using a slow response setting, with an “A” weighting. The meter’s height above the ground surface was five feet. A series of 100 discrete noise measurements were recorded along Brady Way. Exhibit 3-6 indicates the measurement locations. The duration of each measurement period was 15 minutes. The results of the survey are summarized in Table 3-8. The measurements were taken on a Thursday afternoon at 12:51 PM. The median ambient exterior noise level ( $L_{50}$ ) was 62.6 dBA at the measurement location. The  $L_{50}$  represents the noise level that is exceeded 50% of the time (half the time the noise level exceeds this level and half the time the noise level is less than this level). As shown in Table 3-8, the average ambient noise level was 62.7 dBA. The noise measurement worksheets are included herein in Appendix C.

**Table 3-8  
 Noise Measurement Results**

Noise Metric	Noise Level (dBA)
$L_{max}$ (Maximum Noise Level)	73.2 dBA
$L_{99}$ (Noise levels <99% of time)	71.2 dBA
$L_{90}$ (Noise levels <90% of time)	64.3 dBA
$L_{75}$ (Noise levels <75% of time)	63.4 dBA
$L_{50}$ (Noise levels <50% of time)	62.6 dBA
$L_{min}$ (Minimum Noise Level)	59.7 dBA
Average Noise Level	62.7 dBA

Source: Blodgett Baylosis Environmental Planning.

The City of Garden Grove's noise control regulations are included in Title 8, Chapter 47 (Noise Control) of the Municipal Code. The State of California has mandated that local governments prepare a noise element as part of their general plans. The Garden Grove Noise Element contains noise guidelines with respect to land use and noise exposure compatibility. These standards are contained in the Garden Grove General Plan Noise Element (page 7-7; Table 7-1). According to the General Plan, the proposed project will be constructed in an area with a normally acceptable ambient noise environment. Therefore, the proposed project will not expose future workers to excessive exterior noise levels.



**EXHIBIT 3-6**  
**NOISE MEASUREMENT LOCATION AND NOISE SENSITIVE RECEPTORS**  
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

As indicated previously, the nearest sensitive receptor to the project site includes the residential development that abuts the site to the west. The proposed project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The pieces and number of equipment that will be utilized was taken from the CalEEMod worksheets prepared for this project. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual equipment. The model was run for the grading phase and is presented in Appendix C. As indicated by the model, the proposed project's construction will result in ambient noise levels of up to 75.2 dBA at the nearest sensitive receptor. Construction noise is regulated under Section 8.47.060(D)-Special Noise Sources, which states:

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

The project Applicant will be required to adhere to the City's Noise Ordinance. Construction will take place between the hours of 7:00 AM and 10:00 PM pursuant to Section 8.47.060(D) of the City's code. In order to ensure that noise levels are further reduced, the following mitigation is required:

- The City Inspector shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression mechanisms as a means to reduce machinery noise. The Inspector must inspect the equipment prior to the start of the demolition phase.

The aforementioned mitigation calls for the use of sound suppressing equipment. For example, a typical excavator will produce noise levels of around 80.5 dBA at a distance of 50 feet. In the quietest configuration, with improved exhaust and intake muffling, fan disengaged, and three sound panels around the engine, the overall level was reduced to 71.5 dBA at a distance of 50 feet.<sup>71</sup> Furthermore, regular maintenance of construction equipment will ensure noise levels do not increase over time

Once operational, noise emanating from trucks traveling to the site as well as from trucks idling on-site will not negatively affect the nearby sensitive receptors. Trucks at idle produce an average noise level of 70 dBA from a distance of 70 feet from the noise source.<sup>72</sup> Passing trucks will generate noise levels between 75 and 90 dBA depending on the speed of the truck and the volume of traffic. In order to ensure truck noise is kept to a minimum, the following mitigation will be required:

- Trucks will only be permitted to access the project site from Knott Avenue.

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<sup>71</sup> Laborers' Health and Safety Fund of North America. *Controlling Noise on Construction Sites*.  
<https://www.lhsfna.org/LHSFNA/assets/File/bpguide%202014.pdf>

<sup>72</sup> Noise measurements collected by Blodgett Baylosis Environmental Planning. July 2019.

Noise emanating from idling trucks will be further attenuated by the shells of the nearby residential units. The building's shell will result in a 20 dBA reduction of exterior noise levels.<sup>73 74</sup> Therefore, noise emanating from idling trucks during proposed project's operation will result in less than significant impacts. Adherence to the construction mitigation proposed throughout this subsection will reduce potential impacts to levels that are less than significant.

*B. Would the project result in a generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact.*

Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Table 3-9 summarizes the levels of vibration and the usual effect on people and buildings.

**Table 3-9  
 Common Effects of Construction Vibration**

<b>Peak Particle Velocity (in/sec)</b>	<b>Effects on Humans</b>	<b>Effects on Buildings</b>
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to older buildings.
1.0 to 2.0	Vibrations considered unpleasant by most people.	U.S. Bureau of Mines data indicates that blasting vibration in this range will not harm most buildings.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

<sup>73</sup> California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors*. Report dated 2013.

<sup>74</sup> Noise measurements collected by Blodgett Baylosis Environmental Planning. July 2019.

The proposed project's implementation would not require deep foundations since the underlying fill soils would be removed and the proposed improvements would have a maximum height of 37 feet. The proposed improvements would be constructed over a shallow foundation that would extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. As shown in the construction noise model, the proposed project's construction would not require the use of impact producing equipment.

Once occupied, the overall increase in ambient noise level would not be readily apparent to an individual with normal hearing. The proposed project's future residents will be required to adhere to all pertinent City noise regulations. Furthermore, the traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant with the aforementioned mitigation.

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

The project site is not located within two miles of a private airstrip.<sup>75</sup> The proposed project is not located within the Runway Protection Zone (RPZ) for the Joint Forces Training Base, which is located 2.05 miles northwest of the project site. Furthermore, the project site is located outside of the 65 CNEL noise contour boundaries for the aforementioned airport.<sup>76</sup> As a result, no impacts will occur.

### **3.13.2 MITIGATION MEASURES**

The proposed project will require the following mitigation measures:

*Mitigation Measure No. 7 (Noise).* The City Inspector shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression mechanisms as a means to reduce machinery noise. The Inspector must inspect the equipment prior to the start of the demolition phase.

*Mitigation Measure No. 8 (Noise).* Trucks will only be permitted to access the project site from Knott Avenue.

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<sup>75</sup> Google Earth. Website accessed July 18, 2019.

<sup>76</sup> Orange County Airport Land Use Commission. *Airport Environs Land Use Plan for Joint Forces Training Base, Los Alamitos.* Amended 2015. <http://www.ocair.com/commissions/aluc/archive/2015/2015-07-16/item1.pdf>.

### **3.14 POPULATION & HOUSING**

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#### **3.14.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- 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.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The site is developed and the site occupies frontage along a major arterial roadway.
- *Extension of roadways and other transportation facilities.* The proposed project will utilize the existing roadways, driveways, and sidewalks.
- *Extension of infrastructure and other improvements.* The proposed project will utilize the existing infrastructure, though new utility lines will be installed. The installation of these new utility lines will not lead to subsequent development.
- *Major off-site public projects (treatment plants, etc.).* The proposed project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere.* There are no housing units located on-site.
- *Additional population growth leading to increased demand for goods and services.* Due to the nature of the proposed project (industrial), no direct increase in population will occur.
- *Short-term growth-inducing impacts related to the project's construction.* The proposed project will result in temporary employment during the construction phase.

According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Garden Grove is projected to add a total of 6,800 new jobs through the year 2040.<sup>77</sup> As indicated previously, the proposed project has the potential to result in a generation of up to 164 new jobs based on a ratio of one new job per 1,000 square feet. The projected number of new jobs is well within SCAG's employment projections for the City of Garden Grove. Additionally, construction of the proposed project would provide short-term jobs over an approximate 10-month period; however, it is anticipated that project-related construction labor force would already be located in the proposed project's vicinity, and workers would not be expected to relocate their residences. Lastly, the proposed project would not cause or result in direct population growth because the proposed project would not provide housing on the project site or elsewhere. As a result, the potential impacts are considered to be less than significant.

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<sup>77</sup> Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

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

No housing units will be displaced as a result of the proposed project's implementation. The site is currently undeveloped. Therefore, no impacts would result.

### **3.14.2 MITIGATION MEASURES**

The analysis of potential population and housing impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## **3.15 PUBLIC SERVICES**

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### **3.15.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities? • Less than Significant Impact.*

The proposed use will be subject to review and approval by the Orange County Fire Authority (OCFA) to ensure that fire safety and fire prevention measures are incorporated into the project. According to the OCFA, the transition from municipal fire services to County fire services will increase response times and will provide additional employees including paramedics and professional firefighters.<sup>78</sup> In addition, county-wide response times range between five to seven minutes.<sup>79</sup>

Compliance with fire code requirements, installation of sprinkler systems, and approval of the site plan by the Orange County Fire Authority (OCFA) are expected to reduce potential impacts to levels that are less than significant. The Applicant will be required to submit the latest/final architectural plans to OCFA for their preliminary review/clearance. The closest fire station to the project site is Garden Grove Fire Station No. 1, located approximately 1.75 miles to the southeast. The proposed project will be constructed in compliance with the most recent Building Code further reducing the project's fire risk. The proposed project would only place an incremental demand on fire services since the proposed project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the proposed project's implementation will not affect response times or department capacity. As a result, the potential impacts to fire protection services are considered to be less than significant.

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<sup>78</sup> OCFA – Orange County Fire Authority. *Garden Grove Transition*. <https://www.ocfa.org/NewsAndEvents/NewsAndEvents.aspx>

<sup>79</sup> OCFA – Orange County Fire Authority. *About Us*. <https://www.ocfa.org/AboutUs/FAQs.aspx>

Law enforcement services are provided by the Garden Grove Police Department. The Garden Grove Police Department's station is located approximately four miles east of the project site.<sup>80</sup> The proposed project would only place an incremental demand on police protection services since the proposed project is not anticipated to be an attractor for crime due to the lack of unsecure open space. The Police Department will review the site plan for the proposed project to ensure that the development adheres to the Department requirements. Specifically, all monitoring systems, alarms, and walls will be under department review. Adherence to the abovementioned requirements will reduce potential impacts on police protection to levels that are less than significant.

The Garden Grove Unified School district serves a majority of the City as well as the surrounding cities of Anaheim, Fountain Valley, Cypress, Santa Ana, Stanton, and Westminster. The district currently has approximately 48,000 students enrolled in 66 schools located throughout the district. Not only are no residential uses contemplated by the proposed project that would induce population growth and place an increased demand on school facilities, but also the project developer would be required to pay any pertinent development fees to the local school districts. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. As a result, the impacts will be less than significant. Furthermore, the increase in demand for local parks and recreation facilities are anticipated to be less than significant since the proposed project is industrial. In addition, the project Applicant will be required to pay in-lieu park fees required by the City. As a result, less than significant impacts to parks and recreational services will occur. In conclusion, no new governmental services will be needed to implement the proposed project since the proposed project will not introduce any new development. As a result, the potential impacts are considered to be less than significant.

### **3.15.3 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant impact on public services. As a result, no mitigation is required.

## **3.16 RECREATION**

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### **3.16.1 ANALYSIS OF ENVIRONMENTAL 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?* • No Impact.

The City of Garden Grove Community Services Department operates and maintains 26 public parks and recreational facilities located throughout the City. Due to the nature of the proposed project (warehousing), no impacts to parks and recreational services will occur.

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<sup>80</sup> Google Earth.



- 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.*

Due to the nature of the proposed project (warehousing), no impacts to parks and recreational services will occur. In addition, the construction of the proposed project will be restricted to the designated project site and no outside areas will be disturbed to accommodate the installation of the aforementioned amenities. Therefore, no impacts will result and no mitigation is required.

### **3.16.2 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no mitigation is required.

## **3.17 TRANSPORTATION**

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### **3.17.2 ANALYSIS OF ENVIRONMENTAL 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.*

Construction and operational traffic was quantified as part of this analysis. Construction traffic was estimated as part of the CalEEMod. Operational traffic was quantified in a separate Traffic Impact Analysis that was prepared for the proposed project. As indicated in the CalEEMod, the Building Construction phase will result in the greatest number of trips. A total of 65 trips will occur during the Building Construction phase, with 54 trips consisting of worker trips, and 21 trips consisting of vendor (water and cement trucks). Larger construction equipment (dozers, rollers, pavers, cranes, backhoes, etc.) will be transported to the site by larger trucks and will be stored on-site during the construction phase when this equipment is in use. A total of 46 truck trip ends will be required to transport this equipment to the project site during the construction period.

Traffic analysis and level of service (LOS) parameters, such as LOS and intersection performance metrics, significant impact thresholds, saturation flow rates for lane groups, and other factors were applied in accordance with the City's currently adopted methods for traffic studies. The analysis methodology is based on the City of Garden Grove's traffic study criteria. Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. The City of Garden Grove recognizes LOS "D" as the minimum satisfactory Level of Service during peak hour conditions.

To determine the above peak-hour intersection LOS values for each intersection, the intersection capacity utilization (ICU) methodology was used. ICU methodology calculates the efficiency of an intersection to handle certain traffic conditions by summing the volume-to-capacity (V/C) of critical east/west and north/south conflicting movement combinations, which are determined from the

volume and direction of entering traffic, and the capacity and configuration of the approach lanes serving this traffic. The resulting ICU is expressed in terms of the overall V/C of the intersection, and adapted to a simplistic grading scale in terms of level of service (LOS), where LOS "A" represents free-flow activity and LOS "F" represents overcapacity operation. Classifications of the six levels of service for signalized intersections are shown in Table 3-10.<sup>81</sup>

**Table 3-10  
 Level of Service Definitions**

Level of Service	V/C Ratio or ICU (signalized)
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	1.01 or greater

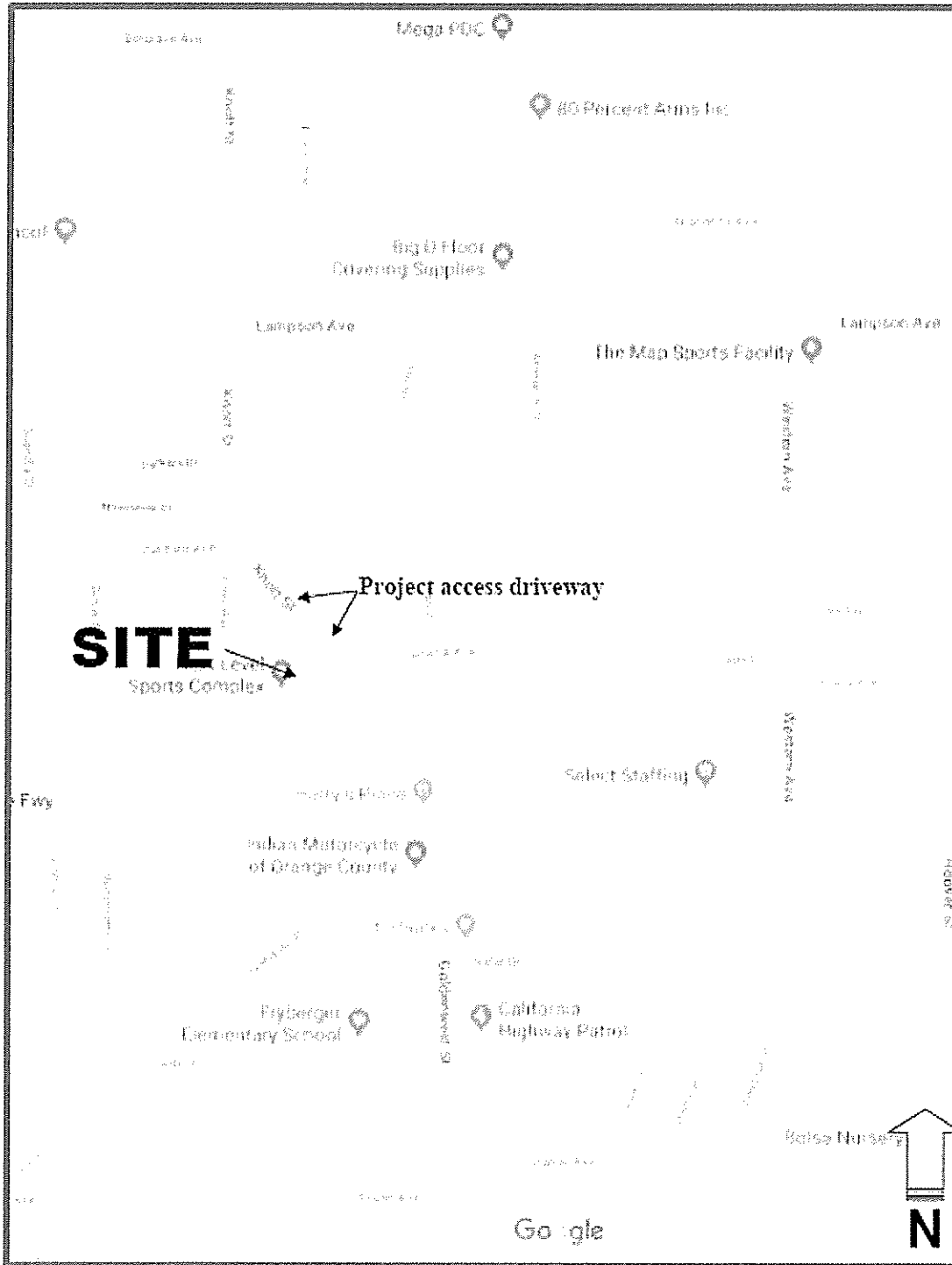
Table 3-11, included on the following page, provides a description of each specific level of service grade (LOS A through LOS F).

**Table 3-11  
 Level of Service Description**

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

<sup>81</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California.* October 8, 2019.

CITY OF GARDEN GROVE • MITIGATED NEGATIVE DECLARATION & INITIAL STUDY  
PROPOSED WAREHOUSE IMPROVEMENT PROJECT • 12821 KNOTT STREET



**EXHIBIT 3-7**  
**VICINITY MAP**  
SOURCE: CROWN CITY ENGINEERS, INC.



**EXHIBIT 3-8**  
**AERIAL VIEW OF CIRCULATION NETWORK**

SOURCE: CROWN CITY ENGINEERS, INC.

In order to assess future operating conditions both with and without the proposed project, existing conditions within the study area were evaluated. Exhibit 3-7, Vicinity Map, illustrates the existing circulation network within the study area as well as the location of the proposed project. Exhibit 3-8 shows an aerial view of the circulation network. Major east-west regional access to the site is provided by Lampson Avenue, Garden Grove Boulevard and the Garden Grove Freeway (SR-22). Major north-south regional access is provided by Knott Street. The project would provide two access driveways on Knott Street – the northerly driveway will be full-access driveway while the southerly driveway will for right-turn in and right-turn out movements only.

The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

- *Knott Street.* Knott Street is a north-south major arterial street in the vicinity of the project, with two travel lanes in each direction. Directional travel is separated by striped two-way turn lane along the center as well as raised median islands near the major intersections. The street is approximately 90 feet wide and posted with a speed limit of 40 miles per hour. Most of the key intersections along Knott Street, including the intersections at Garden Grove Boulevard, Stanford Street and Lampson Avenue, are signalized. Exclusive left-turn lanes are provided at major intersections. On-street parking is not permitted along the sides of the street.
- *Lampson Avenue.* Lampson Avenue is a major east-west arterial street with two travel lanes in each direction. Directional travel is separated by striped two-way turn lanes as well as raised median islands along the center. The street is approximately 60 feet wide and posted with a speed limit of 40 miles per hour. Most of the key intersections along Lampson Avenue are signalized. Parking is permitted along the sides of the street. The average daily volume on Lampson Avenue is approximately 14,460 vehicles per day.
- *Garden Grove Boulevard.* Garden Grove Boulevard is a major east-west arterial street in the project area, with two travel lanes in each direction. Directional travel is separated by striped two-way turn lanes as well as raised median islands along the center. The street is approximately 76 feet wide and posted with a speed limit of 45 miles per hour. Most intersections of Garden Grove Boulevard are signalized. Parking is not permitted along the sides of the street. The average daily volume on Garden Grove Boulevard is approximately 30,580 vehicles per day.<sup>82</sup>

The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM.<sup>83</sup> It was determined that the following key intersections would be analyzed in the study:

- Knott Street and Stanford Avenue (Signalized);
- Knott Street and SR-22 Westbound On-ramp (Signalized);

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<sup>82</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California.* October 8, 2019.

<sup>83</sup> Ibid.

- Knott Street and Lampson Avenue (Signalized);
- Knott Street and Garden Grove Boulevard (Signalized);
- Garden Grove Boulevard and SR-22 Westbound Off-ramp (Signalized);
- Garden Grove Boulevard and SR-22 Eastbound Off-ramp (Signalized);
- Knott Street and Northerly Project Driveway (Unsignalized); and,
- Knott Street and Southerly Project Driveway (Unsignalized).<sup>84</sup>

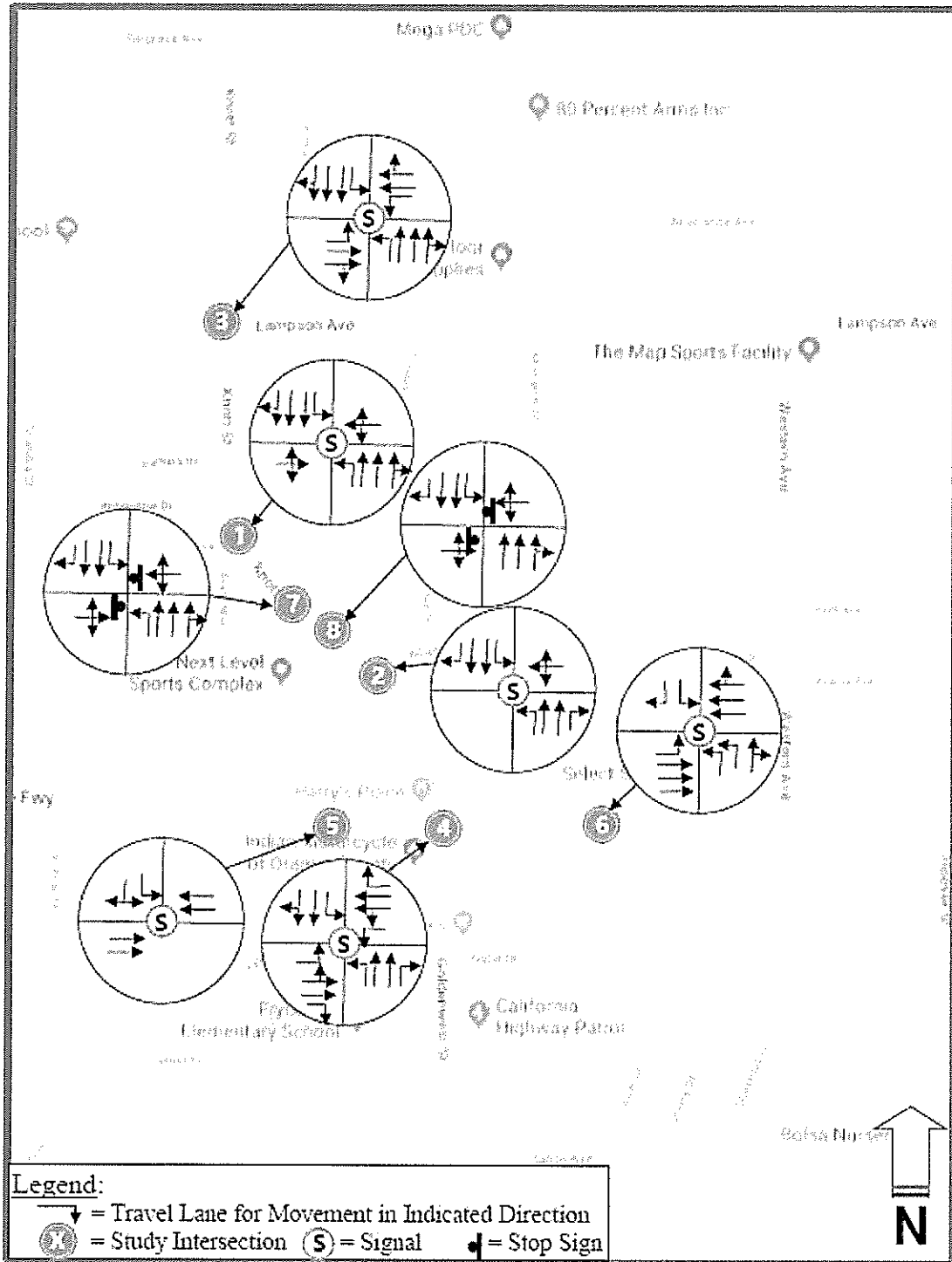
These intersections have been selected to study project’s potential impacts based on estimated contribution of traffic from project within a two-mile radius of the site. Existing lane configurations at the key intersections are shown in Exhibit 3-9. Existing turning movement counts for AM and PM peak hour conditions are shown in Exhibit 3-10. Detailed turning movement counts are included in the Technical Appendix of the Traffic Study. Year 2019 existing traffic conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections with partial jurisdiction of State highways. Table 3-12 presents existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of the Traffic Study. Based on the results of this analysis, except for the intersection of Knott Street and Garden Grove Boulevard, all of the study intersections are operating at an acceptable LOS D or better during the AM and PM peak hours, as shown in Table 3-12.

**Table 3-12  
 Existing Conditions (2019) Level of Service Summary**

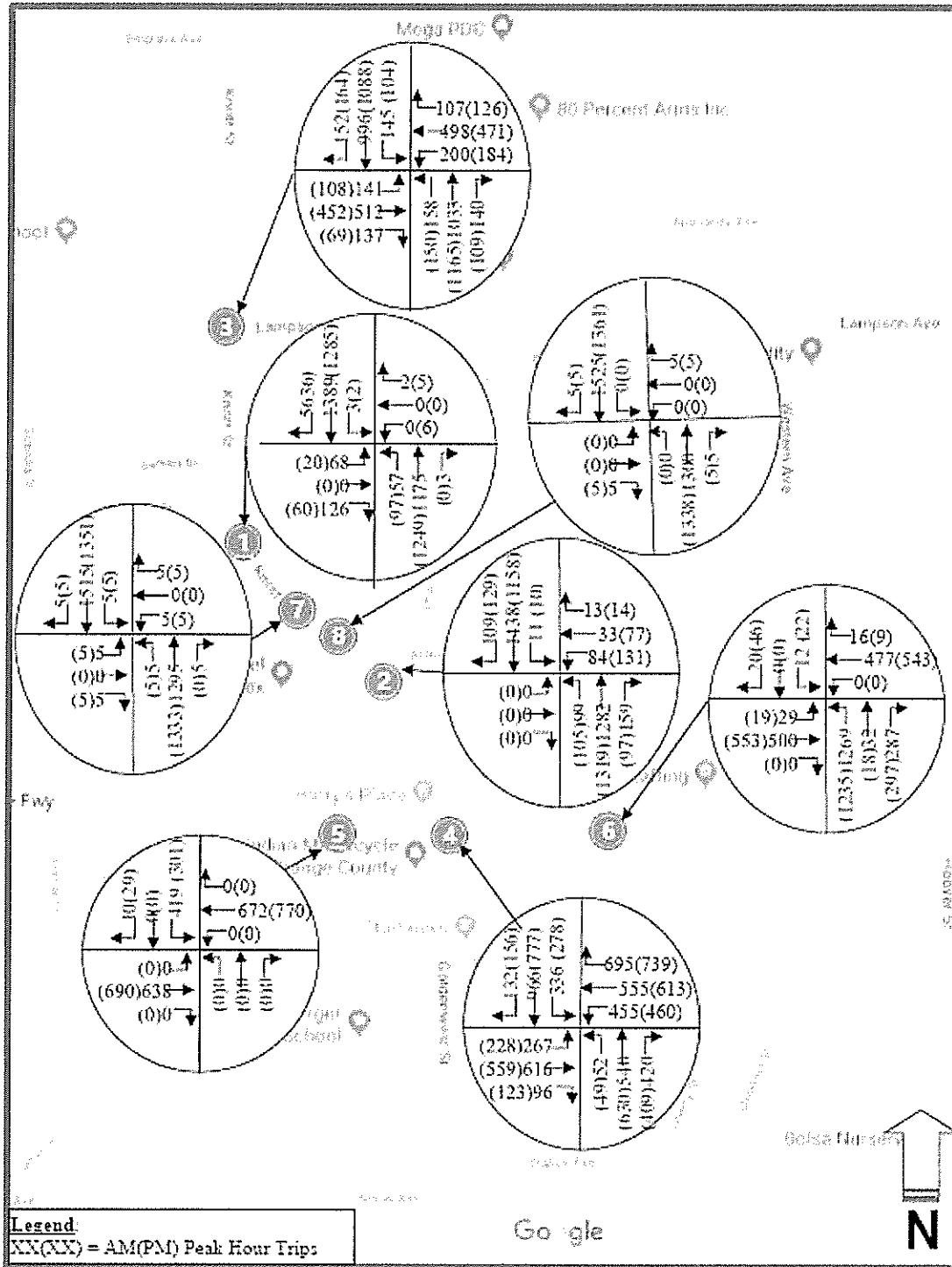
Intersection	Peak Hour	Existing Conditions	
		Level of Service (LOS)	Volume to Capacity (V/C)
1. Knott Street and Stanford Avenue (signalized)	AM	A	0.558
	PM	A	0.486
2. Knott Street and SR-22 W/B On-Ramp (signalized)	AM	B	11.6
	PM	B	13.6
3. Knott Street and Lampson Avenue (signalized)	AM	C	0.766
	PM	C	0.732
4. Knott Street and Garden Grove Boulevard (signalized)	AM	F	83.7
	PM	D	52.4
5. Garden Grove Boulevard and SR-22 E/B Off-Ramp (signalized)	AM	B	10.5
	PM	B	10.7
6. Garden Grove Boulevard and SR-22 W/B Off-Ramp (signalized)	AM	C	26.9
	PM	C	24.0
7. Knott Street and Project Driveway – Northerly (un-signalized)	AM	A	0.589
	PM	A	0.538
8. Knott Street and Project Driveway – Southerly (un-signalized)	AM	A	0.583
	PM	A	0.532

Source: Crown City Engineers, Inc.

<sup>84</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California.* October 8, 2019.



**EXHIBIT 3-9**  
**EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS**  
 SOURCE: CROWN CITY ENGINEERS, INC.



**EXHIBIT 3-10**  
**EXISTING 2019 TRAFFIC VOLUMES AT KEY INTERSECTIONS**  
 SOURCE: CROWN CITY ENGINEERS, INC.



A 1.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2021 base condition (i.e., a factor of 1.02 was applied to 2019 volumes to obtain 2021 base traffic volumes due to ambient growth). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area. The traffic study indicated there were four (4) related projects listed within a two-mile radius of the project. This list of related projects is now obsolete. Currently, there is one related project identified as a current planning project according to the Planning Department's files. This one related project was proposed following the preparation of the traffic report and consists of a new service (gas) station with a new drive-thru convenience store located at 7051 Garden Grove Boulevard. The new drive-thru convenience store will also possess a Type 20 State Alcoholic Beverage Control (ABC) License. While this related project is located approximately 500 *linear* feet south of the project site, it is separated from the project by the Garden Grove Freeway. The traffic from this related project will not exceed the assumptions included in the traffic study prepared previously.

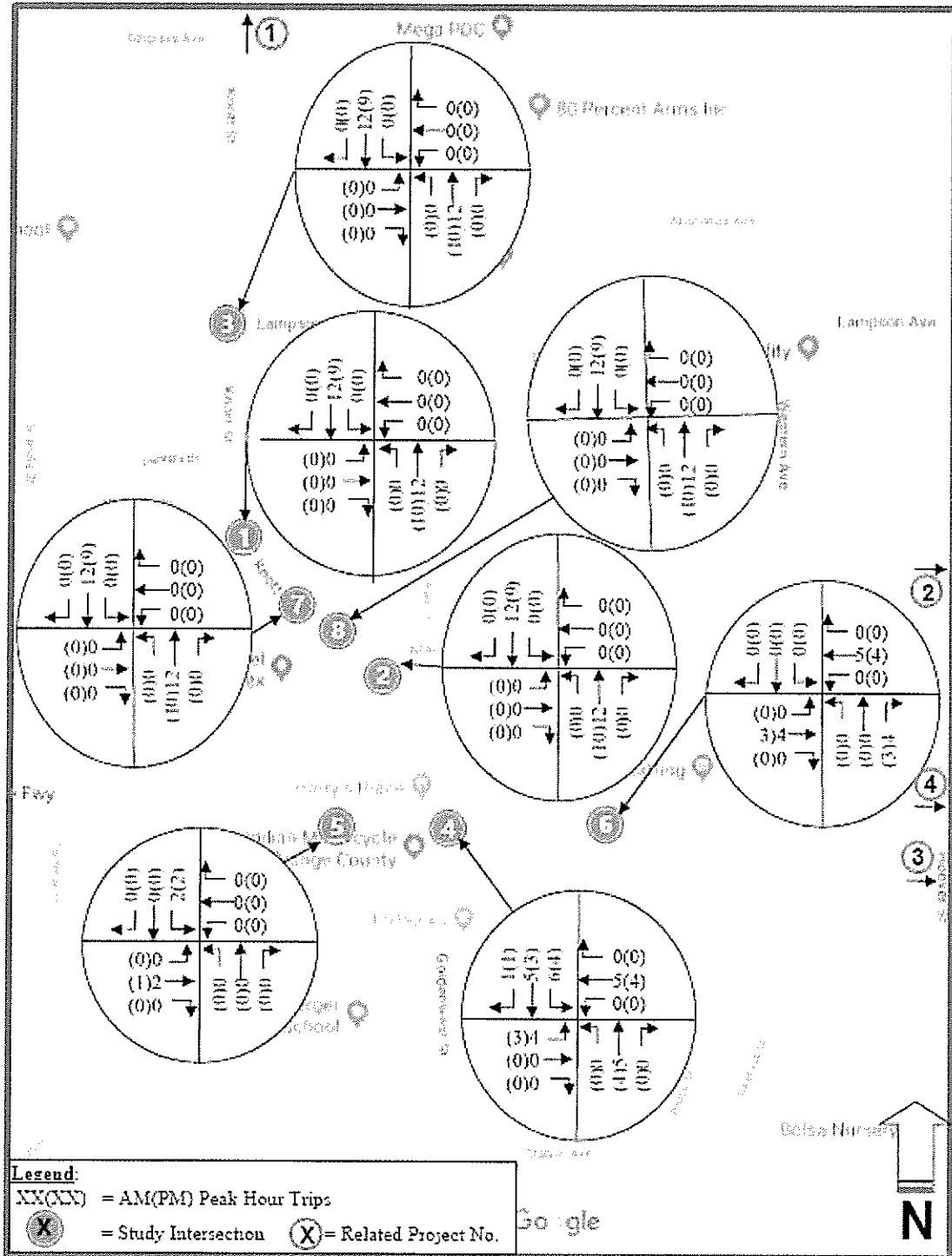
Trip generation estimates for the related projects were developed by using nationally recognized and recommended rates contained in "Trip Generation" manual, 10th edition, published by the Institute of Transportation Engineers (ITE). It is estimated that the related projects will generate approximately 680 trips per average day (340 inbound and 340 outbound).<sup>85</sup> The average weekday net new peak hour trips will be approximately 71 trips during the AM peak hour (39 inbound and 32 outbound), and 63 trips during the PM peak hour (37 inbound and 26 outbound). Exhibit 3-11 also shows related projects' trips distributed at the study intersections. The projected peak hour traffic volumes from these related projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2021 pre-project traffic condition for the AM and PM peak hours. Exhibit 3-12 shows future 2021 pre-project traffic volumes at the study intersections.<sup>86</sup>

This pre-project traffic condition was evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis. For the intersections under the sole jurisdiction of the City of Garden Grove, the Intersection Capacity Utilization (ICU) method of level of service (LOS) was used. The LOS and delay or V/C ratios for the study intersections under 2021 pre-project conditions (without project) are shown in Table 3-13. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report. As the results indicate, except for the intersection of Knott Street and Garden Grove Boulevard, all the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours.

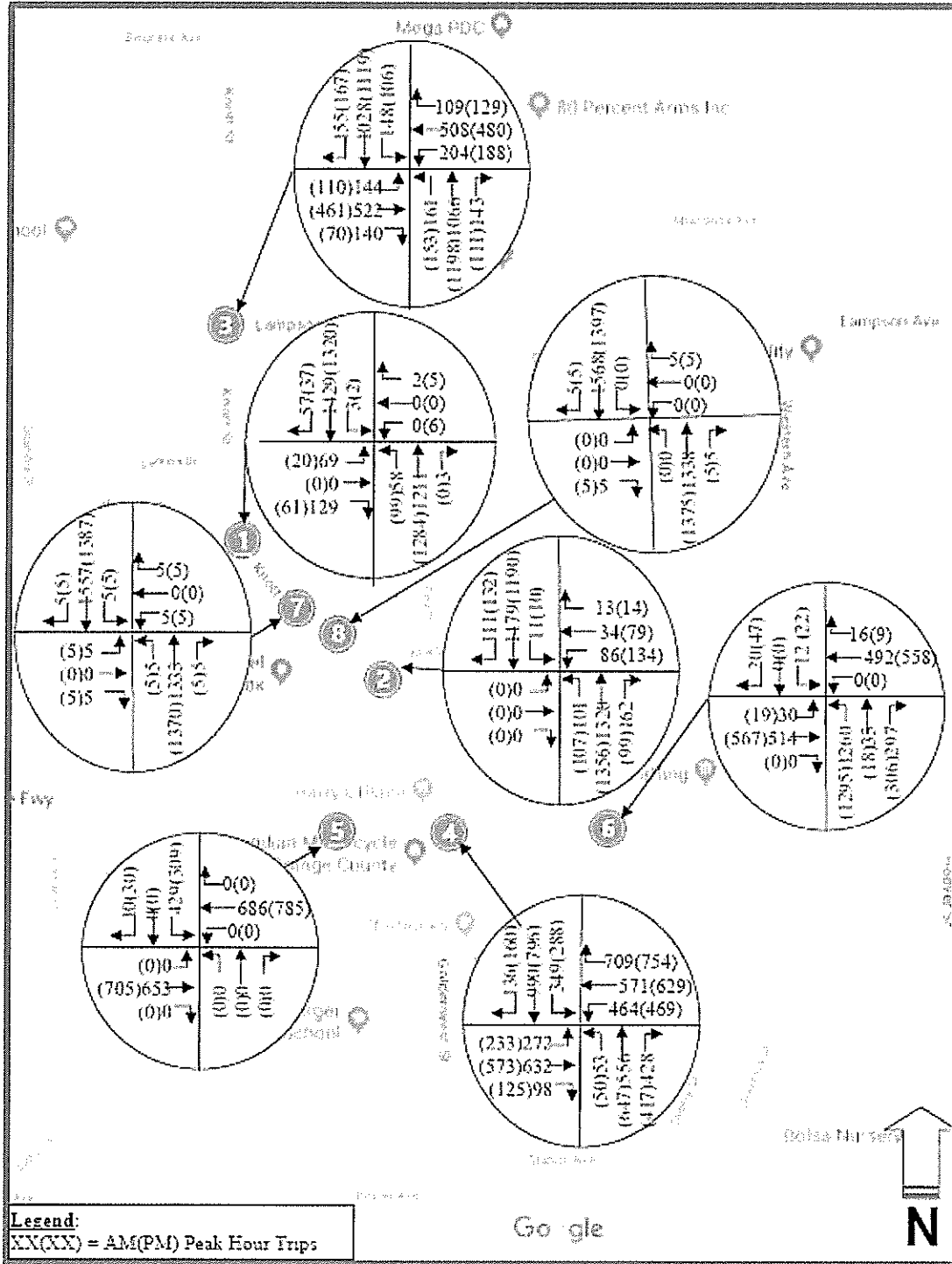
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<sup>85</sup> Table 4 provided in the traffic study includes a summary of trip generation estimates for the related projects.

<sup>86</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.



**EXHIBIT 3-11**  
**RELATED PROJECT LOCATION AND DISTRIBUTION OF TRIPS**  
 SOURCE: CROWN CITY ENGINEERS, INC.



**EXHIBIT 3-12**  
**FUTURE 2021 PRE-PROJECT TRAFFIC VOLUMES**  
 SOURCE: CROWN CITY ENGINEERS, INC.

**Table 3-13**  
**2021 Pre-Project Conditions Level of Service Summary**

Intersection	Peak Hour	Existing Conditions	
		Level of Service (LOS)	Volume to Capacity (V/C)
1. Knott Street and Stanford Avenue (signalized)	AM	A	0.570
	PM	A	0.495
2. Knott Street and SR-22 W/B On-Ramp (signalized)	AM	B	12.1
	PM	B	14.1
3. Knott Street and Lampson Avenue (signalized)	AM	C	0.782
	PM	C	0.747
4. Knott Street and Garden Grove Boulevard (signalized)	AM	F	84.6
	PM	D	54.1
5. Garden Grove Boulevard and SR-22 E/B Off-Ramp (signalized)	AM	B	11.5
	PM	B	10.8
6. Garden Grove Boulevard and SR-22 W/B Off-Ramp (signalized)	AM	C	27.6
	PM	C	24.3
7. Knott Street and Project Driveway – Northerly (un-signalized)	AM	A	0.603
	PM	A	0.549
8. Knott Street and Project Driveway – Southerly (un-signalized)	AM	A	0.596
	PM	A	0.543

Source: Crown City Engineers, Inc.

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in “Trip Generation” manual, 10th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with this type of land use. Approximately 20% of all vehicular trips generated by a warehouse are assumed to be truck trips. A truck trip is generally equivalent to 2.5 passenger car trips on an average. Therefore, a 2.5 factor was applied to the number of truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.<sup>87</sup>

Table 3-14 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 374 net PCE trips per average day (187 inbound and 187 outbound). The average weekday net new peak hour PCE trips will be approximately 36 trips during the AM peak hour (28 inbound and 8 outbound), and 42 trips during the PM peak hour (11 inbound and 31 outbound).<sup>88</sup>

<sup>87</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

<sup>88</sup> Ibid.

**Table 3-14  
 Project Trip Generation**

<b>Trip Generation Rates</b>										
ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Warehousing	150	KSF	1.74	77%	23%	0.17	27%	73%	0.19	
<b>Project Trip Generation</b>										
Project Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Warehousing	165,171	KSF	288	22	6	28	8	23	31	
Car			230	18	5	23	6	18	24	
2/3/4-Axle Trucks			58	4	1	5	2	5	7	
<b>Project Trips – Passenger Car Equivalents (PCE)</b>										
Vehicle Mix	Trip %	Daily Total	PCE Factor	Daily Total PCE	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Car	80%	230	1.00	230	18	5	23	6	18	24
2/3/4-Axle Trucks	20%	58	2.5	144	10	3	13	5	13	18
<b>Total Trips in PCE</b>				<b>374</b>	<b>28</b>	<b>8</b>	<b>36</b>	<b>11</b>	<b>31</b>	<b>42</b>

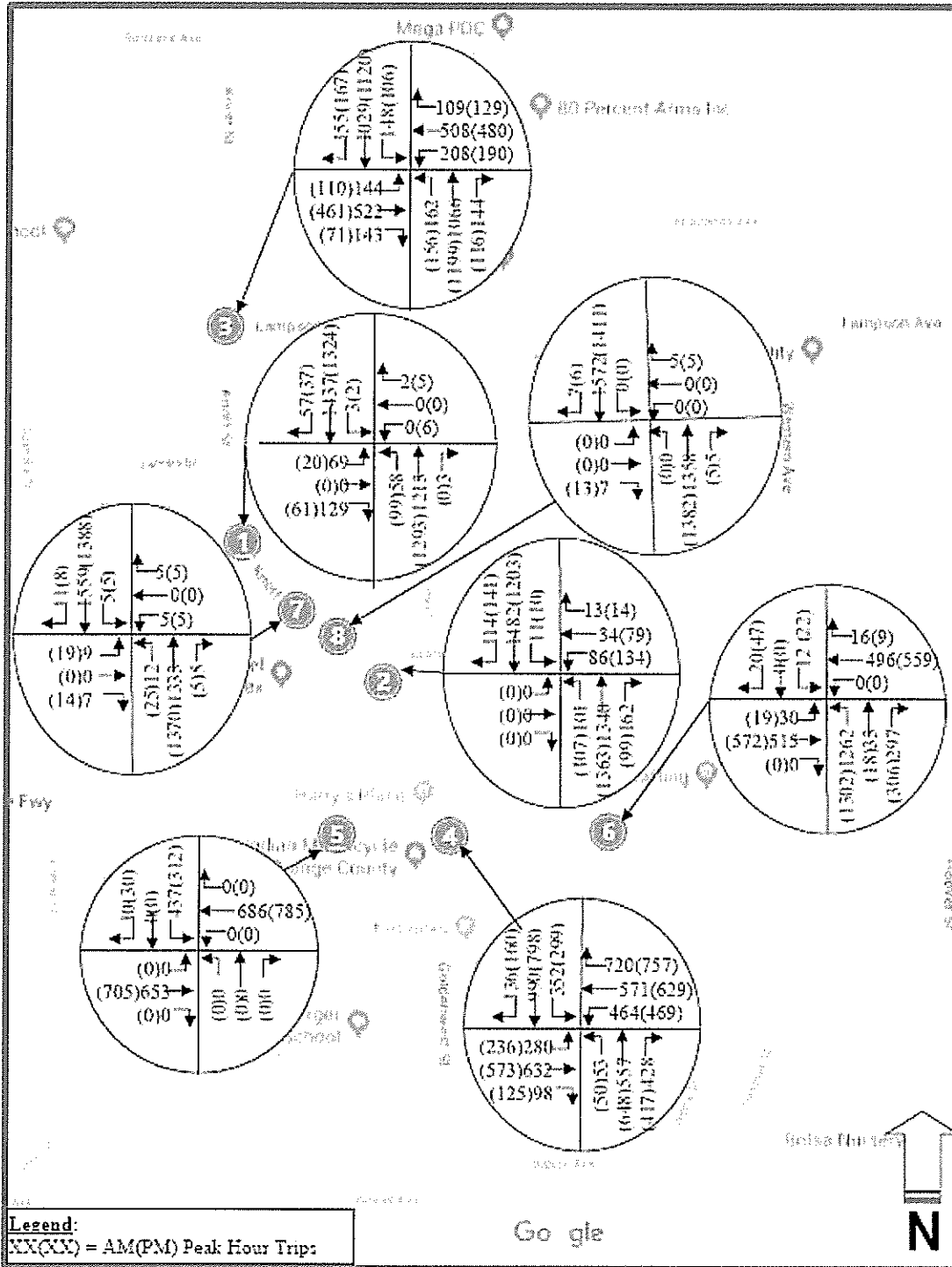
Source: Crown City Engineers

The 2021 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2021 pre-project traffic volumes with 1.0% per year ambient growth and related project traffic. Exhibit 3-13 shows Year 2021 post-project cumulative volumes for AM and PM peak hours. Year 2021 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. For the intersections under the sole jurisdiction of the City of Garden Grove, the Intersection Capacity Utilization (ICU) method of level of service (LOS) was used.<sup>89</sup>

The LOS and delay or V/C ratios for the study intersections under 2021 post-project cumulative conditions (with project) are summarized in Table 3-15. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, or using Intersection Capacity Utilization (ICU) methodology, are included in the Technical Appendix of the Traffic Study. The results indicate that, except for the intersection of Knott Street and Garden Grove Boulevard, all the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under existing plus project traffic conditions.<sup>90</sup>

<sup>89</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

<sup>90</sup> Ibid.



### EXHIBIT 3-13 FUTURE 2021 POST-PROJECT CUMULATIVE TRAFFIC VOLUMES

SOURCE: CROWN CITY ENGINEERS, INC.

**Table 3-15  
 Future 2021 Level of Service Summary with Project**

Intersection	Peak Hour	Existing Conditions	
		Level of Service (LOS)	Volume to Capacity (V/C)
1. Knott Street and Stanford Avenue (signalized)	AM	A	0.571
	PM	A	0.496
2. Knott Street and SR-22 W/B On-Ramp (signalized)	AM	B	12.2
	PM	B	14.3
3. Knott Street and Lampson Avenue (signalized)	AM	C	0.786
	PM	C	0.751
4. Knott Street and Garden Grove Boulevard (signalized)	AM	F	84.7
	PM	D	54.3
5. Garden Grove Boulevard and SR-22 E/B Off-Ramp (signalized)	AM	B	11.5
	PM	B	10.8
6. Garden Grove Boulevard and SR-22 W/B Off-Ramp (signalized)	AM	C	27.7
	PM	C	25.1
7. Knott Street and Project Driveway – Northerly (un-signalized)	AM	A	0.613
	PM	A	0.562
8. Knott Street and Project Driveway – Southerly (un-signalized)	AM	A	0.596
	PM	A	0.549

Source: Crown City Engineers, Inc.

As indicated previously, except for the intersection of Knott Street and Garden Grove Boulevard, all of the study intersections would operate at an acceptable level of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during the AM or the PM peak hours with 2021 post-project cumulative traffic volumes with project. The intersection of Knott Street and Garden Grove Boulevard will operate at a deficient LOS F during the AM peak hours. However, the project's off-site traffic impact would not be considered significant at any of the study intersections based on operational delay (or V/C ratio) and level of service expected after the project.<sup>91</sup>

A project's traffic impact is determined to be significant if the project generated traffic volume causes the intersection to deteriorate to LOS E and F. The intersection of Knott Street and Garden Grove Boulevard operates at a deficient LOS F during the AM peak hours under existing 2019 as well as 2021 pre-project traffic conditions. The project's off-site traffic impact would not be considered significant at any of these intersections based on delay and level of service expected after the project.<sup>92</sup>

<sup>91</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

<sup>92</sup> *Ibid.*

Using the Intersection Capacity Utilization (ICU) method, a project's traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F. The results of future traffic (with and without Project) scenarios' LOS analysis have been summarized in Table 3-16 to compare Project's traffic impact at key intersections.

**Table 3-16  
 Future 2021 Level of Service Summary with and without Project**

Intersection	Peak Hour	Future 2021 Conditions		
		Without Project (Delay or V/C)	With Project (Delay or V/C)	Increase
1. Knott Street and Stanford Avenue (signalized)	AM	0.570	0.571	0.001
	PM	0.495	0.496	0.001
2. Knott Street and SR-22 W/B On-Ramp (signalized)	AM	12.1 sec.	12.2 sec.	0.1 sec.
	PM	14.1 sec.	14.3 sec.	0.2 sec.
3. Knott Street and Lampson Avenue (signalized)	AM	0.782	0.786	0.004
	PM	0.747	0.751	0.004
4. Knott Street and Garden Grove Boulevard (signalized)	AM	84.6 sec.	84.7 sec.	0.1 sec.
	PM	54.1 sec.	54.3 sec.	0.2 sec.
5. Garden Grove Boulevard and SR-22 E/B Off-Ramp (signalized)	AM	11.5 sec.	11.5 sec.	0.0 sec.
	PM	10.8 sec.	10.8 sec.	0.0 sec.
6. Garden Grove Boulevard and SR-22 W/B Off-Ramp (signalized)	AM	27.6 sec.	27.7 sec.	0.1 sec.
	PM	24.3 sec.	25.1 sec.	0.8 sec.
7. Knott Street and Project Driveway – Northerly (un-signalized)	AM	0.603	0.613	0.010
	PM	0.549	0.562	0.013
8. Knott Street and Project Driveway – Southerly (un-signalized)	AM	0.596	0.596	0.000
	PM	0.543	0.549	0.006

Source: Crown City Engineers, Inc.

As shown in Table 3-16, the project traffic would not cause any of the study intersections to deteriorate to LOS E or F and would not exceed the significance thresholds of project-related impacts. Since the project's traffic impacts would not be significant at any of the off-site intersections, no off-site intersection mitigation measures would be necessary for the development of this project.<sup>93</sup>

*B. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? • Less than Significant Impact.*

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-

<sup>93</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California.* October 8, 2019.



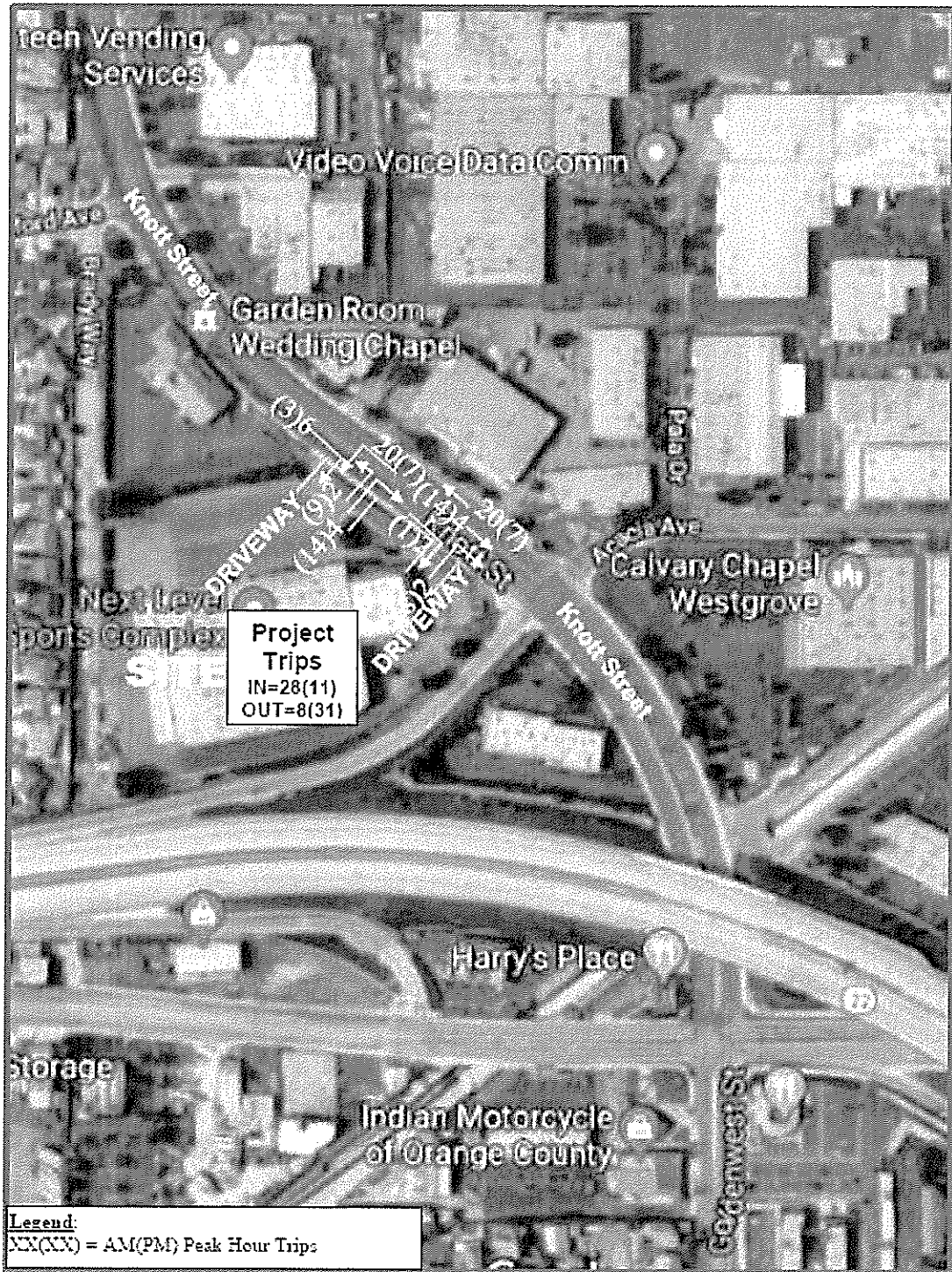
half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project site compared to existing conditions should be considered to have a less than significant transportation impact.

The project's implementation will have less than significant impacts since the proposed project will recycle existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

*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 will provide two access driveways to surface parking area off Knott Street. The existing northerly driveway is 40 feet wide and will provide ingress and egress for both passenger cars and trucks with one lane in each direction. The existing southerly driveway is 26 feet wide and will provide ingress and egress for both passenger cars only with 1 lane in each direction. However, this driveway will be restricted for right-turn-in and right-turn out only movements. Both of these driveways will be Stop-controlled for exit on to Knott Street. Exhibit 3-14 shows project traffic volumes at the driveways. The anticipated driveway movements are summarized below:

- A maximum of 20 vehicles will enter the northerly driveway from the south by making a left-turn movement during the peak hour.
- A maximum of 15 vehicles will exit the site during the peak hour through this driveway to travel north by making a left-turn movement.
- A maximum of 6 vehicles will enter the northerly driveway from north by making a right-turn movement during the peak hour.
- A maximum of 14 vehicles will exit the site during the peak hour through this driveway to travel south by making a right-turn movement.
- A maximum of 2 vehicles will enter the southerly driveway from north by making a right-turn movement during the peak hour.



### EXHIBIT 3-14 PROJECT TRAFFIC AT DRIVEWAYS

SOURCE: CROWN CITY ENGINEERS, INC.

- A maximum of 8 vehicles will exit the site during the peak hour through this driveway to travel south by making a right-turn movement.<sup>94</sup>

The low turn volume at the driveways is not expected to cause any queuing at the driveways. Adequate sight distance is available from the driveways along the north and south directions on Knott Street. The southerly driveway on Knott Street should be striped for right turn in and out movement only, with a right-arrow pavement marking. A right-turn arrow sign along with a Stop sign should also be posted at this driveway for exiting vehicles.<sup>95</sup>

Adequate parking spaces will be provided on-site for the proposed 12821 Knott Street Warehouse project in accordance with the parking code requirements of the City of Garden Grove. The City's parking codes require 1 space for each one thousand square feet of warehouse uses. Accordingly, for the proposed 165,171 gross square feet warehouse project, the required space would be a total of 166. The project's site plan indicates that the surface parking will consist of 181 parking spaces. The 181 parking spaces will adequately satisfy project's parking requirement of 166 spaces per parking code of the City. Of the total, 4 parking spaces will be ADA compliant and 17 spaces will be designated for electrical vehicle charging and parking purposes.

Based on the results of the traffic impact analysis, the proposed 12821 Knott Street Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. Except for the intersection of Knott Street and Garden Grove Boulevard, all the study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The intersection of Knott Street and Garden Grove Boulevard will operate at a deficient LOS F during the AM peak hours. However, the project's off-site traffic impact would not be considered significant at any of the study intersections based on increase in operational delay (or V/C ratio) and level of service expected after the project. Therefore, no off-site intersection mitigation measures would be necessary for the development of this project.

*D. Would the project result in inadequate emergency access? • No Impact.*

At no time will Knott Street be completely closed to traffic. All construction staging and queuing will occur on-site. Once occupied, trucks travelling to the site will have adequate maneuvering space to execute turns and backup into the loading spaces. Therefore, trucks will not have to compensate for a lack of maneuvering space by staging and queuing on the adjacent streets. As a result, no impacts will occur.

### **3.17.2 MITIGATION MEASURES**

The traffic impact analysis that was prepared for the proposed project indicated that the proposed project's implementation would not require any mitigation.

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<sup>94</sup> Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

<sup>95</sup> Ibid.

### **3.18 TRIBAL CULTURAL RESOURCES**

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#### **3.18.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: 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 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 Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? • Less than Significant Impact.*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- 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 or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. The project site is located within the cultural area that was formerly occupied by the Soboba Band of Luiseno Indians as well as the Gabrieleño-Kizh. The project Applicant will be required to adhere to the mitigation presented in Section 3.5.2.B. As a result, the proposed project’s potential impacts are considered to be at a less than significant level.

### **3.18.2 MITIGATION MEASURES**

Please refer to Mitigation Measure No.1 identified in Section 3.5.

## **3.19 UTILITIES & SERVICE SYSTEMS**

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### **3.19.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? • Less than Significant Impact.*

The project site is presently developed with an existing warehouse. Nevertheless, there are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the proposed project's implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required (refer to the following subsections for further analysis). As a result, the potential impacts are considered to be less than significant.

- B. *Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? • Less than Significant Impact.*

As stated in the City's 2015 Urban Water Management Plan, groundwater is pumped from 11 active wells located throughout the City. Municipal Water District of Orange County (MWDOC) wholesales imported water to the City through four imported water connections. MWDOC treats water supplied to the City at the Diemer Filtration Plant in northern Orange County. The City's water distribution system is connected to MWDOC transmission mains at four locations along the northern and eastern sides of the City.

The City also operates eight storage and distribution reservoirs at five sites with a combined capacity of 53 million gallons (MG). The storage volume is the equivalent of more than two days average use and is more than adequate for peaking demands and firefighting needs. The storage system is supported with 17 booster pumps located at the reservoir sites. The booster pumps have a total capacity of 46,600 gallons per minute (gpm), which is more than enough to keep the system pressurized under peak flow conditions. The City also maintains nine emergency interconnections with neighboring water systems. The City's distribution system pressures are managed to ensure that water pressure is within acceptable ranges for both domestic use and fire flow demands. Peak demands can be met with combinations of increased pressure rates and water from storage tanks.

According to the City's 2015 Urban Water Management Plan, the City will have an adequate of water to serve both the proposed project and the City through the year 2040 under normal, dry, and multiple dry year scenarios.<sup>96</sup> Table 3-17 depicts the proposed project's future water consumption. Once occupied, the increase in water consumption will be 3,946 gallons per day.

**Table 3-17  
 Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Existing Facility	119,836 sq.ft.	24 gallons/1,000 sq. ft./day	2,876 gals/day
Proposed Warehouse	44,585 sq.ft.	24 gallons/1,000 sq. ft./day	1,070 gals/day
<b>Net Change</b>	164,421 sq.ft.		3,946 gals/day

Source: City of Los Angeles CEQA Thresholds Guide

The proposed project will connect to an existing water line located along Knott Street. The existing water supply facilities and infrastructure will be able accommodate this additional demand. This conclusion is supported by the City's Public Works Department, which has reviewed the proposed project and deemed that the existing facilities and infrastructure were adequate to accommodate the proposed project. In addition, the proposed project will be constructed in compliance with the 2019 California Green Building Code (Part 11 of Title 24 of the California Code of Regulations) depending on when the application was filed. More specifically, the proposed project must comply with Division 5.3, Water Efficiency, and Conservation, which mandates the inclusion of water efficient fixtures such as faucets, toilets, showers, and water efficient landscaping. As a result, the impacts are considered to be less than significant and no mitigation is required.

*C. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less than Significant Impact.*

The City of Garden Grove's sewer system operates entirely using gravity flow and the effluent is conveyed to one of several of Orange County Sanitation District's (OCSD) sewer trunk lines.<sup>97</sup> The Orange County Sanitation District (OCSD) is responsible for safely collecting, treating, and disposing the wastewater generated by 2.5 million people living in a 479 square-mile area of central and northwest Orange County. The OCSD's system includes approximately 580 miles of sewer lines and two treatment plants located in the Cities of Fountain Valley and Huntington Beach. Through these facilities, OCSD collects, conveys, treats, and/or reclaims approximately 230 million gallons of wastewater generated daily in its service area.

Wastewater from the City's local conveyance system is then conveyed to the OCSD trunk sewers and treated at the OCSD Plant No. 2 located in Huntington Beach. The OCSD Revenue Area 3 serves the City of Buena Park, La Habra, Garden Grove, Anaheim, Cypress, La Palma, Stanton, Los Alamitos, Westminster, and Fountain Valley. All sewage flow from Revenue Area 3 is collected and treated at

<sup>96</sup> Arcadis. 2015 *Urban Water Management Plan*. Report dated June 2016.

<sup>97</sup> City of Garden Grove. *City of Garden Grove General Plan, Chapter 6 Infrastructure Element*. <http://www.ci.garden-grove.ca.us/>. Website accessed on July 19, 2019.

Treatment Plant No. 2, which is located at 22212 Brookhurst Street, Huntington Beach.<sup>98</sup> Treatment Plant No. 2 currently processes an average of 65 million gallons of water per day.<sup>99</sup>

As indicated in Table 3-18, the proposed project is projected to generate 3,287 gallons of effluent on a daily basis, which is well under the capacity of the aforementioned WRPs.

**Table 3-18  
 Wastewater (Effluent) Generation (gals/day)**

Use	Unit	Factor	Generation
Existing Facility	119,836 sq.ft.	20 gallons/1,000 sq. ft./day	2,396 gals/day
Proposed Warehouse	44,585 sq.ft.	20 gallons/1,000 sq. ft./day	891 gals/day
<b>Net Change</b>	164,421 sq.ft.		3,287 gals/day

Source: City of Los Angeles CEQA Thresholds Guide

The proposed project will connect to an existing sewer line located along Knott Street. The existing sewer lines have sufficient capacity to accommodate the projected flows of approximately 3,287 additional gallons a day, and adequate sewage collection and treatment are currently available. As a result, the potential impacts are 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.*

The City's waste management is under the jurisdiction of the Garden Grove Sanitary District (GGSD), who contracts collection and disposal services with Republic Services. Waste collected in Orange County is disposed of either at the Frank R. Bowerman Landfill near Irvine, the Olinda Alpha Landfill near Brea, or the Prima Deshecha Landfill in San Juan Capistrano. Frank R. Bowerman Landfill is currently permitted for 11,500 tons per day (TPD) maximum with an 8,500 TPD annual average. The aforementioned landfill has enough projected capacity to serve residents and businesses until approximately 2053.<sup>100</sup> The Olinda Alpha Landfill has enough projected capacity to serve residents and businesses until 2030. This landfill has an average disposal rate of nearly 7,000 tons per day (TPD), although the aforementioned landfill is permitted up to 8,000 TPD.<sup>101</sup> Meanwhile, the Prima Deshecha Landfill averages approximately 1,400 tons per day, with a daily maximum permitted tonnage of 4,000.<sup>102</sup> As indicated in Table 3-19, the future daily solid waste generation is projected to be 1,464 pounds per day, which is an increase of 580 pounds per day. The amount of solid waste produced by the project will not exceed the capacities identified above for the three landfills.

<sup>98</sup> City of Garden Grove. *City of Garden Grove General Plan, Chapter 6 Infrastructure Element*. <http://www.ci.garden-grove.ca.us/>. Website accessed on July 19, 2019.

<sup>99</sup> Orange County Sanitation District. *Regional Sewer Service – Facts and Key Statistics*. <https://www.ocsd.com/services/regional-sewer-service>

<sup>100</sup> County of Orange Waste and Recycling. *Frank R. Bowerman Landfill*. <http://www.oilandfills.com/landfill/active/bowerman>

<sup>101</sup> County of Orange Waste and Recycling. *Olinda Alpha Landfill*. <http://www.oilandfills.com/landfill/active/olindalandfill>

<sup>102</sup> County of Orange Waste and Recycling. *Prima Deshecha Landfill*. <http://www.oilandfills.com/landfill/active/deshecha>

**Table 3-19  
 Solid Waste Generation (lbs/day)**

Use	Unit	Factor	Generation
Existing Facility	99 employees	8.93 lbs/day/employee	884 lbs /day
Proposed Warehouse	164 employees	8.93 lbs/day/employee	1,464 lbs/day
<b>Net Change</b>	65 employees		580 lbs /day

Source: City of Los Angeles.

The waste materials that will be transported off-site during the proposed project's operation will be adequately handled by the existing facilities. Furthermore, this generation rate represents a small proportion of the total waste generated citywide. As a result, the impacts are expected to be less than significant.

*E. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • No Impact.*

The proposed project, like all other development in Garden Grove, will be required to adhere to Federal, State, and local regulations with respect to waste reduction and recycling. Additionally, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacities of the existing landfills that service the project site. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

### **3.19.3 MITIGATION MEASURES**

The analysis of utilities impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

## **3.20 WILDFIRE**

### **3.20.1 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? • No Impact.*

The proposed project site is located within an urbanized area and currently is developed with an existing warehouse. No areas containing natural vegetation are located on or near the project site. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.



- B. Would the project, 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 project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project area. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard severity zones (the site is located ten miles west of the Santa Ana Mountains). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, the potential impacts are considered to be less than significant.

- C. Would the project 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? • Less than Significant Impact.*

The proposed project will include the installation of new utility lines such as gas lines, water lines, etc. These utilities lines will be located below ground surface and connected to existing utility lines in the public right of way under Knott Street. As a result, the potential impacts are considered to be less than significant.

- D. Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's significant distance from any area that may be subject to a wildfire event. The project site and surrounding areas are developed and are covered over in pavement and concrete. Therefore, the proposed project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no will occur.

### **3.20.2 MITIGATION MEASURES**

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

### **3.21 MANDATORY FINDINGS OF SIGNIFICANCE**

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The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

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

The proposed project will not have the potential to degrade the quality of the environment since the proposed project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. No impacts to protected species or habitat would result with the implementation of the proposed project. Furthermore, the best management practices identified in the WQMP will filter out contaminants of concern present in stormwater runoff. The addition of project trips will not negatively impact any local intersection. Lastly, the proposed project will include energy and water efficient appliances and fixtures.

- *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.*

The cumulative air quality emissions will be below the thresholds of significance established by the SCAQMD. The cumulative air quality emissions were derived by running the CalEEMod for the proposed project as well as for the related projects identified in the traffic study. Furthermore, the proposed project would also rely on and can be accommodated by the existing road system, public services, and utilities. Lastly, the proposed project would not result in or contribute to a significant biological or cultural impact.

- *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? • Less than Significant Impact with Mitigation.*

Daytime and nighttime light and glare from the proposed project would not contribute any significant impacts since the proposed project must comply with the City's lighting standards in the municipal code. The project's operational air quality impacts would be less than significant. In addition, future truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential air quality impacts to levels that are less than significant. The implementation of Mitigation Measure No. 1 will ensure no impacts to tribal cultural resources occur during the project's construction. Adherence to the construction noise mitigation provided in the preceding analysis would prevent the exposure of sensitive receptors to

excess noise. Lastly, the addition of the proposed project's traffic would not result in a deterioration of any intersection's level of service or the creation of a CO hot-spot. As a result, the potential impacts are considered to be less than significant with adherence to the required mitigation measures.



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## SECTION 4 CONCLUSIONS

### 4.1 FINDINGS

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The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have a significant effect on the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- A Mitigation Reporting and Monitoring Program *will be* required.

### 4.2 MITIGATION MONITORING & REPORTING PROGRAM

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#### 4.2.1. OVERVIEW OF THE PROJECT

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet. In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. The proposed project will also provide 32 truck loading and parking spaces. Access to the project site will be provided by two existing driveway connections located along the west side of Knott Street.

#### 4.2.2. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

#### **4.2.3. MITIGATION MEASURES**

*Mitigation Measure No. 1 (Cultural Resources).* The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

*Mitigation Measure No. 2 (Energy).* The future tenant must implement a routine lighting maintenance schedule, including cleaning fixtures to reduce degradation of lighting quality.

*Mitigation Measure No. 3 (Energy).* The future tenant must implement a lighting schedule in order to reduce wasteful consumption of energy related to lighting.

*Mitigation Measure No. 4 (Energy).* The future tenant must ensure any exhaust fans are shut off when the building is unoccupied.

*Mitigation Measure No. 5 (Energy).* The project Applicant must install occupancy sensors to limit illumination of unoccupied areas.

*Mitigation Measure No. 6 (Energy).* The project Applicant must install dock seals to reduce outside air infiltration.

*Mitigation Measure No. 7 (Noise).* The City Inspector shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression mechanisms as a means to reduce machinery noise. The Inspector must inspect the equipment prior to the start of the demolition phase.

*Mitigation Measure No. 8 (Noise).* Trucks will only be permitted to access the project site from Knott Avenue.

**4.2.4. MITIGATION MONITORING**

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 4.1 provided on the following pages.

<b>TABLE 4.1 MITIGATION-MONITORING PROGRAM</b>			
<b>Measure</b>	<b>Enforcement Agency</b>	<b>Monitoring Phase</b>	<b>Verification</b>
<p><b>Mitigation Measure No. 1 (Cultural Resources).</b> The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.</p>	<p>Planning Department • <i>(Applicant is responsible for implementation)</i></p>	<p><i>During project's construction.</i> • Mitigation ends when ground disturbance is completed or otherwise noted by the appointed Native American Monitor(s).</p>	<p>Date:  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 2 (Energy).</b> The future tenant must implement a routine lighting maintenance schedule, including cleaning fixtures to reduce degradation of lighting quality.</p>	<p>Planning Department • <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of a Certificate of Occupancy.</i> • Mitigation to continue over the project's operational life.</p>	<p>Date:  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 3 (Energy).</b> The future tenant must implement a lighting schedule in order to reduce wasteful consumption of energy related to lighting.</p>	<p>Planning Department • <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of a Certificate of Occupancy.</i> • Mitigation to continue over the project's operational life.</p>	<p>Date:  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 4 (Energy).</b> The future tenant must ensure any exhaust fans are shut off when the building is unoccupied.</p>	<p>Planning Department • <i>(Applicant is responsible for implementation)</i></p>	<p><i>Over the project's operational life.</i> • Mitigation to continue over the project's operational life.</p>	<p>Date:  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 5 (Energy).</b> The project Applicant must install occupancy sensors to limit illumination of unoccupied areas.</p>	<p>Planning Department • <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of a Certificate of Occupancy.</i> • Mitigation to continue over the project's operational life.</p>	<p>Date:  Name &amp; Title:</p>

CITY OF GARDEN GROVE • MITIGATED NEGATIVE DECLARATION & INITIAL STUDY  
 PROPOSED WAREHOUSE IMPROVEMENT PROJECT • 12821 KNOTT STREET

**TABLE 4.1  
 MITIGATION-MONITORING PROGRAM**

<p><b>Mitigation Measure No. 6 (Energy).</b> The project Applicant must install dock seals to reduce outside air infiltration.</p>	<p>Planning Department                  •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of a Certificate of Occupancy.</i>                  •                  Mitigation to continue over the project's operational life.</p>	<p>Date:                  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 7 (Noise).</b> The City Inspector shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression mechanisms as a means to reduce machinery noise. The Inspector must inspect the equipment prior to the start of the demolition phase.</p>	<p>Planning Department and Code Enforcement Officer                  •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of a grading permit.</i>                  •                  Mitigation ends when construction is completed.</p>	<p>Date:                  Name &amp; Title:</p>
<p><b>Mitigation Measure No. 8 (Noise).</b> Trucks will only be permitted to access the project site from Knott Avenue.</p>	<p>Planning Department and Code Enforcement Officer                  •  <i>(Applicant is responsible for implementation)</i></p>	<p><i>Over the life of the project.</i>                  •                  Mitigation to continue over the project's operational lifetime.</p>	<p>Date:                  Name &amp; Title:</p>





## SECTION 5 REFERENCES

### 5.1 PREPARERS

---

Blodgett Baylosis Environmental Planning  
2211 South Hacienda Boulevard, Suite 107  
Hacienda Heights, CA 91745  
(626) 336-0033

Marc Blodgett, Project Manager  
Bryan Hamilton, Project Planner  
Alejandra Rocha, Project Planner

### 5.2 REFERENCES

---

Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

California Administrative Code, *Title 24, Energy Conservation*.

California Department of Fish and Wildlife, *Natural Diversity Database*.

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U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective*, USGS Professional Paper 1360, 1985.



**APPENDICES**

**PROVIDED UNDER A SEPARATE COVER**

**APPENDIX A – PHOTOMETRIC PLAN**  
**APPENDIX B – AIR QUALITY WORKSHEETS**  
**APPENDIX C – NOISE WORKSHEETS**  
**APPENDIX D – TRAFFIC STUDY**

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# COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT STAFF REPORT

<b>AGENDA ITEM NO.:</b> D.3.	<b>SITE LOCATION:</b> South side of Garden Grove Boulevard, east of Partridge Street at 12750-12752 Garden Grove Boulevard
<b>HEARING DATE:</b> December 5, 2019	<b>GENERAL PLAN:</b> International West Mixed Use
<b>CASE NO.:</b> Variance No. V-028-2019	<b>ZONE:</b> HCSP-OP (Harbor Corridor Specific Plan-Office Professional)
<b>APPLICANT:</b> Gerard Signs	<b>APN:</b> 101-452-18
<b>OWNER:</b> Orange County Emergency Pet Clinic	<b>CEQA DETERMINATION:</b> Exempt, CEQA Guidelines § 15311 (Accessory Structures)

**REQUEST:**

The applicant is requesting approval of a Variance to allow an integrated office professional development, comprised of two (2) parcels with a combined lot size of approximately 0.97 acres, to deviate from the minimum five-acre lot size requirement, and to deviate from the minimum distance requirement of 25 feet to adjacent property lines, in order to construct a second 36 square foot freestanding sign.

**BACKGROUND:**

The subject site is part of an integrated office professional development that is comprised of two (2) parcels located at the south side of Garden Grove Boulevard, east of Partridge Street, at 12750 and 12752 Garden Grove Boulevard. Each parcel is currently developed with two-story office professional buildings that have a common wall along the center property line. The westerly building, located at 12750 Garden Grove Boulevard (Parcel 1), is occupied by the Orange County Emergency Pet Clinic, the applicant and property management team for both parcels. The easterly building, located at 12752 Garden Grove Boulevard (Parcel 2), is occupied by multiple tenants, including an animal ambulance service company, a veterinarian vocational school, and a dentist office. The total combined development site is approximately 0.97 acres and the two (2) parcels share parking and vehicular access from Garden Grove Boulevard and Partridge Street. The buildings, however, function and operate separately and do not share interior access.

The site has a General Plan Land Use designation of International West Mixed Use and is zoned HCSP-OP (Harbor Corridor Specific Plan-Office Professional). The properties abut an R-3 (Multiple-Family Residential) zoned property to the south developed with a mobile home park, a PUD-102-74 (Planned Unit Development)

Case No. V-028-2019

zoned property to the east developed with office buildings, an HCSP-OP zoned property to the west, across Partridge Street, and multiple PUD zoned properties to the north, across Garden Grove Boulevard, developed with senior apartments.

The Orange County Emergency Pet Clinic has operated within the City of Garden Grove since 1975. Originally, the pet clinic was located to the north of the site across Garden Grove Boulevard. In 1991, the pet clinic obtained approvals under Site Plan No. SP-111-91 and Variance No. V-107-91 to construct a 9,445 square foot, two-story office building addition on the unimproved parcel (Parcel 1) located on the westerly portion of the subject site, and variance approval to deviate from minimum lot size, front setback requirement, reduction in parking, and to allow the relocation of a pole sign. The two-story 8,655 square foot office professional building on the easterly parcel was already constructed. The pet clinic relocated to the subject site at the request and assistance of the former redevelopment agency and became the property owner and property management team for both parcels.

In 1991, the approval of SP-111-91 and V-107-91 included the relocation of an existing 96 square foot pole sign from the original pet clinic location to the northwest corner of Parcel 1. The Specific Plan guidelines limited the site to monument signs and wall signs; however, the variance findings indicated that other properties in the same vicinity had various types of signs, including pole signs. The site also had limited street frontage to allow visibility from further distances. The findings also noted that the nature of the after-hours emergency pet clinic business required a sign that allowed easy identification for persons seeking their services. The variance approved the sign to be relocated to the northwest corner of the subject site.

In 2015, the applicant obtained ministerial approvals to relocate the 96 square foot pole sign from the northwest corner of Parcel 1, to the northeast corner of the parcel, which is approximately the center of the Garden Grove Boulevard frontage for the development. The approvals included enhancements to the base and top of the sign. The pole sign exists in this location today and the applicant is not proposing any modifications to the sign as part of the request. The existing pole sign only displays content for the Orange County Emergency Pet Clinic. In addition, the buildings have two (2) existing wall signs. Parcel 1, on the west side of the building, displays a 44 square foot wall sign facing Partridge Street indicating "Emergency Pet Clinic." Parcel 2, on the north side of the building, displays a 33 square foot wall sign indicating "Town Square Dentistry." The maximum allowable signage for the integrated development is 2.5 square feet per linear foot of building frontage, as required by Title 9 of the Municipal Code. In all, the proposed combined square footage of all signage for both parcels, including the proposed 36 square foot monument sign, is 209 square feet, which does not exceed the maximum allowable area of 476.25 square feet.

Parcel 2 currently does not have any freestanding signage. The property owner of the parcels, the Orange County Emergency Pet Clinic, is requesting to install a second freestanding sign on the subject parcel in the form of a monument sign, in order to

allow signage for the tenants of the building located on this parcel. The Specific Plan allows monument and wall signs, subject to the requirements of Title 9 of the Municipal Code, which allows two (2) freestanding signs on a property, or an integrated development site, between five (5) and ten (10) acres in size. In order to allow the construction of a second freestanding sign, a variance is required to deviate from the minimum five (5) acre lot size requirement. Title 9 of the Municipal Code also requires that monument signs be located a minimum of 25 feet from an adjacent property line. The proposed monument sign will be located 16 feet from the east property line. Therefore, the applicant is requesting a second variance to deviate from the 25-foot distance requirement from the easterly property line.

### **DISCUSSION:**

The property owner of the Orange County Emergency Pet Clinic, which occupies the building to the west on Parcel 1, is requesting to install a second freestanding sign along Garden Grove Boulevard in order to provide a freestanding sign for the adjacent office building within the integrated professional office development, which is comprised of two (2) parcels. The proposed monument sign is proposed to be located on the north side of Parcel 2, which is improved with a two-story professional office building that shares a common wall along the center property line with the pet clinic, which currently does not have freestanding signage.

The site currently has one (1), single-tenant pole sign for the emergency pet clinic located at the northeast corner of Parcel 1, which was approved via a variance when the building was constructed. Approval of the variance did not account for future signage for Parcel 2. Title 9 of the Garden Grove Municipal Code limits the number of monument signs based on the total size of the property. Properties, including integrated developments, between five (5) acres and ten (10) acres in size, are limited to two (2) freestanding signs. The proposed development is 0.97 acres, and therefore, only permits one (1) freestanding sign. The existing single-tenant pole sign does not display content for the adjacent parcel, which is a multi-tenant office building. An additional freestanding sign will allow additional signage for the multi-tenant building, and will be located on the same parcel, Parcel 2.

The applicant proposes to install a second monument sign along Garden Grove Boulevard that will display up to six (6) tenants for the office building within an existing landscaped planter on the northeast corner of Parcel 2. The proposed monument sign will be approximately 129'-0" from the existing pole sign, which meets the minimum requirement of 100'-0". The proposed monument sign will be 6'-0" tall by 6'-0" wide, with a sign area of 36 square feet, and will be placed adjacent to the site's driveway entrance off of Garden Grove Boulevard. In addition, it is required that monuments signs be designed with a 1'-0" base. The proposed monument sign includes a 1'-8" base, which exceeds the minimum required. The overall dimensions of the sign, including maximum sign area, meet the requirements of Title 9 of the Municipal Code.

The proposed location of the monument sign will provide for better sign identification and visibility for the businesses on Parcel 2 and to the site. The sign is located 16'-0" away from the easterly property line and does not meet the minimum required of 25'-0". However, due to limited sign placement options and site constraints, the applicant is requesting a second variance to deviate from this distance requirement. In addition, the placement of the proposed monument sign complies with the line-of-sight and vision clearance requirements for signs located adjacent to driveways.

The applicant has designed the monument sign to be architecturally compatible with the existing monument sign. The applicant is required to paint the proposed monument sign to match the color scheme of the existing pole sign.

Finally, the subject integrated professional office development is located in the HCSP-OP zone on the south side of Garden Grove Boulevard, east of Harbor Boulevard. There are sixteen (16) parcels in total zoned HCSP-OP in the vicinity, with only two (2) being integrated developments, including the subject site. The integrated development located at 12572, 12580, and 12582 Harbor Boulevard, is developed with three (3) commercial and medical buildings that operate separately, but also share vehicular access and parking. The development has two (2) existing freestanding signs, even though the property is under five (5) acres. The subject site shares similar characteristics, including being an integrated development, sharing vehicular access and parking, and operating separately, with the exception that the subject site shares a common wall and sits on two (2) separate parcels. The two-story professional office building located in Parcel 2 does not currently benefit from freestanding signage as the integrated development in the direct vicinity. Furthermore, the proposed monument sign will be constructed to provide visibility to the development site along Garden Grove Boulevard, as well as to provide adequate signage to the existing businesses of Parcel 2.

**RECOMMENDATION:**

Staff recommends that the Planning Commission take the following action:

1. Adopt Resolution No. 5975-19 approving Variance No. V-028-2019, subject to the recommended Conditions of Approval.



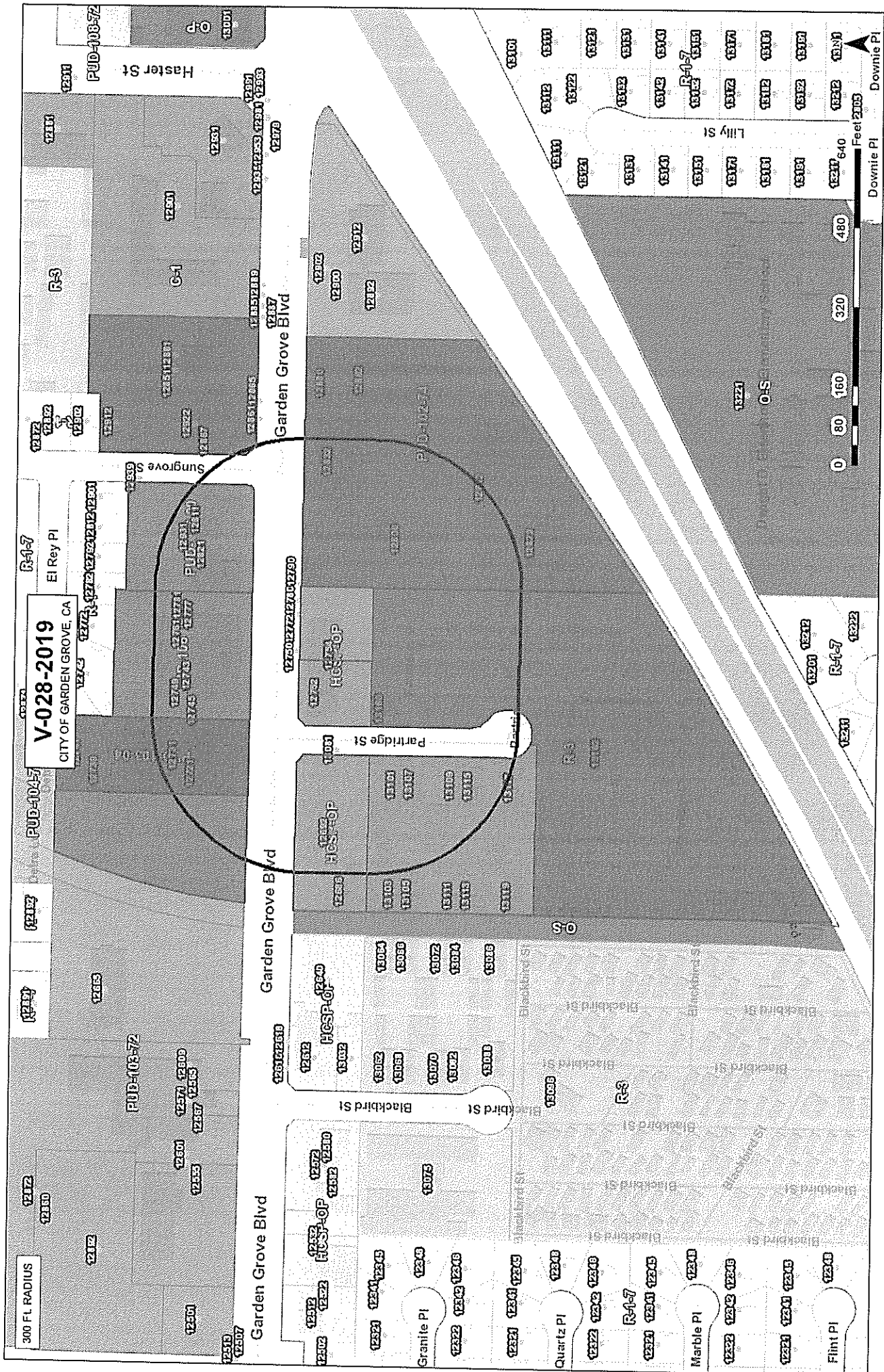
LEE MARINO  
Planning Services Manager



By: Mary Medrano  
Associate Planner



**V-028-2019**  
CITY OF GARDEN GROVE, CA



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Free Site Survey | Free Estimate | Friendly Helpful People

2000 Placentia Avenue Costa Mesa, California 92627

## Orange County Professional Building Monument Sign Cover Page



Front Elevation

Design Date: 10.04.192019

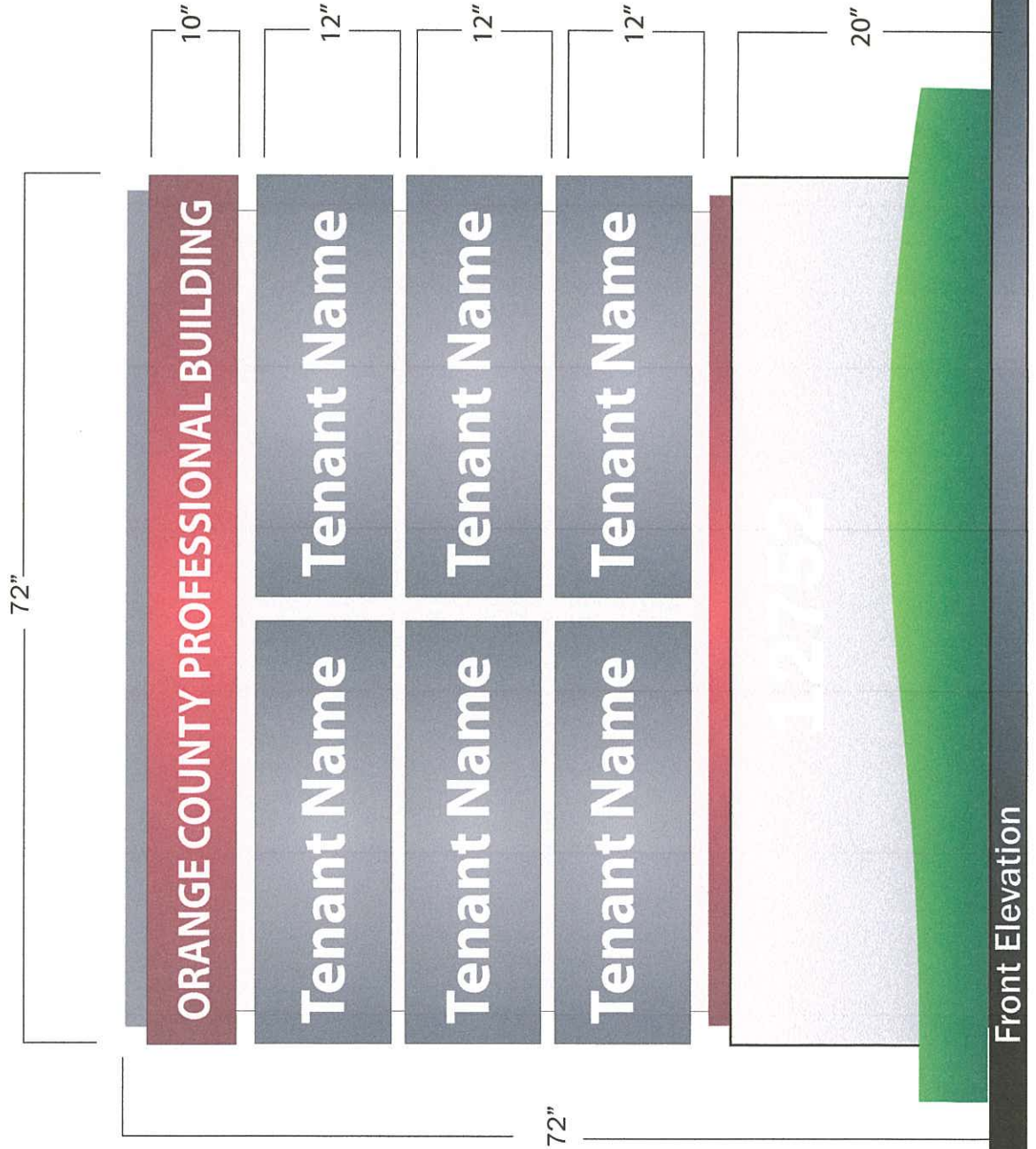
GerardSigns.com

Project Manager: Grant Bjorn Call or text me @ 949.285.9044 email: Grant@GerardSigns.com

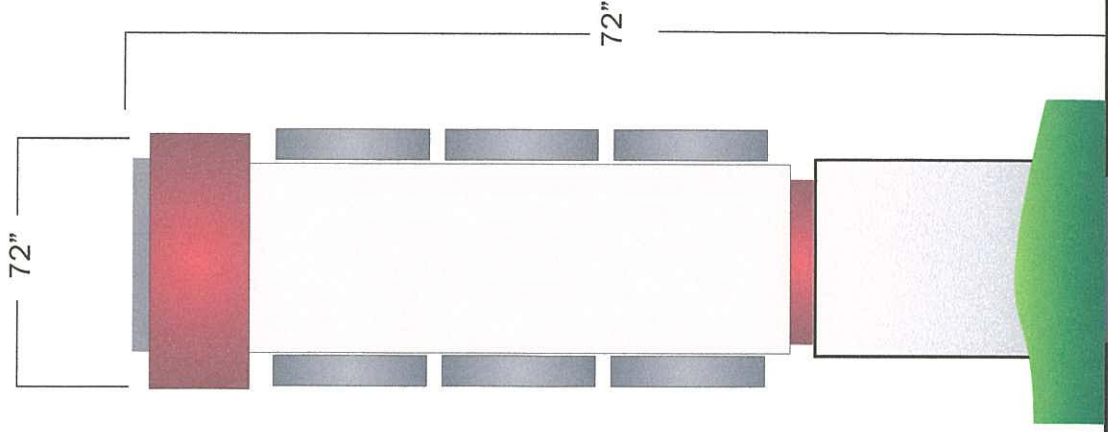
*File Name Cover Page*



■ Front View



■ Side View



*File name Monument Design 04*



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Orange County Professional Building Monument Sign-Concept Page

*Location Page*

**A** 72" high 72" wide Monument Sign 36 sq.ft.



Front Elevation 12752 Garden Grove Blvd. Garden Grove CA, 92843

Design Date: 09.23.2019

GerardSigns.com

Project Manager: Grant Bjorn

Call or text me @ 949.285.9044

email: Grant@GerardSigns.com

*File Name 2nd location Front Monument*



### Orange County Professional Building Monument Sign Location Page Two

**A** 72" high 72" wide Monument Sign 36 sq.ft.



Sidewalk to Gate 22'9"

*File Name Sign Location Page Two*

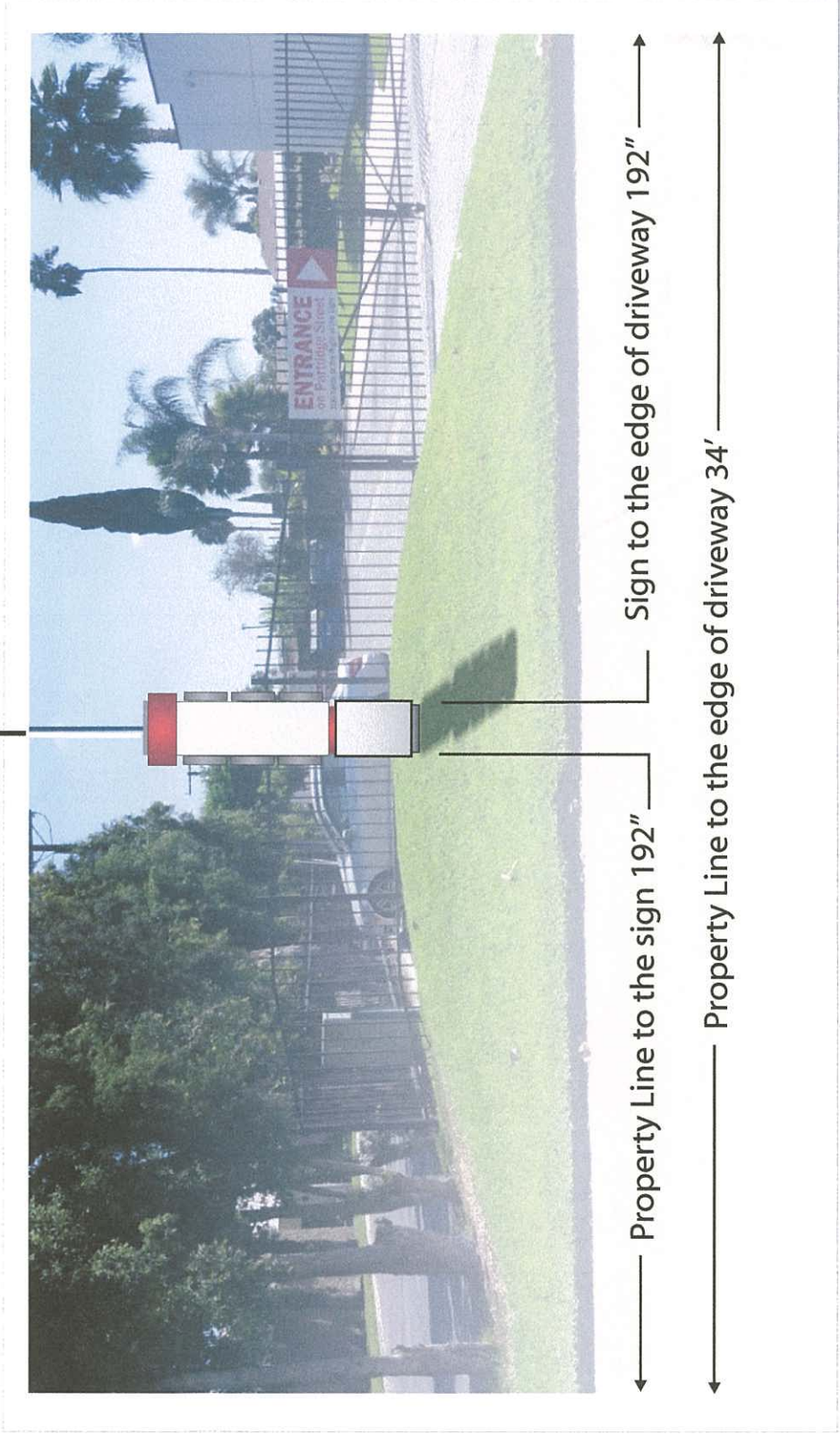


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### Orange County Professional Building Monument Sign Location Side View Page Three

**A** 72" high 72" wide Monument Sign 36 sq.ft.



Front Elevation 12752 Garden Grove Blvd. Garden Grove CA, 92843

Design Date: 09.23.2019

GerardSigns.com

Project Manager: Grant Bjorn

Call or text me @ 949.285.9044

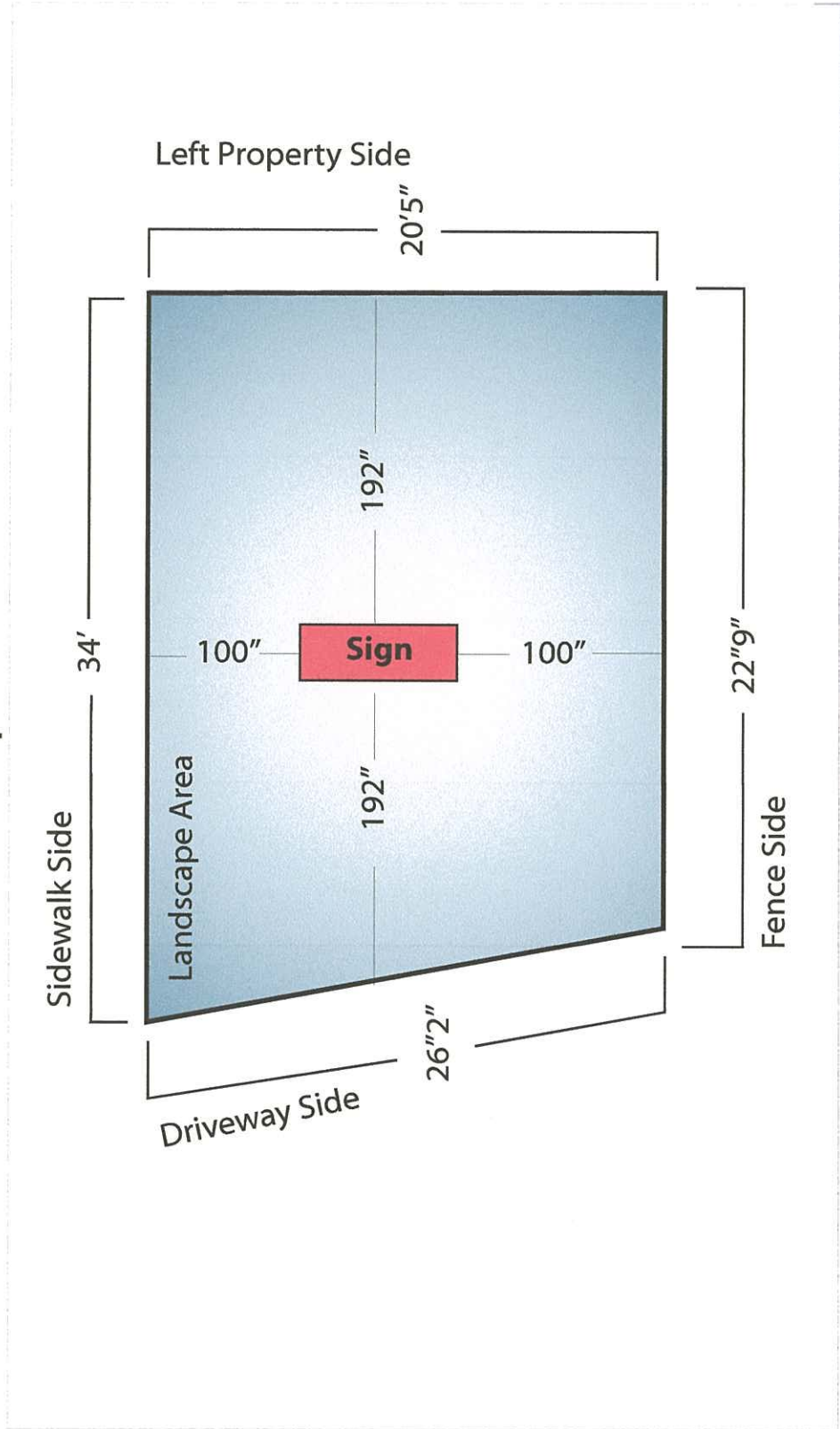
email: Grant@GerardSigns.com

*File Name: Sign Location Side View*



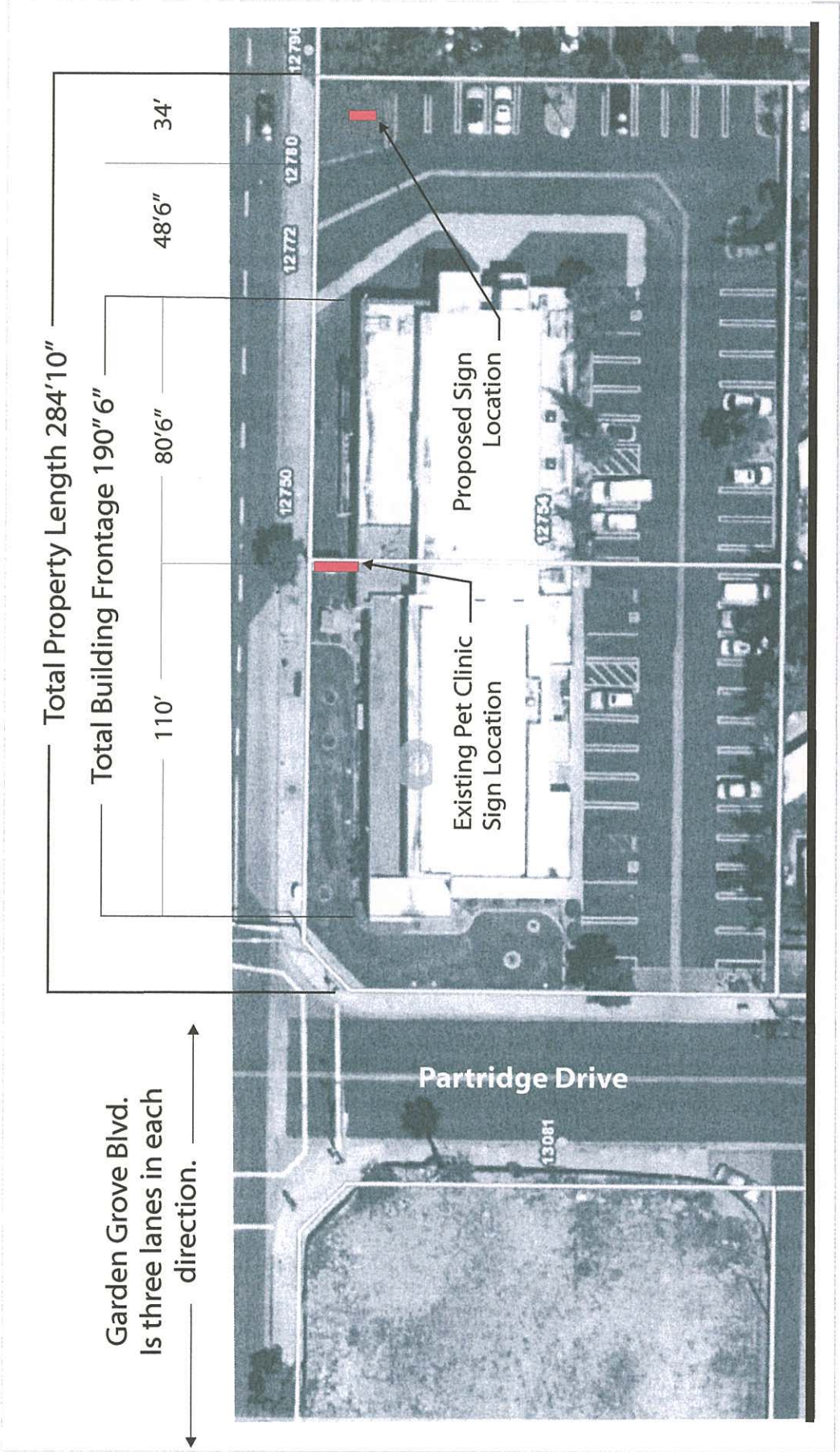
### Orange County Professional Building Monument Sign Location Top View Page Four

**A** Landscape Area Total Sq.Ft= 620 sq.ft.





Orange County Professional Building Monument Sign Arial View Page Five



Front Elevation 12752 Garden Grove Blvd. Garden Grove CA, 92843

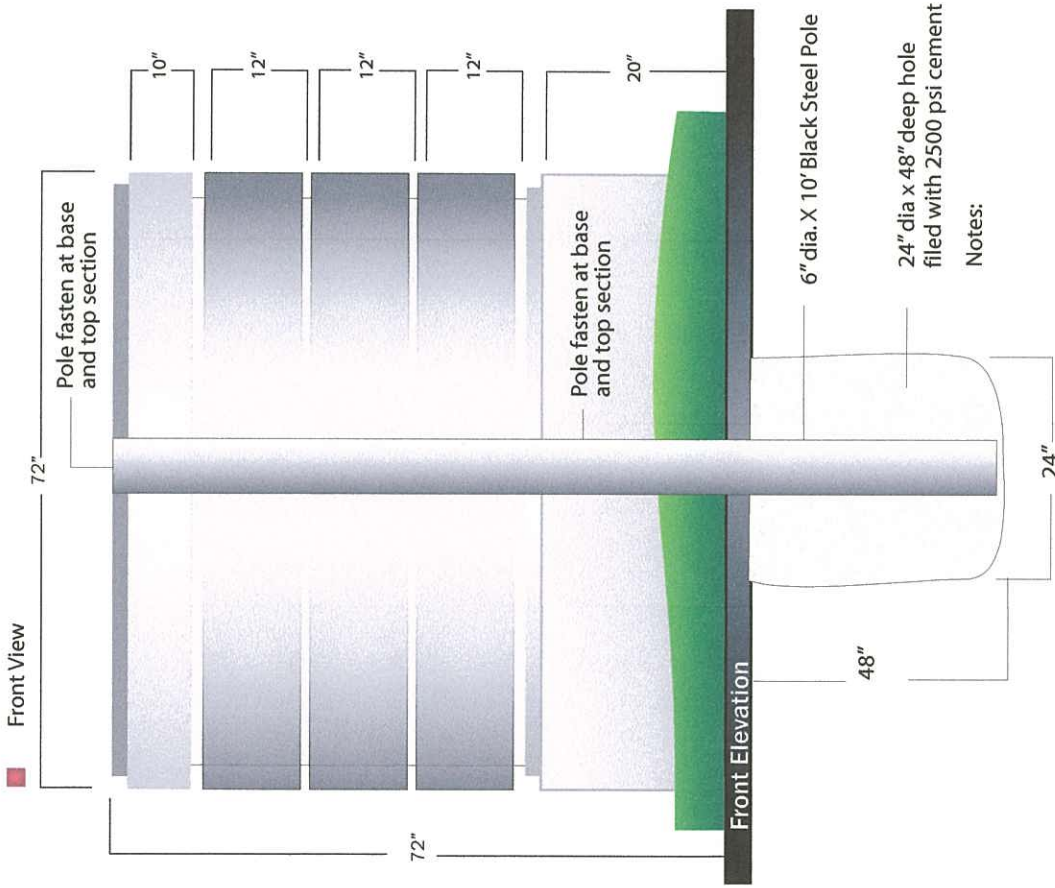
Design Date: 09.23.2019

*File Name Arial View Page Five*





# Orange County Professional Building Monument Sign Install Detail Page Six



## Engineering Calculation Area"

Note: Engineering Details will be provided after Design Review Board Approval and included with the Sign Permit Approval.

Design Date: 09.23.2019

*File name Install Detail Page*

**One Double Sided Illuminated Pole Sign**  
 Sign Face 96" x 140" = 93.33 sq.ft. per side  
 Total Height 204" Total Width 144"  
 Engineering Calculations or and estimate  
 and will be provided after planing approval  
 and before building approval.

**Client Approval**

07.02.15

Approved: \_\_\_\_\_  
Name Date

Not Approved: \_\_\_\_\_  
Name Date

Please make the following changes



12750 Garden Grove Blvd. Elevation Garden Grove CA 92843-1913



**Sign Permit Contact Information**

Contact Person: Grant Bjorn Project Manager  
 Phone: 888.589.9888 cell 949.285.9044  
 email address: grant@omg-us.com  
 website: www.TheOutdoorMediaGroup.com

**Free Site Survey | Free Estimate | Friendly Helpful People**

TheOutdoorMediaGroup.com  
 CA Contractors License #826430

**1.888.589.9888**

*File*



Gerard Signs & Graphics, Inc. 949.631.2499

2000 Placentia Avenue Costa Mesa, California 92627

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### Company Information

**Contractors License Number:** 789424 Expiration Date: 01-31-2020

**W-9 Taxpayer Identification Number:** 33-0897539

**Commercial Liability Insurance Carrier:** Essex Insurance Company Policy # 2CR5260

**Workers Comp Information:** Carrier: Mid Century I Policy Number A093465008

**Insurance Company:** Tobiessen Insurance Services Inc.

**Owner Information:** Joe Gerard, President

**Address:** 2000 Placentia Avenue, Costa Mesa, CA 92627

**Website:** www.GerardSigns.com

**email:** Joe@GerardSigns.com

Today's Date: \_\_\_\_\_

### Client Approval

Approved: \_\_\_\_\_  
Name Date

Not Approved: \_\_\_\_\_  
Name Date

Please make the following changes

Client Information Document

Design Date: 09.23.2019

GerardSigns.com | Project Manager: Grant Bjorn Call or text me @ 949.285.9044 email: Grant@GerardSigns.com

*Fik name Company Information*

RESOLUTION NO. 5975-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING VARIANCE NO. V-028-2019 FOR PROPERTIES LOCATED AT 12750-12752 GARDEN GROVE BOULEVARD, ASSESSOR'S PARCEL NO. 101-452-18.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on December 5, 2019, hereby approves Variance No. V-028-2019 for the properties located on the south side of Garden Grove Boulevard, east of Partridge Street, at 12750-12752 Garden Grove Boulevard, Assessor's Parcel No. 101-452-18.

BE IT FURTHER RESOLVED in the matter of Variance No. V-028-2019, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by the Orange County Emergency Pet Clinic.
2. The applicant requests approval of a Variance in order to deviate from Sections 9.20.040.A and 9.20.040.2.c of Title 9 of the Municipal Code to allow the construction of a second free-standing monument sign on a lot that is less than five (5) acres, and to allow the monument sign to be located less than 25 feet from an adjacent property line for an existing integrated professional office development.
3. The City of Garden Grove has determined that this action is exempt pursuant to Section 15311 (Accessory Structures) of CEQA.
4. The site has a General Plan Land Use designation of International West Mixed Use and is zoned HCSP-OP (Harbor Corridor Specific Plan-Office Professional). The site is part of an integrated office professional development that is comprised of two (2) parcels. Each parcel is currently developed with two-story office professional buildings that have a common wall along the center property line. The westerly building (Parcel 1), is occupied by the Orange County Emergency Pet Clinic, the applicant and property management team for both parcels. The easterly building (Parcel 2), is occupied by multiple tenants, including an animal ambulance service company, a veterinarian vocational school, and a dentist office.
5. Existing Land Use, Zoning, and General Plan designation of property in the vicinity of the property have been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on December 5, 2019 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 December 5, 2019; 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 Sections 9.32.030 are as follows:

FACTS:

The property owner of the Orange County Emergency Pet Clinic, which occupies the building to the west on Parcel 1, is requesting to install a second freestanding sign along Garden Grove Boulevard in order to provide a freestanding sign for the adjacent office building within the integrated professional office development, which is comprised of two (2) parcels. The proposed monument sign is proposed to be located on the north side of Parcel 2, which is improved with a two-story professional office building that shares a common wall along the center property line with the pet clinic, which currently does not have freestanding signage.

The site currently has one (1), single-tenant pole sign for the emergency pet clinic located at the northeast corner of Parcel 1, which was approved via a variance when the building was constructed. Approval of the variance did not account for future signage for Parcel 2. Title 9 of the Garden Grove Municipal Code limits the number of monument signs based on the total size of the property. Properties, including integrated developments, between five (5) acres and ten (10) acres in size, are limited to two (2) freestanding signs. The proposed development is 0.97 acres, and therefore, only permits one (1) freestanding sign. The existing single-tenant pole sign does not display content for the adjacent parcel, which is a multi-tenant office building. An additional freestanding sign will allow additional signage for the multi-tenant building, and will be located on the same parcel, Parcel 2.

The proposed location of the monument sign will provide for better sign identification and visibility for the businesses on Parcel 2 and to the site. The sign is located 16'-0" away from the easterly property line and does not meet the minimum required of 25'-0"; however, due to limited sign placement options and site constraints, the applicant is requesting a second variance to deviate from this distance requirement. In addition, the placement of the proposed monument sign complies with the line-of-sight and vision clearance requirements for signs located adjacent to driveways.

Section 9.20.040.A.1 of Title 9 of the Municipal Code limits one (1) monument sign per property, or per integrated development, with less than five-acres in size. The applicant is requesting approval of a Variance in order to deviate from the minimum five-acre lot size requirement in order to construct a second monument sign. Section 9.20.040.2.c of Title 9 of the Municipal Code requires that monument signs be located a minimum of 25 feet from an adjacent property line. The proposed

monument sign will be located 16 feet from the east property line. Therefore, the applicant is requesting a second variance to deviate from the 25-foot distance requirement from the easterly property line.

FINDINGS AND REASONS:

Variance:

1. There are exceptional or extraordinary circumstances or conditions applicable to the property or to the intended use that do not apply generally to other property or classes of use in the same vicinity or zone.

Properties under five (5) acres developed with office professional uses are allowed one (1) freestanding sign in the form of a monument sign. The emergency pet clinic located on Parcel 1, via variance approval in 1991, was allowed to relocate their existing pole sign from their former location after being requested to relocate their operation by the former redevelopment agency. The approval did not consider freestanding signage for the building on Parcel 2, which was already developed with a two-story office professional building. While the parcels were developed to share vehicular access, parking, share a common wall and are architecturally compatible, they operate separately and do not share interior access. Therefore, Parcel 2 does not benefit from freestanding signage that is visible from the Street. Although Parcel 1 is a corner lot, the frontage of Parcel 2 is along Garden Grove Boulevard where signage is more visible. However, given the location of the existing pole sign, and the limited lot frontage of Parcel 2, the proposed monument sign is unable to meet the minimum distance of 25'-0" to the adjacent property line on the east side of the parcel. Therefore, a variance is required for the proposed monument sign to meet the line-of-sight and vision clearance requirements of the code when located adjacent to a driveway. Furthermore, the installation of a second monument sign will provide for better street signage for the tenants in Parcel 2 along Garden Grove Boulevard that will allow for clear and effective signage to the site and the existing businesses located in Parcel 2.

Additionally, the integrated development located at 12572, 12580, and 12582 Harbor Boulevard, is developed with three (3) commercial and medical buildings that operate separately, but also share vehicular access and parking. The development has two (2) existing freestanding signs, even though the property is under five (5) acres. The subject site shares similar characteristics, including being an integrated development, sharing vehicular access and parking, and operating separately, with the exception that the subject site shares a common wall and sits on two (2) separate parcels. The two-story professional office building located in Parcel 2 does not currently

benefit from freestanding signage as the integrated development in the direct vicinity. The proposed monument sign will be constructed to provide visibility to the development site along Garden Grove Boulevard, as well as to provide adequate signage to the existing businesses of Parcel 2.

2. The Variance is necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the same vicinity and zone, but which is denied to the property in question.

The subject integrated professional office development is located in the HCSP-OP zone on the south side of Garden Grove Boulevard, east of Harbor Boulevard. There are sixteen (16) parcels in total zoned HCSP-OP in the vicinity, with only two (2) being integrated developments, including the subject site. The integrated development located at 12572, 12580, and 12582 Harbor Boulevard, is developed with three (3) commercial and medical buildings that operate separately, but also share vehicular access and parking. The development has two (2) existing freestanding signs, even though the property is under five (5) acres. The subject site shares similar characteristics, including being an integrated development, sharing vehicular access and parking, and operating separately, with the exception that the subject site shares a common wall and sits on two (2) separate parcels. The two-story professional office building located in Parcel 2 does not currently benefit from freestanding signage as the integrated development in the direct vicinity. The proposed monument sign will be constructed to provide visibility to the development site along Garden Grove Boulevard, as well as to provide adequate signage to the existing businesses of Parcel 2. The monument sign is designed to comply with the parameters of the sign code.

A variance is required to deviate from the distance requirements to adjacent property lines to be reduced from 25'-0" to 16'-0" to meet the line-of-sight and vision clearance requirements of the code when monument signs are located adjacent to a driveway. Although the proposed location of the monument sign does not meet the minimum distance to adjacent property lines, placing the monument sign further away from the adjacent property line would place it closer to the existing pole sign, which would limit the proposed signs' visibility from Garden Grove Boulevard.

3. The granting of such Variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located.

The granting of the Variance for the installation of a second monument sign within the integrated professional office development will not be materially detrimental. The proposed monument sign will be constructed to provide

visibility to the development site along Garden Grove Boulevard, as well as to provide adequate signage to the existing businesses of Parcel 2, which currently does not have freestanding signage. The monument sign is designed to comply with the parameters of the sign code, and complies with the height and width requirements, as well as the maximum sign area allowed for the integrated site. To provide the line-of-sight and vision clearance requirements of the code when located adjacent to a driveway, a variance is required to deviate from the distance requirements to adjacent property lines to be reduced from 25'-0" to 16'-0". Although the proposed location of the monument sign does not meet the minimum distance to adjacent property lines, placing the monument sign further away from the adjacent property line would place it closer to the existing pole sign, which would limit the proposed signs' visibility from Garden Grove Boulevard.

4. The granting of such Variance will not adversely affect the comprehensive General Plan.

The Variance to allow the construction of a second monument sign complies with the spirit and intent of the goals of the General Plan. Policy LU-6.6 of the Land Use Element of the General Plan encourages the revitalization of commercial centers through the use of appropriate and compatible signage. The proposed monument sign will provide signage and increased visibility to the tenants of the office building within Parcel 2. The new monument sign will also be compatible with the existing pole sign by matching in color. Therefore, the General Plan is not adversely affected by this Variance request.

The proposed monument sign does not meet the minimum distance of 25'-0" to the adjacent property line on the east side of the parcel, as required by Title 9 of the Municipal Code. Therefore, a variance is required for the proposed monument sign to meet the line-of-sight and vision clearance requirements of the code when located adjacent to a driveway. Approval of the Variance will provide for better street signage for the tenants in Parcel 2 along Garden Grove Boulevard that will allow for clear and effective signage to the site and the existing businesses located in Parcel 2.

5. That approval of the Variance is subject to such conditions as will assure that it does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is situated.

The two-story professional office building located in Parcel 2 does not currently benefit from freestanding signage as another integrated development in the direct vicinity with the same HCSP-OP zoning. The



proposed monument sign will be constructed to provide visibility to the development site along Garden Grove Boulevard, as well as to provide adequate signage to the existing businesses of Parcel 2. The monument sign is designed to comply with the parameters of the sign code, including sign height, width, and sign area. The subject site shares similar characteristics with the integrated development in the direct vicinity, including shared vehicular access and parking, and operating separately, with the exception that the subject site shares a common wall and sits on two (2) separate parcels. The appropriate conditions of approval will be incorporated so that approval of the Variance will not constitute a granting of a special privileges. The proposed monument sign is conditioned to meet the design standards of Title 9 of the Municipal Code, including but not limited to, that the existing pole sign and the proposed monument sign be painted to match, and that the sign meets the line-of-sight and vision clearance requirements of the code for monument signs located adjacent to a driveway.

As part of the conditions of approval, the variance approval will become null and void if the improvements contemplated and facilitated by the Variance are not constructed or are demolished at a later time.

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 Variance possesses 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 attached Conditions of Approval (Exhibit "A") shall apply to Variance No. V-028-2019.

## **EXHIBIT "A"**

### **Variance No. V-028-2019**

12750-12752 Garden Grove Boulevard

### **CONDITIONS OF APPROVAL**

#### **GENERAL CONDITIONS**

1. Each owner of the property shall execute, and the applicant shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval," as prepared by the City Attorney's Office, within 30 days of approval. Variance approval runs with the land and is binding upon the property owner, his/her/its heirs, assigns, and successors in interest.
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, Orange County Emergency Pet Clinic, the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. The applicant and subsequent owner/operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Any changes of the conditions of approval require approval by the applicable City hearing body, except as otherwise provided herein.
3. Approval of this Variance 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 these Conditions of Approval, which do not materially change the scope or intensity of the project and which will not result in impacts that have not previously been addressed, may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project, approved site plan, and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
5. All conditions of approval shall be implemented at the applicant's expense, except where otherwise expressly specified in the individual condition.

6. The rights granted the applicant pursuant to Variance No. V-028-2019 shall continue in effect for only so long as the contemplated monument sign improvements and these Conditions of Approval (as they may be amended from time to time) continue to exist on the Site. In the event the contemplated monument sign improvements are not constructed within one year of approval (or the length of any extension approved by the City) or are demolished and not re-established within one year of demolition, Variance No. V-028-2019 shall cease to be effective or grant the applicant any rights to construct other improvements inconsistent with the then-currently applicable development standards. Approval of this Variance 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.

**Building and Safety Division**

7. A building permit shall be required prior to the installation of the monument sign. At the time of permit submittal, applicant shall provide complete engineer designs and constructions details for the proposed monument sign.

**Community and Economic Development Department**

8. At any given time, the total combined sign area allowed for Parcel 1 and Parcel 2 shall be calculated at 2.5 square feet of signage for each foot of lineal building frontage. The total signage shall include all wall and freestanding signage for each building.
9. The proposed monument sign shall have a maximum height of six feet, as measured from grade at the centerline of the sign, shall have a maximum length of eight feet, and the maximum area of display surface shall be limited to 32 square feet.
10. The monument sign shall include a base of at least one-foot in height, as well as other structural elements and design features necessary to make the sign architecturally compatible with the existing pole sign located in Parcel 1.
11. The proposed monument sign shall maintain a minimum distance of 100 feet from the existing pole sign located in Parcel 1.
12. The proposed monument sign shall comply with all line-of-sight and vision clearance requirements from the adjacent driveway.
13. The proposed monument sign shall be architecturally compatible with the design of the existing pole sign, and shall be painted to match in color, as shown on the proposed sign plans.

14. The monument sign shall incorporate the address range for the development.
15. The proposed monument sign submitted with this Variance request shall be deemed as the approved sign. Any deviation from this approved plan is subject to review and approval by the Community and Economic Development Department.
16. A copy of the resolution approving Variance No. V-028-2019, including these Conditions of Approval, shall be kept on the premises at all times.
17. The applicant shall submit a signed letter acknowledging receipt of the decision approving Variance No. V-028-2019, and his/her agreement with all conditions of the approval.
18. 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 Variance No. V-028-2019. 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.
19. 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.
20. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the development authorized by this approval of Variance No. V-028-2019 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. In the event construction of the project is commenced, but not diligently advanced until completion, the rights granted pursuant to Variance No. V-028-2019 shall expire if the building permits for the project expire.