



# Placentia Planning Commission Agenda

Regular Meeting  
February 25, 2014  
6:30 p.m.

**Michael Ebenhoch**  
Chairman

**Christine Schaefer**  
Vice Chairman

**Dana Hill**  
Commissioner

**Frank Perez**  
Commissioner

**Thomas Solomonson**  
Commissioner

**James Schenck**  
Commissioner

**Vic Tomazic**  
Commissioner

**City of Placentia**  
401 E Chapman Avenue  
Placentia, CA 92870

**Phone: (714) 993-8124**  
**Fax: (714) 961-0283**  
**Website: [www.placentia.org](http://www.placentia.org)**

## **Procedures for Addressing the Commission**

Any person who wishes to speak regarding an item on the agenda or on a subject within the Planning Commission's jurisdiction during the "Oral Communications" portion of the agenda should fill out a "Speaker Request Form" and give it to the Commission Secretary BEFORE that portion of the agenda is called. Testimony for Public Hearings will only be taken at the time of the hearing. Any person who wishes to speak on a Public Hearing item should fill out a "Speaker Request Form" and give it to the Commission Secretary BEFORE the item is called.

The Commission encourages free expression of all points of view. To allow all persons the opportunity to speak, please keep your remarks brief. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of an entire group. To encourage all views, the Commission discourages clapping, booing or shouts of approval or disagreement from the audience.

**PLEASE SILENCE CELL PHONES AND OTHER ELECTRONIC  
EQUIPMENT WHILE THE COMMISSION IS IN SESSION.**

## **Special Accommodations**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (714) 993-8231. Notification 48 hours prior to the meeting will generally enable City staff to make reasonable arrangements to ensure accessibility.  
(28 CFR 35.102.35.104 ADA Title II)

Copies of all agenda materials are available for public review in the Office of the City Clerk, City Planning Division Counter, Placentia Library Reference Desk and the internet at [www.placentia.org](http://www.placentia.org) under the Planning Commission page. Persons who have questions concerning any agenda item may call the City Planning Division at (714) 993-8124 to make inquiry concerning the nature of the item described on the agenda.

In compliance California Government Code Section 54957.5, any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda that are not exempt from disclosure under the Public Records Act will be made available for public inspection at the City Clerk's Office at City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.

Study Sessions are open to the public and held in the City Council Chambers or City Hall Community Room.

**City of Placentia  
City Council Chambers  
401 E. Chapman Avenue  
February 25, 2014**

**REGULAR MEETING**

6:30 p.m. – City Council Chambers

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**MEETING CALLED TO ORDER**

**ROLL CALL:** Chairman Ebenhoch  
Vice Chairman Schaefer  
Commissioner Hill  
Commissioner Perez  
Commissioner Solomonson  
Commissioner Tomazic  
Commissioner Schenck

**PLEDGE OF ALLEGIANCE:**

**ORAL COMMUNICATIONS:**

At this time the public may address the Planning Commission concerning any agenda item, which is not a public hearing item, or on matters within the jurisdiction of the City. There is a five (5) minute time limit for each individual addressing the Planning Commission.

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**CONSENT CALENDAR:**

**BUSINESS ITEMS:**

- 1. General Plan Conformity Finding for the acquisition of two properties: 120 S. Bradford and A.P. 339-102-01**

**Recommended Actions:** It is recommended that the Planning Commission:

- a. Adopt Resolution PC-2014-04 finding that:
  - i. The acquisition of a parcel at 120 South Bradford to be used for commercial office purposes conforms with the City's General Plan
  - ii. The acquisition of A.P. 339-102-01 to be potentially used for outdoor advertising conforms with the City's General Plan

## **PUBLIC HEARINGS:**

### **2. Development Plan Review (DPR) 2014-01:**

To permit the construction of 22,094 sq. ft. three story, ten (10) unit apartment complex consisting of two buildings on a +/- 18,772 (gross) square foot lot and related on and off-site improvements, located at 738 W. La Jolla Street in the High Density Residential (R-3) District.

**Applicant: Dwaine Dirk**

**Recommended Actions:** It is recommended that the Planning Commission:

- a. Open the public hearing and continue DPR 2014-01 to the March 11, 2014 Planning Commission meeting.

### **3. Vesting Tentative Tract Map (VTTM 17145), General Plan Amendment (GPA 2014-01), Development Agreement (DA 2013-01), Zone Change (ZC-2013-01), Zoning Code Amendment (ZCA2013-01), Mitigated Negative Declaration (MND 2014-01), and Mitigation Monitoring Program:**

To permit the development of a 78-unit single-family residential neighborhood on a 7.82-acres site at 1128 Kraemer Boulevard in the Low Density Single-Family Residential (R-1) District.

**Applicant: HQT Placentia, LLC: Paul Feilberg:**

**Recommended Actions:** It is recommended that the Planning Commission:

- a. Adopt Resolution No. PC-2014-03 recommending that the City Council approve General Plan Amendment GPA-2014-01, Zoning Code Amendment ZCA-2013-01, Zone Change ZC-2013-01, Development Agreement DA-2013-01, Vesting Tentative Map No. 17145, and adopt Mitigated negative Declaration of Environmental Impact MND-2014-01.

## **DEVELOPMENT REPORT**

### **PLANNING COMMISSION COMMENTS**

Commission members may make requests or ask questions of staff. If a Commission member would like to have formal action taken on a requested matter, it will be placed on a future Commission Agenda.

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## **ADJOURNMENT**

The Planning Commissioners ADJOURN to a regular adjourned meeting on Tuesday, March 11, 2014 at 6:30 p.m. in the City Council Chambers at 401 East Chapman Avenue, Placentia.

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**CERTIFICATION OF POSTING**

I, Charles L. Rangel, Secretary to the Planning Commission of the City of Placentia, hereby certify that the Agenda for the February 25, 2014 regular meeting of the Planning Commission of the City of Placentia was posted on February 20, 2014.

  
Charles L, Rangel



# Placentia Planning Commission Agenda Staff Report

<b>AGENDA ITEM NO:</b> 1	<b>DATE:</b> February 25, 2014	<b>PUBLIC HEARING:</b> No
<b>APPLICATION:</b> General Plan Conformity Finding		
<b>DESCRIPTION:</b> General Plan Conformity Finding for the acquisition of two properties: 120 S. Bradford and A.P. 339-102-01		
<b>RELATED APPLICATIONS:</b> N/A		
<b>APPLICANT:</b> City of Placentia		
<b>PROPERTY OWNER:</b> Budget Finance Company / Suburban Propane, L.P.		
<b>LOCATION:</b> 120 South Bradford Avenue and A.P. 339-102-01		
<b>CEQA DETERMINATION:</b> Categorically Exempt, Section 15061(b)(3)		
<b>ZONING:</b> Neighborhood Commercial (C-1) and Manufacturing		<b>APN(S):</b> 339-052-23 and 339-102-01
<b>GENERAL PLAN:</b> Commercial and Industrial	<b>CITY COUNCIL ACTION REQUIRED:</b> No	
<b>PREPARED BY:</b> Robyn Uptegraff		
<b>REVIEWED BY:</b> Charles Rangel		

## **SUMMARY**

The City intends to purchase the property at 120 S. Bradford and Assessor Parcel 339-102-01. State law requires that in advance of the purchase, it must be determined that the intended use for the property conforms with the City's General Plan.

## **RECOMMENDATION**

It is recommended that the Planning Commission take the following action:

1. Adopt Resolution PC-2014-04 finding that:
  - a. The acquisition of a parcel at 120 South Bradford to be used for commercial office purposes conforms with the City's General Plan
  - b. The acquisition of A.P. 339-102-01 to be used for outdoor advertising conforms with the City's General Plan

## **BACKGROUND**

California Government Code Section 65402(a) requires that before a City acquires real property, the Planning Commission must make a determination that the intended use for the property is in conformance with the City's General Plan.

The City proposes to purchase the property at 120 South Bradford. The property is the site of the former City Hall and Police Station buildings and has become available for

purchase due to foreclosure. A description of the proposed project is provided as Attachment A. The property is designated as Commercial in the City's General Plan and has a zoning designation of Neighborhood Commercial (C-1). The City intends to use a portion of the structure for City office functions and to lease the remaining space for private office use. Other than the acquisition, minimal capital expenditures are anticipated for the office use.

The City also proposes to purchase a remnant parcel (A.P. 339-102-01) located west of Melrose, south of Crowther. The parcel is a remnant parcel and is owned by Suburban Propane but has never been incorporated into their adjacent business site. As a result, the parcel has become an attractive nuisance as a location for loitering and camping by transients. The City intends to use the property as a location for an outdoor advertising display, once all land use regulations are in effect. A location map and description of the parcel are provided as Attachment B.

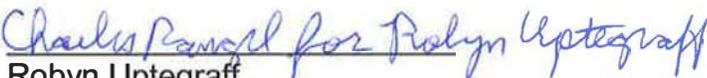
The basis for making the conformity finding required by State law is determining that a project advances a goal or implementation policy as outlined in the adopted General Plan. Land Use Element Goal 2 states "Provide and maintain an adequate level of service for all community public services and facilities." Acquisition of 120 S. Bradford will allow the City of Placentia to utilize the space for public purposes at an attractive price. In addition, leasing unused space to third party tenants can help to defray the cost of the facility and other services. Acquisition of A.P. 339-102-01 will allow the City to offer a location for outdoor advertising, once land use regulations are in effect, raising needed revenue to fund essential services.

**CEQA:**

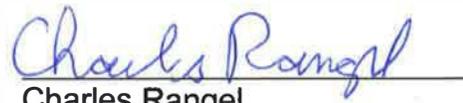
The proposed finding of General Plan conformity is not a project as defined by the California Environmental Quality Act (CEQA). The finding of conformity does not commit the City to acquire or improve the property.

Based upon the above, it is respectfully requested that the Planning Commission approve the recommended action.

**Prepared and submitted by:**

  
Robyn Uptegraff  
Interim Assistant City Administrator

**Review and approved by:**

  
Charles Rangel  
Contract Planner

**Attachments:**

- A: 120 S. Bradford
- B: A.P. 339-102-01

RESOLUTION NO. PC 2014-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA MAKING CERTAIN FINDINGS CONCERNING THE PROPOSED ACQUISITION FOR OFFICE AND RELATED PURPOSES, LOCATED AT 120 SOUTH BRADFORD AVENUE AND A.P. NO. 339-102-01 WITH RESPECT TO THE CONSISTENCY OF THE PROPOSED ACQUISITION WITH THE CITY OF PLACENTIA GENERAL PLAN PURSUANT TO CALIFORNIA GOVERNMENT CODE § 65402

**A. Recitals.**

(i). The City of Placentia is considering acquisition of that certain parcel of real property generally located at 120 South Bradford Avenue in the City of Placentia, (Assessor's Parcel No. 339-052-23) and that certain parcel identified as Assessor's Parcel No. 339-102-01 (collectively the "Property").

(ii). The City is considering use of the property at 120 South Bradford Avenue for office and related uses and A.P. 339-102-01 for lease as a potential site for an outdoor advertising display, once land use regulations become effective.

(iii). California Government Code § 65402(a) provides, in relevant part, as follows:

"If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for . . . public purposes, . . . if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition . . . [has] been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof."

(iv). The proposed acquisition of the Property will constitute an action within the meaning of § 65402 (a).

(v). The Planning Commission has reviewed the proposed acquisition of the Property and is fully advised with respect thereto. The Property in question is to provide use of the property at 120 South Bradford Avenue for office and related uses and A.P. 339-102-01 for lease as a potential site for an outdoor advertising display, once land use regulations become

effective, and the acquisition thereof will enhance the General Plan district where the Property is located.

**B. Resolution.**

**NOW, THEREFORE,** the Planning Commission of the City of Placentia does hereby find, determine, and resolve as follows:

1. The Planning Commission hereby specifically finds that all the facts as set forth in the Recitals, Part A., of this Resolution are true and correct.

2. In accordance with, and pursuant to, the requirements of California Government Code § 65402(a), the proposed acquisition of the Property hereby is found to conform to the General Plan of the City of Placentia.

3. The Secretary to the Planning Commission shall certify to the adoption of this resolution and transmit a full, true and correct copy to the Secretary of the Redevelopment Agency of the City of Placentia.

PASSED, ADOPTED AND APPROVED this 9<sup>th</sup> day of December, 2013, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAINED:	COMMISSION MEMBERS:

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Chairman

ATTEST:

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Secretary

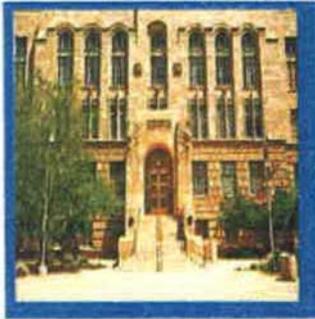
APPROVED AS TO FORM:

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Andrew V. Arczynski,  
City Attorney

**FY 2013-2020  
Capital Improvement Program  
Municipal Buildings & Facilities  
120 South Bradford Avenue - Former City Hall & Police Station**

Project No.	Account No.	Title	Total Estimated Cost	Appropriated Prior Year	Expenditures Prior Year	Proposed FY 2013/2014	Future Estimated FY 2014 to 2020
11		120 South Bradford Avenue - Former City Hall & Police Station	\$ 670,000	\$ -	\$ -	\$ 670,000	\$ -
		To Be Determined					
<b>Total</b>			\$ 670,000	\$ -	\$ -	\$ 670,000	\$ -



**Description:** It is proposed to transform the former City Hall and Police Station buildings at 120 South Bradford Avenue into City office functions. The remaining space available will used for leasing purposes for private offices.

**Justification:** The facility is available due to foreclosure. Acquisition of this parcel will allow the City to utilize the space for public purposes at an attractive price. In addition, leasing unused space to third party tenants can help to defray the cost of facility and other services.

**Schedule:** It is anticipated that development of the facility would be completed in Summer 2014.

**Operating Budget Impact:** Ongoing maintenance and support for the facility will be offset by leasing office space.

**Project Accounts:** 333554

**Revenue Accounts:** N/A

ATTACHMENT A

**FY 2013-2020  
Capital Improvement Program  
Municipal Buildings & Facilities  
Vacant Lot Near 57 Freeway**

Project No.	Account No.	Title	Total Estimated Cost	Appropriated Prior Year	Expenditures Prior Year	Proposed FY 2013/2014	Future Estimated FY 2014 to 2020
12		Vacant Lot - Near 57 Freeway		\$ 150,000	\$ -		\$ 150,000
		To Be Determined					
<b>Total</b>				\$ 150,000	\$ -		\$ 150,000



**Description:** The vacant lot is located east of the 57 Freeway and the BNSF Railway, behind Suburban Propane. The lot is landlocked and does serve a need for Suburban Propane, but is located ideally for the City's efforts to provide billboard locations along the 57 freeway.

**Justification:** The lot has been vacant for several years and has served as a location for the homeless. The lot serves the City's ambitions for increasing revenues by providing a location for the billboards and also removing a location where homeless were residing.

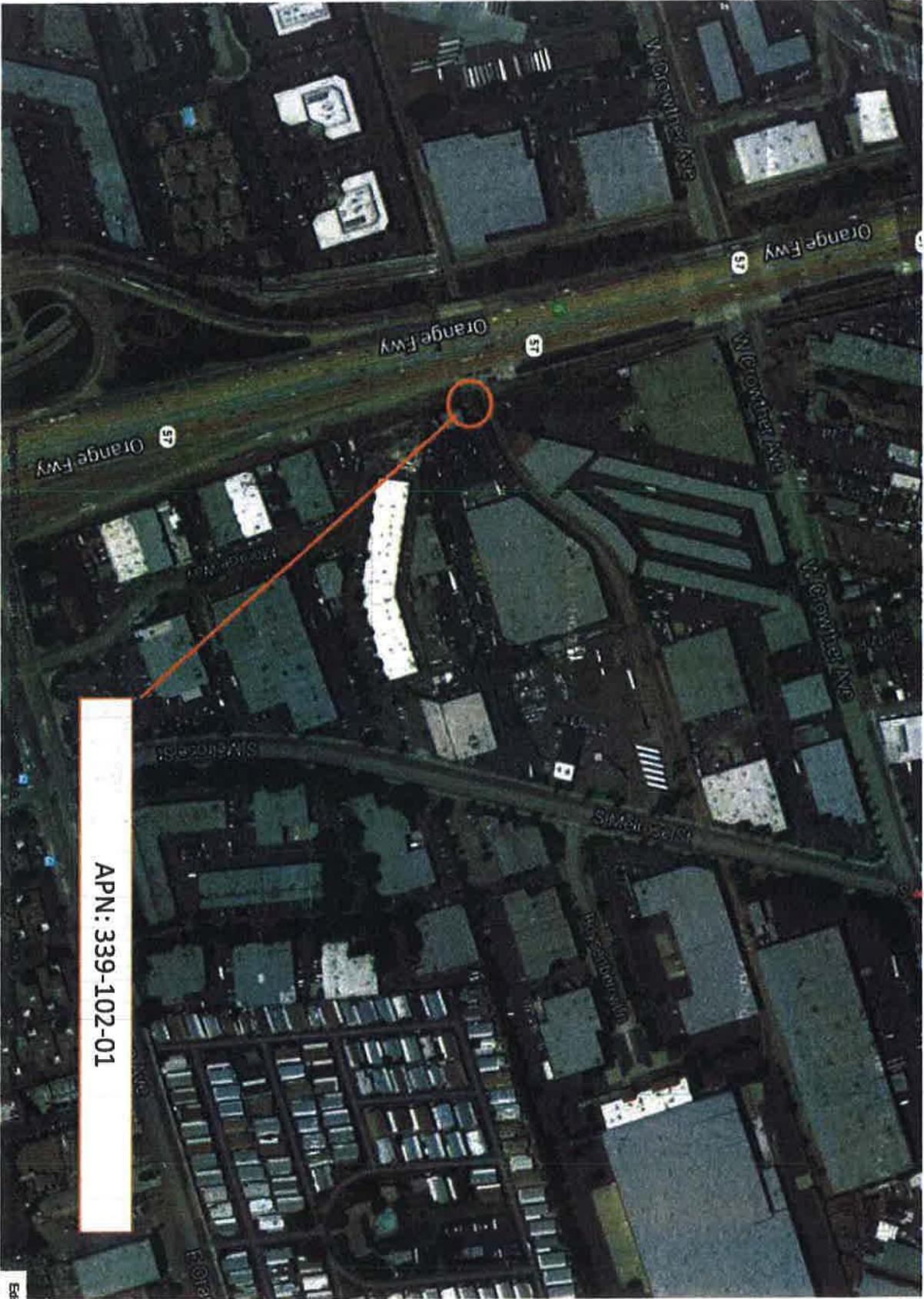
**Schedule:** It is anticipated that development of the vacant lot would be completed in Fall 2014.

**Operating Budget Impact:** Ongoing maintenance of the lot would be offset by billboard revenues.

**Project Accounts:** 333554

**Revenue Accounts:** N/A

ATTACHMENT B



APN: 339-102-01



# Placentia Planning Commission Agenda Staff Report

<b>AGENDA ITEM NO.:</b> 3	<b>DATE:</b> February 25, 2014	<b>PUBLIC HEARING:</b> Yes
<b>APPLICATION(S):</b> Vesting Tentative Tract Map (VTTM 17145), General Plan Amendment (GPA 2014-01), Development Agreement (DA 2013-01), Zone Change (ZC-2013-01), Zoning Code Amendment Adding Specific Plan 10 (ZCA-2013-01), Mitigated Negative Declaration (MND 2014-01), and Mitigation Monitoring Program		
<b>DESCRIPTION:</b> To permit the development of a 78-unit single-family residential neighborhood on a 7.82-acres site at 1128 Kraemer Boulevard in the Low Density Single-Family Residential (R-1) District.		
<b>RELATED APPLICATIONS:</b>		
<b>APPLICANT:</b> HQT Placentia, LLC: Paul Feilberg		
<b>PROPERTY OWNER:</b> HQT Placentia LLC		
<b>LOCATION:</b> 1128 Kraemer Boulevard		
<b>CEQA DETERMINATION:</b> Mitigated Negative Declaration 2013-01; California Public Resources Code § 21092 and Guidelines §§ 15070, <i>et seq.</i>		
<b>ZONING:</b> Low Density Single-Family Residential (R-1) District	<b>APN(S):</b> 340-034-25	
<b>GENERAL PLAN:</b> Low Density Residential	<b>CITY COUNCIL ACTION REQUIRED:</b> Yes	
<b>PREPARED BY:</b> Louis Morales, Contract Planner		
<b>REVIEWED BY:</b> Robyn Uptegraff, Interim Assistant City Administrator, Development Services		

## **SUMMARY:**

The applicant, HQT Placentia, LLC (Applicant) is requesting approvals to allow the development of a residential neighborhood comprised of 78 single family detached homes and common area open space (the Project) on a 7.82 acre site located at 1128 Kraemer Boulevard. The site currently has a General Plan designation of Low Density Residential and a Low Density Single-Family Residential (R-1) zoning designation. The actions for consideration include approval of a Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program, a General Plan Amendment changing the site from Low Density Residential to Medium Density Residential; a Zoning Code Amendment creating Specific Plan 10, a Zone Change rezoning the site as Specific Plan 10, a Vesting Tentative Tract Map, and a Development Agreement (collectively, the Application).

## **RECOMMENDATION:**

It is recommended that the Planning Commission take the following action:

1. Approve Resolution No. PC-2014-03 recommending that the City Council approve Mitigated Negative Declaration MND-2014-01; General Plan Amendment GPA-2014-01; Zoning Code Amendment creating Specific Plan 10 ZCA-2013-01; Zone Change ZC-2013-01; Development Agreement DA-2013-01; and Vesting Tentative Map No. 17145, subject to the Special Conditions of Approval and Standard Development Requirements set forth therein and the Mitigation Monitoring and Reporting Program.

**BACKGROUND:**

The applicant, HQT Placentia, LLC (Applicant) is requesting approvals to allow the development of a residential neighborhood comprised of 78 single family detached homes and common area open space (the Project) on a 7.82 acre site located at 1128 Kraemer Boulevard. The site currently has a General Plan designation of Low Density Residential and a Low Density Single-Family Residential (R-1) zoning designation.

The Site consists of multiple parcels and is essentially rectangular in shape. The Site is primarily a vacant lot; the single improvement is a +/- 1,500 square foot vacant, two-story single-family structure. The existing house will be demolished as part of the Project.

***Project Chronology:***

In late 2012, the Applicant submitted plans to develop a mixed use project consisting of a 112-unit residential subdivision and 5,004 square feet of commercial space.

On January 8, 2013, a Study Session was conducted before the Planning Commission for the proposed residential/commercial project. Subsequently, neighbors residing east and south of the proposed Project presented the Applicant with a list of issues, including:

1. The residential density proposed is too high. Retain the R-1 zoning.
2. The Project should include building setbacks that are at least 20 feet from existing residential property lines.
3. Windows in new homes should be strategically placed to protect privacy.
4. The existing perimeter block wall (back wall of existing homes) should be fully rebuilt to a height of 8 feet.
5. A minimum of 3 parking spaces per unit (including garages) should be provided to ensure ample parking.
6. Traffic controls should be installed to assist current and new residents to easily and safely enter their neighborhoods. The specific suggestion was a three way signal at Newcastle and Kraemer.
7. School crossings on Morse are needed to ensure the safety of pedestrians, particularly school children.
8. The Project should not include a convenience store that would operate extended hours or have a high volume of traffic.

As a result of these concerns, the Applicant and neighborhood representatives met over several months to more fully understand issues and seek an approach for the project which would be acceptable to all parties.

In November 2013, the Applicant submitted revised applications for a 78-unit single-family development, deleting the previously proposed commercial square footage and reducing the residential unit count by 34 (a 30% reduction). The Project's density was reduced from 14 units/acre to 9.97 units/acre, the units all became single-family detached homes with driveways, the back yard setbacks were increased from 10 feet to 20 feet on the east and south side of the Project Site, and additional guest parking was incorporated into the plan.

In early December 2013, the Project plans were distributed to the various reviewing Departments to establish comments and conditions of approval.

On January 7, 2014, a meeting was held at City Hall with the City Administrator, Police Chief, City Planning Staff, the Applicant, and three neighboring residents (Casterline, Summerville, and Gardner). Three primary issues were discussed and where, possible, resolution was provided. The two resolved issues from that meeting are summarized below.

- Traffic on Kraemer
  - City agreed to do a traffic analysis post-Project completion to reassess whether or not a signal was warranted at the Project entrance
  - City agreed to collect a fair share deposit from the Applicant to pay for a traffic signal, if it is determined to meet warrants
  - If feasible, City will add a "Do Not Block" marking on Kraemer for Fairway and Newcastle
- Pedestrian safety
  - City agreed to increased Police Department enforcement on Morse (use of a speed trailer, etc)
  - City agreed to install signage on Morse "For Local Traffic Only"
  - City agreed to investigate the feasibility of a loading/unloading zone on Morse
  - City will seek opportunities for a Safe Route to School grant for additional improvements

The third issue identified by the residents attending concerned parking adequacy. This issue is discussed in more detail in the Project summary.

On January 14, 2014 a study session was conducted with the Planning Commission to introduce the 78 unit proposal and to allow the Applicant to speak on Project amenities, Project design, and to provide an update on the community engagement activities and outreach. At the study session staff went over the Project, Project history, and concerns raised by residents. Staff also discussed the general Project elements and the required entitlements. The Applicant provided a presentation and added more detail about the Project approach and design.

On January 23, 2014, a Notice of Public Hearing was sent to the Placentia News that the proposed Project and related applications and environmental determination would be considered by the Placentia Planning Commission. On January 27, The City mailed out notices to residents within 300 feet of the subject site announcing the public hearing for the proposed Project.

On January 31, 2014, the Notice of Public Hearing was published in the Placentia News. The published notice was the same notice that was mailed to the residents announcing that the Planning Commission would be holding a public hearing on February 25, 2014. The notice also established the 20-day review period for the Mitigated Negative Declaration (MND) for the proposed Project and stated that the MND was available at the Planning Counter for public review from January 31, 2014 to February 19, 2014.

On January 31, 2014, a Notice of Intent to adopt a Negative Declaration was filed with the Orange County Recorder's office.

On February 14, 2014, a second notice was published in the Placentia Times and notices were again mailed to the residents within 300 feet announcing that the Planning Commission would hold a public hearing on February 25, 2014. The notice reiterated that the MND was available for review and identified the applications for the proposed Project.

***Subject Site and Surrounding Land Uses:***

	<b>Existing Land Use</b>	<b>Land Use Element General Plan Designation</b>	<b>Zoning Map Designation</b>
<b>Existing</b>	Existing vacant lot w/single family residence	Low Density Residential	R-1
<b>Proposed</b>	Demolish existing single family residence and construct 78 units and related on/off site improvements	Medium Density Residential	Specific Plan 10
<b>North</b>	Single-Family Residential	Low Density Residential	R-1
<b>South</b>	Single-Family Residential	Low Density Residential	R-1
<b>East</b>	Single-Family Residential	Low Density Residential	R-1
<b>West</b>	Single-Family and Medium Residential	Low and Medium Density Residential	R-1 and R-G

***Review of Current Application:***

The Applicant proposes to construct 78 single family detached homes within a subdivision with private streets, a linear park at the northwest portion of the site, and a

natural park/water-quality planter box located at the southwestern end of the site. The development will be a gated community and will include guest parking. All units will be two stories and multiple floor plans will be offered. A total of 332 parking spaces will be provided with the proposed Project. The residential community will have a homeowner's association and recorded CC&R's.

In addition to these improvements, the Applicant agrees to dedicate land for the widening of Kraemer Boulevard and to install a sidewalk, curb and gutter, and related street improvements along this frontage. The Applicant will also improve the east side of Angelina from the Project boundary to Morse.

Four floor plans are proposed for the single family homes. A summary of the unit plans is as follows:

Single-Family Detached Homes

Plan	Type	Home Size	No. of units
Plan 1	3-Bed/2.5 BA	2,084 sq. ft.	16
Plan 2	3 Bed/Loft/3 BA	2,134 sq. ft.	21
Plan 3	4 Bed/Loft/3 BA	2,269 sq. ft.	26
Plan 4	4 bed/loft/4.5 BA	2,786 sq. ft.	15
<b>Total</b>			<b>78</b>

All the homes will have an enclosed two-car garage. The community CC&R's will include a provision requiring that residents maintain their garages for resident parking. In addition, all units will be developed with a driveway that will accommodate two parking spaces for use by the homeowner as guest parking. In all plans, the units are two stories, with the garage and general living area (kitchen, dining, and living room) on the first floor and the sleeping area on the second floor. The proposed architecture style for the homes will be a Monterey-Spanish.

Exhibits 1,2 and 3 provide the following Project information:

- o Vesting Tentative Map
- o Development plans, including site plan, street scenes/perspectives, elevations, unit plans, color scheme, and color/material boards

Density

The proposed General Plan Amendment changes the Site designation from Low Density Residential, with a maximum density of six dwelling units/acre, to Medium Density Residential, with a maximum density of fifteen dwelling units/acre. Specific Plan 10, which is proposed to be added to the Zoning Code and applied to this site, establishes a maximum density of ten units/acre for the Site. As designed and approved, the Project itself has a density to 9.97 dwelling units/acre. The Project involves the demolition of one

housing unit and the construction of 78 residential units. There will be a net housing gain of 77 units.

### Architecture

The proposed homes have been designed with Monterey-Spanish architectural style. The features of this style include tile roofs, window plant-on treatments, and covered porches. The majority of the walls will have a stucco finish and the rear facades of the structures along Kraemer Boulevard will be enhanced with window casings to provide a visual upgrade from Kraemer Boulevard.

### Access, Interior Circulation, and Parking

The proposed Project will have one vehicular access point at the southwest portion of the site, coming off from Kraemer Boulevard. The single vehicle access was reviewed by staff and the Orange County Fire Authority (OCFA). OCFA reviewed the development plans under Guideline B-09 of the OCFA Fire Master Plans for Commercial and Residential Development. Based on the review, OCFA established Site Development Requirements and determined that the proposed Project did not require a secondary vehicle access. The OCFA guidelines state that a minimum of two vehicle access points is required for any development containing 150 or more residential units. The proposed 78 unit Project falls 72 units below the 150 unit threshold that would require a secondary vehicle access.

As previously noted the proposed Project will be a gated community and will have interior private streets, owned and maintained by the Home Owners Association (HOA). The interior streets will be 24 and 28 feet in width from curb to curb and will have a four foot wide sidewalk on one side of the street throughout the Project. The primary street will provide a loop for the interior of the Project providing a free flowing circulation pattern minimizing the need for any backing up of emergency and service vehicles. The Project exceeds the minimum street width required by the OCFA of 20 feet. The interior street corners will meet or exceed the minimum outside turning radius of 38 feet and an inside turning radius of 17 feet as required by the OCFA Fire Master Plans for Commercial & Residential Development.

The guest parking standard established by Specific Plan 10 is .25 guest parking spaces per unit, which exceeds the code requirement for guest parking in the R-1 and R-2 districts. The Project meets this requirement by providing twenty guest parking spaces on the private streets in designated areas. In addition, another 156 parking spaces will be provided on driveways for a total of 176 guest parking spaces for the Project. No parking is allowed along Kraemer Boulevard.

### Traffic Generation

As part of the review of the proposed Project, the City commissioned a Focused Traffic Study that was performed by KOA Corporation which is included in the Mitigated Negative Declaration. The Focused Traffic Study looked at the trip generation,

distribution analysis, level of service and queuing analysis at targeted Project intersections and driveways, and an access circulation analysis. The traffic estimated to be generated from the proposed Project is 743 trips/day, with 59 trips during the AM peak hour and 78 trips during the PM peak hour. The Focused Traffic Study looked at five study intersections:

- Kraemer Boulevard at Yorba Linda Boulevard
- Kraemer Boulevard at Morse Avenue
- Kraemer Boulevard at Newcastle Drive
- Kraemer Boulevard at Madison Avenue
- Morse Avenue at Angelina

The targeted intersections were evaluated to determine what impact, if any, would result from the proposed Project relative to the Level of Service (LOS) at each studied intersection. The degree of congestion at an intersection is described by the LOS, which ranges from a LOS A to a LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over saturated traffic flow throughout peak hour. The Focused Study also looked at Project trip generation alternatives.

Based on the Focused Traffic Study, the LOS at each intersection under the alternatives was maintained at an acceptable LOS of B and C with the exception of the intersection at the Project entrance. The LOS at the Project entrance was at a LOS F mainly due to the left hand turns that would be made by vehicles leaving the site during peak hours.

The Focused Traffic Study looked at options to improve the LOS F, which included the installation of a traffic signal at the Project entrance and limiting and/or restricting left turn movement for vehicles leaving the site. Based upon the analysis, a traffic signal at the Project entrance did not meet the warrants to justify the installation. Although a traffic signal is not warranted, the City will require in the Development Agreement that the Applicant post a bond for 50% of the cost for a new signal. Upon Project completion and occupancy of the proposed Project, a new traffic analysis will be performed at the Project entrance and if a signal is warranted, the signal will be installed.

The recommended option to raise the LOS F to an acceptable LOS at the Project entrance is to physically restrict left turn egress from the Project Site and only allow right turns. The trip distribution analysis indicated that there would be sufficient queuing at the Kraemer Boulevard and Morse Avenue intersection to accommodate u-turns for right turn movement leaving the Project site that seek to go south bound on Kraemer Boulevard. The no-left restriction from the Project Site would include the installation of a raised median (pork-chop) on Kraemer Boulevard at the Project entrance that will be mountable by emergency vehicles.

In addition, the Applicant will be required to widen Kraemer Boulevard to its full width and complete all the street improvements per Orange County/City of Placentia Major Arterial Roadway standards. The current traffic volume plus traffic generated by the proposed Project can be accommodated by the divided roadway, which is the current configuration of Kraemer Boulevard along the Project Site.

Landscaping:

The Project is providing approximately 20,179 sq. ft. of landscaping in the HOA maintained common areas. Approximately 14,241 sq. ft. of the total will be located in the northwest portion of the site in an active recreation area which will include trees and shrubs, a bocce ball court, half court basketball court, picnic tables tot lot, etc. A 5,938 square foot landscape area will be located in the southwestern portion of the site adjacent to the site entrance and will also serve as a water quality filtration feature. In addition, there will be an HOA-maintained planted landscaping strip located between the back of sidewalk and the 6' high masonry wall along Kraemer Boulevard.

A minimum of one tree will be planted within the front yard set back of every lot and a minimum of ten trees will be planted in the common areas. The Project will have a Project entry/identification sign that will be recessed and stepped back along Kraemer Boulevard at the driveway entrance to allow and provide for vehicular sight-lines. The final landscape plans will be reviewed and approved by the City.

***Proposed Discretionary Actions:***

General Plan Amendment

The existing General Plan land use designation for the property is Low Density Residential which allows for the maximum development 6 dwelling units/acre. The existing General Plan would allow the development of 47 homes on the Site. The Applicant is proposing to change the General Plan designation to the next residential designation in the City's existing General Plan which is Medium Density Residential, allowing for the maximum development of 15 dwelling units/acre. Although the Medium Density Residential designation allows for the development of up to 15 dwelling units/acre, the applicant is proposing to develop the proposed Project at a density of 9.97 units/acre and a maximum density of 10 units/acre will be established at zoning for the Site through Specific Plan 10.

Zoning Code Amendment adding Specific Plan 10 and Zone Change

Currently the Site is zoned R-1 (Single-Family), which allows for the development of single-family units at the General Plan density of 6 units/acre. The Applicant is proposing to define development standards in a new zoning district, Specific Plan 10, and to rezone the Site to the new district. The Specific Plan 10 zone, provided as Exhibit 4, would be a new Chapter (23.110, Specific Plan 10) in the Placentia Municipal Code. The uses proposed for Specific Plan 10 are the same as those uses allowed in the R-1 zoning district. The Specific Plan 10 development standards are summarized as follows:

	<b>R-1 Standards</b>	<b>Specific Plan 10 Standards</b>	<b>Proposed Project</b>
Density	6 dwelling units/acre	10 dwelling units/acre	9.97 dwelling units/acre
Lot Size		2,600 sq. ft. Min.	2,866 square feet Min.

	7,000 sq. ft. Min	3,900 sq. ft. Min. on easterly edge of Tract	3,968 square feet on easterly edge of Tract
Lot Width Lot Depth	70 Feet 100 Feet	40 Feet 65 Feet	43 feet 67 feet
Height	30 Feet Max	30 Feet Max	28 Feet Max
Lot Coverage	50%	50%	48%
Building Setbacks  Front Yard Garage Living Side Yard Rear Yard	20 feet front of Garage  6-10 feet 20 feet	18 feet front of Garage 5 feet 4 feet 10 feet 10 feet; 20 feet for easterly and southern portion of tract	18 feet front of Garage 5 feet 4 feet 10 – 13 feet 10 feet; 20 feet for easterly and southern portion of tract
Parking  Garage Driveway Guest	2 spaces Not addressed Not addressed	2 spaces 2 spaces .25 spaces/unit	2 spaces 2 spaces .25 paces/unit

The addition of the Specific Plan 10 zoning district and the designation of that district for the Site allows the development standards in place at the inception of the Project to regulate activity over the life of the Project, as residents consider back yard improvements, room additions, and other improvements.

As noted in the Chronology, on-site parking for the neighborhood has been a topic of concern for some adjacent residents. As shown above, the Project is required to provide guest parking at .25 spaces per dwelling unit or 20 spaces. In addition, each home will have two enclosed parking spaces which will be required in the community CC&Rs to be used exclusively for vehicle parking. Two additional spaces are provided for each home on their driveway. Based upon staff review, the parking standards in Specific Plan 10 are adequate to meet neighborhood needs.

Vesting Tentative Map

The applicant is proposing to subdivide the Site to sell individual lots to future home owners. Accordingly, the applicant has requested a Vesting Tentative Map to subdivide the site, creating 78 lots for individual ownership, two lots for common area open space, and one lot for the common area private streets. The lots for the proposed homes will range from 2,866 square feet to 6,666 square feet. The subdivision will allow the applicant to sell the individual lots that will be developed with the units and maintain the common area parcels that will be owned by the HOA. The Project will be required to

submit Conditions, Covenants, and Restrictions (CC&R's) that will be reviewed and approved by the City to ensure the long term maintenance of the Project.

Conditions of Approval and Special Development Requirements have been developed for the Project and are provided as Attachment A of the Planning Commission Resolution.

### Development Agreement

A development agreement is a contract between a municipality and property owner wherein the property owner is provided substantial assurance by the City that existing policies, rules and regulations will remain in effect through the Project's completion and the property owner agrees to abide by a defined set of conditions regulating the use of the site and to provide public benefits.

Development Agreement No. 2013-01 (DA 2013-01) reflects the Project as proposed, and commits that the Applicant can proceed with the development as approved for a period of ten years. In exchange, the Applicant agrees to develop the Project to all standards described and undertake all required on- and off-site improvements. The Applicant further agrees to guarantee the following public benefits:

- Contribution of \$267,306 as a public safety mitigation fee
- Agreement to approve incorporation of the Project into Community Facilities District 2014-01 which will impose a special tax on each home not to exceed \$500 per year to pay for Police and Fire protection
- Post a bond in the amount of \$125,000 representing the Applicant's fair share of the cost of a traffic signal on Kraemer, should one be warranted upon Project completion
- Contribution of \$409,500 as a low-moderate housing mitigation fee
- Contribution of \$291,720 as a park in-lieu fee, less credit for on-site improvements as allowed by Chapter 5.28 of the Placentia Municipal Code

The proposed Development Agreement is provided as Exhibit 5.

### CEQA:

As described in the attached Initial Study/Mitigated Negative Declaration, in accordance with the California Environmental Quality Act (California Public Resources Code §§ 21000-21177) and pursuant to §15063 of the California Code of Regulations, the City of Placentia, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine if the proposed Project would have a significant environmental impact.

An Initial Study was prepared by Tierra West Advisors and it was concluded that a Mitigated Negative Declaration would be prepared. A Mitigated Negative Declaration was prepared by Blodgett/Baylosis Associates. The Mitigated Negative Declaration

identified twenty-six (26) Mitigation Measures. The Mitigation Measures were established to make any potential impact less than significant with the identified mitigation measures. Mitigation Measures were established for Aesthetics, Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation, and Utilities. The MND and Mitigation Monitoring and Reporting Program are provided as Exhibits 6 and 7.

The City of Placentia prepared a Notice of Intent to adopt a Mitigated Negative Declaration which was filed with the Orange County Recorder to establish the review period of January 31 through February 19, 2014.

## **FINDINGS**

### **Vesting Tentative Tract Map**

**1. That the proposed map is consistent with the General Plan.**

The proposed Tentative Tract Map is to support the construction of 78 units on the site. In an overall review of the General Plan, the proposed 78 unit development is consistent with the policies and goals. More specifically, it is the policy of the General Plan Land Use Element (1.1) "Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to minimize effects on the City's suburban atmosphere." Furthermore it is the objective of the City's Housing Element to provide additional areas for housing development and maximize the potential for a variety of housing types.

**2. That the site is physically suitable for the type and density of development.**

The subject site is a 7.82 acre parcel, which exceeds the minimum lot size in the proposed SP 10 zone. Based on the size of the parcel, under the proposed code, the applicant could construct up to 78 units. It is staff's opinion that the overall site plan has been designed to accommodate the units, as well as sufficient parking, landscaping, and open space. Based on this, staff believes that the subject site is adequate to accommodate the proposed SP 10 zoning, as well as the proposed development.

**3. That the design of the subdivision or type of improvements is not likely to cause serious public health problems.**

The proposed subdivision is to allow a 78 unit housing development. As part of the site design, the applicant is including active open space area and passive uses. These amenities will encourage residents of the community to spend more time outdoors and live a more active lifestyle.

- 4. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.**

As part of the review of the application, a preliminary title report was submitted with the application. Although easements have been identified, they are mostly for utility access. All easements will be protected in place and will not be altered by construction of the Project.

- 5. That the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidable injure wildlife or their habitat.**

The subject site is an underutilized parcel developed with one single-family unit with limited vegetation. There are no known areas within the City that host wildlife or their habitat, most particularly species identified as a candidate, sensitive, or special status species. Furthermore, staff prepared an initial study of environmental impact pursuant to the requirements of CEQA and prepared a Mitigated Negative Declaration for the Project. The analysis contained within the Mitigated Negative Declaration determined that with mitigation no significant impacts are anticipated from the Project. As such, it is staff's opinion that the proposed Project will not impact wild life resources with the established mitigation measures and outlined in the MMRP.

#### General Plan Amendment

- 1. The proposed General Plan Amendment is consistent with all the other goals, policies, and land uses of applicable elements of the General Plan.**

The proposed General Plan Amendment is to support the construction of 78 units on the site. In an overall review of the General Plan, it is staff's opinion that the proposed 78 unit development (including all related applications) is consistent with the policies, programs, and goals. More specifically, it is the goal of the General Plan (1.1) "Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to minimize effects on the City's suburban atmosphere." Further, it is the goal of the City's Housing Element (Goal HE-1) to "Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land." This includes providing sufficient housing to meet the City's share of the Regional Housing Needs Assessment (RHNA).

- 2. The proposed General Plan Amendment will not adversely affect surrounding properties of the surrounding environment.**

The proposed General Plan Amendment is to support the construction of 78 units on the site, which will take access from Kraemer Boulevard. Surrounding

properties include single-family and multi-family uses. As part of the review of the proposed Project, staff completed an Initial Study of Environmental Impacts and prepared a Mitigated Negative Declaration (MND). The MND found the proposed Project will not have a significant affect on the environment nor surrounding area with mitigation. Furthermore, improving the site, which is mostly vacant and full of debris and abandoned and inoperable vehicles, will serve to improve the aesthetics of the area giving a better environmental for the residents on the surrounding properties.

- 3. The proposed General Plan Amendment promotes the public health, safety, and general welfare and serves the goals and purposes of the zoning code.**

Currently, the subject site is zoned for single family residential. Approving the General Plan Amendment allows the Site to accommodate single family residential but at a slightly higher density through a specific set of criteria under a proposed specific plan. The character and intent of single family residential will remain and will provide a transition from the single family uses to the east to the multi family uses to the west of the site.

- 4. The proposed General Plan Amendment will not conflict with provision of the Zoning Code, including the City's subdivision ordinance.**

According to the Land Use Element of the General Plan, the Medium Density Residential Land Use Designation should be implemented by the Specific Plan 10 Zone. As part of this request, the Applicant is proposing to re-zone the property to Specific Plan 10 and construct a 78 Unit Single Family Subdivision. Since the construction is consistent with the Specific Plan 10 Zone, approval of the General Plan Amendment will not create a conflict with the Zoning Code.

#### Zone Change

- 1. The zone change is necessary and desirable for the development of the community in harmony with the objectives of the General Plan and this chapter and is the interest or furtherance of the public health, safety, and general welfare.**

The proposed zone change is to allow the construction of a 78-unit Single Family development. It is an objective of the City's Housing Element of the General Plan to increase the overall housing stock within the City. This includes providing sufficient housing to meet the City's share of the Regional Housing Needs Assessment (RHNA). Furthermore, staff is of the opinion that approval of this Project will eliminate under utilized vacant property. Accordingly, the proposed project is in harmony with the objectives of the General Plan and is in the interests of the public health, safety, and general welfare.

- 2. The zone change will be compatible and complementary to existing conditions and adjoining property in the surrounding area.**

The subject site is adjacent to single family homes on the north, east and south, which are zoned R-1. In as much as the proposed Project includes rezoning the subject site to Specific Plan 10 and constructing a single-family development (78 units), this project is both compatible and complementary to the adjoining properties. The other properties to the west contain both R-1 Low Density residential and R-G Medium Density Residential, which are developed with multi-family residential uses. The proposed Single-Family residential is compatible and will complement to these existing uses.

- 3. The site is adequate in size to accommodate the uses permitted in the zone requested and that all applicable property development standards can be complied with.**

The subject site is a 7.82 acre parcel. The overall site plan has been designed to accommodate the proposed 78 units, as well as provide sufficient parking, landscaping, and open space. Based on this staff believes that the subject site is adequate to implement he Specific Plan 10 zoning, as well as the proposed development.

- 4. The site properly relates to streets and highways designed and fully improved to carry the type and quantity of traffic that is expected to be generated in the area and that utilities exist or are planned which will adequately serve the property as rezoned.**

The subject site will be accessed via Kraemer Boulevard, which is a divided four lane arterial in the City of Placentia. As part of the application, the city had a traffic study conducted for the proposed Project to determine any impacts resulting from the proposed Project. The traffic study found that the proposed development will not have a significant impact on the study intersections, surrounding streets, and highways, after mitigation.

- 5. That the proposed zone change is in general conformance with the General Plan and General Plan land use designation for the parcel.**

Part of this request is to change the General Plan Land Use Designation to Medium Density Residential Designation, which is intended to “ allow Single-Family and Multi-Family housing types that involve densities at 15 dwelling units per acre, that include attached and detached housing.” In an overall review of the General Plan, the proposed 78 unit development (including all related Applications) is consistent with all of the policies, programs, and goals. More specifically, it is a goal of the General Plan (1.1) to develop underutilized property. It is an objective of the City’s Housing Element to increase the overall housing stock within the City. This includes providing sufficient housing to meet the City’s share of the Regional Housing Needs Assessment (RHNA). By allowing the change to the zoning, the proposed Project will be allowed, thus increasing the

housing inventory by 77 units. For these reasons, approval of the zone change is consistent with the goals, policies, programs, and land uses of applicable elements of the General Plan and the Land Use Designation.

Development Agreement

California Government Code § 65867.5 requires the legislative body find that the provisions of the agreement are consistent with the General Plan.

General Plan Goals/Policy/Programs that the Development Agreement supports include:

Policy 1.1: Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to minimize effects on the City's suburban atmosphere.

Goal 2: Provide and maintain an adequate level of service for all community public services and facilities.

Policy 2.5: Ensure new developments provide adequate improvements, dedications, and fees to the City to fully cover the projects demand costs on City services and facilities.

The Development Agreement will yield a public benefit as outlined in the agreement and will establish a Community Facilities District applicable to the Project. Among the items listed in the Development Agreement, the Project will:

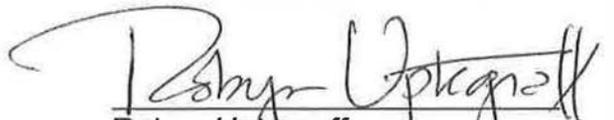
- Contribute to a public safety mitigation fee
- Contribute to a park in-lieu fee
- Participate in a Community Facilities District (CFD) to off-set fiscal impacts
- Contribute an in-lieu affordable housing fee

Based upon the above, it is respectfully requested that the Planning Commission approve the recommended action.

**Prepared and submitted by:**

  
Louis Morales  
Contract Planner

**Review and approved by:**

  
Robyn Uptegraff  
Interim Assistant City Administrator

Attachments:

Planning Commission Resolution No. PC-2014-03, including Attachment A – Conditions of Approval and Standard Development Requirements

Exhibits:

- Exhibit 1 Vesting Tentative Tract Map (VTTM) 17145
- Exhibit 2 Site Plan/Conceptual Landscaping Plan
- Exhibit 3 Floor Plan/Elevations
- Exhibit 4 Specific Plan No. 10
- Exhibit 5 Development Agreement
- Exhibit 6 Initial Study/Mitigated Negative Declaration 2014-01 completed by  
Blodgett/Baylosis Associates
- Exhibit 7 Mitigation Monitoring and Reporting Program

RESOLUTION NO. PC-2014-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA RECOMMENDING THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT GPA-2014-01, ZONING CODE AMENDMENT ZCA-2013-01, ZONE CHANGE ZC-2013-01, DEVELOPMENT AGREEMENT DA-2013-01, VESTING TENTATIVE MAP NO. 17145 AND ADOPT A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT MND-2014-01 FOR THE DEVELOPMENT OF 78 UNITS ON THE 7.82-ACRE PROPERTY AT 1128 KRAEMER BOULEVARD BY HQT PLACENTIA LLC

**A. Recitals.**

(i). HQT Placentia LLC ("Applicant"), owner of the property located at 1128 Kraemer Boulevard ("Site") heretofore filed an application for approval of entitlements, as described in the title of this Resolution hereinafter referred to as the "Application."

(ii). The City and Applicant have prepared the Development Agreement pursuant to the procedures described in California Government Code § 65867, which authorizes cities to enter into development agreements with any person having a legal or equitable interest in real property for the development of such property.

(iii). On February 25, 2014, this Planning Commission conducted a duly noticed public hearing, as required by law, wherein the Planning Commission concluded said hearing prior to the adoption of this Resolution.

(iv). All legal prerequisites to the adoption of this Resolution have occurred.

**B. Resolution.**

NOW, THEREFORE, it is hereby found, determined and resolved by the Planning Commission of the City of Placentia as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A., of this Resolution are true and correct.

2. The proposed General Plan Amendment (GPA 2014-01) is consistent with the goals, policies, programs, and land uses and promotes implementation of the goals and policies set forth in the General Plan. The proposed General Plan Amendment to change the land use designation from Low Density (6 units/acre) to Medium Density (15 units/acre) is to support the construction of 78 units on the Site. The proposed 78 unit development is consistent with the policies, programs, and goals of the General Plan. More specifically, it is a goal of the General Plan (1.1) that: "Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to minimize effects on the City's suburban atmosphere." The subject Site is a former ranch/farm that has been maintained in poor condition and is underutilized.

3. The proposed General Plan Amendment will not adversely affect surrounding properties or the surrounding environment. The General Plan Amendment is to support the construction of 78 units, which will take access from Kraemer Boulevard. Surrounding properties include single family and multi-family uses. An Initial Study of Environmental Impacts was completed and a Mitigated Negative Declaration was prepared for the project wherein it was found that, with Mitigation Measures, the proposed project will not have a significant effect on the environment nor surrounding area with the identified Mitigation Measures.

4. The proposed General Plan Amendment promotes the public health, safety, and general welfare and serves the goals and purposes of the Zoning Code. Furthermore, the project will result in an aesthetically pleasing streetscape (in lieu of storage of in-operable vehicles and debris). The proposed development will promote the public health, safety, and welfare of those who work and reside in the area.

5. The proposed Zoning Code Amendment (ZCA 2013-01) is necessary to add a new Chapter 23.110 to Title 23 to the Placentia Municipal Code. The new Chapter will establish the Specific Plan 10 zoning district within Title 23 of the Placentia Municipal Code and will include the identification of permitted and conditionally permitted uses and development standards within the Specific Plan 10 zoning district. The Zoning Code Amendment is required in order to carry out and approve the proposed project.

6. Proposed Zoning Code Amendment establishing Specific Plan 10 (ZCA 2013-01) is consistent with the General Plan Amendment. The proposed Specific Plan 10 establishes a maximum density of 10 units/acre and identifies the development standards that must be met by the proposed project.

7. The proposed Zone Change (ZC 2013-01) is necessary to change the zoning classification of the Site from R-1, Single Family Residential, to Specific Plan 10. The proposed Zone Change is necessary to maintain consistency with the proposed General Plan land use designation of the Specific Plan 10 area. Without the Zone Change the project cannot be approved. It is the goal of the City's Housing Element (Goal HE-1) to: "Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land." This includes providing sufficient housing to meet the City's share of the Regional Housing Needs Assessment ("RHNA").

8. The Planning Commission hereby finds that the Development Agreement (DA 2013-01) between the City and Applicant conforms with the policies and programs of the General Plan, as amended, and is consistent with the objectives, policies, general land uses, and programs specified in the General Plan and any applicable specific plan because the Development Agreement would provide certain public benefits and public improvements in exchange for valuable development rights:

- (a). Development of a property that is currently vacant and underutilized.
- (b). Development of a project that is consistent with the elements of the General Plan.
- (c). Contribution of a public safety mitigation fee.
- (d). Contribution of a park in-lieu fee.
- (e). Payment into a Community Facilities District (CFD) to offset fiscal impacts.
- (f). Contribution of an in-lieu affordable housing fee.

9. The proposed Vesting Tentative Map No. 17145 is consistent with applicable General and Specific plans as

specified in Government Code § 65451. The proposed tentative map is to support the construction of 78 units on the site. Each proposed lot will be consistent with the minimum lot size requirements of Specific Plan 10 and the proposed Site is physically accessible by existing streets. Conditions of Approval and Standard Development Requirements have been developed for the proposed Map and are attached as Exhibit A.

10. The design of the subdivision and the type of improvements will not conflict with easements, either public or private, for access through or use of property within the proposed subdivision. As part of the review of the application, extensive record research was completed. While several easements exist on the site, they are primarily for utility access. All of the easements will be protected in place and will not be altered by the construction of the project.

11. The proposed Vesting Tentative Map is consistent with policies, programs, and goals of the General Plan. More specifically, the subdivision advances the General Plan under Policy 1.1 as noted in § 2 of this resolution.

12. The Site is physically suitable for the proposed project density of 9.97 units/acre. The overall Site plan has been designed to accommodate the units, as well as provide sufficient parking, landscaping, and open space. The design of the subdivision or the proposed improvements are unlikely to cause substantial damage or substantially and unavoidably injure wildlife or their habitat.

13. The design of the subdivision or type of improvements are unlikely to cause serious public health problems. Furthermore, it is a goal of the City, through its Housing Goals and Programs, to develop and maintain housing supply and variety, promote equal housing opportunity, promote housing and neighborhood preservation and conservation, and encourage housing cooperation and coordination to increase the overall housing stock within the City. By approving the subdivision and allowing the proposed project to be constructed there will be a net increase in the City's housing inventory of 77 units.

14. The Planning Commission hereby makes, and recommends the City Council make, the following Findings: Pursuant to the California Environmental Quality a Mitigated Negative Declaration No. MND-2014-01 was prepared in compliance with the California Environmental Quality Act ("CEQA"),

California Public Resources Code §§ 21000, et seq., the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, §§ 15000, et seq., and the Environmental Impact Report Guidelines of the City of Placentia and that the Council review and consider the information contained in said Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program ("MMRP") with respect to the project.

15. The Planning Commission hereby recommends the City Council find and determine that, based upon the findings set forth below, and changes and alterations which have been incorporated into and conditioned upon the proposed project, no significant adverse environmental effects will occur with mitigation as noted in the Mitigation Monitoring and Reporting Program ("MMRP").

16. The Planning Commission finds, and recommends the City Council find, that facts supporting the above-specified findings are contained in the Mitigated Negative Declaration, the staff report and exhibits, and the information provided during the public hearing conducted with respect to the Application and the Mitigated Negative Declaration. Mitigation measures established by the Mitigated Negative Declaration will be included in the MMRP and will be made part of the conditions of approval for the proposed project and are intended to mitigate and/or avoid environmental effects identified in the Mitigated Negative Declaration.

17. The Planning Commission hereby recommends the City Council of the City of Placentia approve the Development Agreement between the City and HQT Placentia LLC; approve the General Plan Amendment (GPA 2014-01); Zone Change (ZC 2013-01); Zoning Code Amendment (ZCA 2013-01); and adopt a Mitigated Negative Declaration (MND 2014-01) for the project.

18. The Secretary of this Commission shall:

a. Certify to the adoption of this Resolution; and

b. Forthwith transmit a certified copy of the Resolution to the City Council of the City of Placentia together with all documents prepared with respect to these considerations and transcripts of any and all hearings conducted with respect to the Resolution recommended for approval herein.

PASSED, ADOPTED AND APPROVED this 25<sup>th</sup> day of February, 2014  
by the following vote:

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MICHAEL EBENHOCH, CHAIRMAN

I, Robyn Uptegraff, Secretary to the Planning Commission of the City of Placentia, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Placentia held on the 25<sup>th</sup> day of February, 2014 and passed at this regular meeting of the Planning Commission of the City of Placentia held on the 25<sup>h</sup> day of February, 2014, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAINED:	COMMISSION MEMBERS:

ATTEST:

---

Secretary to the Planning Commission

APPROVED AS TO FORM

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ANDREW V. ARCZYNSKI,  
CITY ATTORNEY

Resolution PC-2014-03

Attachment A

~~Exhibit A~~

CONDITIONS OF APPROVAL AND STANDARD DEVELOPMENT REQUIREMENTS

~~(See Staff Report Attachment C)~~

**Conditions of Approval and Standard Development Requirements for Vesting  
Tentative Tract Map 17145**

**SPECIAL CONDITIONS**

If the above referenced application is approved, applicant and/or property owner shall comply with the Special Conditions of Approval and the Standard Development Requirements listed below.

**ALL OF THE FOLLOWING CONDITIONS OF APPROVAL OF VESTING TENTATIVE TRACT MAP 17145 (VTM No. 17145) SHALL BE FULLY COMPLIED WITH PRIOR TO THE FINAL INSPECTION FOR USE AND OCCUPANCY OF THE PREMISES.**

**CITY PLANNING DIVISION:**

1. The approval of Vesting Tentative Tract Map No. 17145 allows for the construction as described within Development Agreement No. 2013-01 related to 1128 Kraemer Boulevard.
2. Approval of Vesting Tentative Tract Map No. 17145 shall not be construed to mean any waiver of applicable and appropriate zoning regulations, or any Federal, State, County, and City of Placentia Municipal Code.
3. Failure to abide by and faithfully comply with any and all conditions attached to this action shall constitute grounds for revocation or amendment of said action by the City of Placentia Planning Commission.
4. Vesting Tentative Tract Map No. 17145 shall expire two (2) years from the date of final approval, if not implemented. Extensions may be considered pursuant to Section 22.74.080 of the Municipal Code.
5. 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, proceeding, liability or judgment against the City, its officers, employees, agents 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 applicant's 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 any and all 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. The City agrees to promptly notify the applicant of any such claim filed against the City and to fully cooperate in the defense of any such action.

6. The Director of Development Services (the "Director") is authorized to make minor modifications to the approved preliminary plans or any conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions.
7. The approved architecture style, finished material, and colors shall be Monterey - Spanish, as noted in the approved plans. Changes to the facades and/or colors shall be subject to the review and approval of the Director.
8. The units shall consist of the sizes and type as set forth on the approved plans.
9. Prior to the submittal of working drawings, five (5) site plans shall be submitted for the review and certification of the Director of Development Services and shall include the following information:
  - a. All Special Conditions of Approval and Standard Development Requirements of Vesting Tentative Tract Map No. 17145.
  - b. Include any project revisions on the site plan. Additionally, include separate sheets with approved Special Conditions of Approval, Standard Development Requirements.
  - c. Typical cross section views and details through the property and across each property line as directed by the Director of Development Services.
  - d. Full site plan notes, details and dimensions.
  - e. Location of transformers, meters and other aboveground appurtenances, if available at the time of submittal.
10. Prior to the issuance of any building permits, submit the following for the approval of the Director of Development Services:
  - a. Postmaster approval of the location and design of the mailboxes, if applicable.
  - b. Samples of all colors, textures and materials.
  - c. A detailed site plan showing the location where building related-equipment, facilities and materials will be stored during construction.
  - d. A detailed timeline outlining the course of grading/construction work that will take place on the property.

11. Prior to the issuance of building permits, the developer shall submit for City approval a construction staging plan that indicates how safe vehicular and pedestrian access to the site will be maintained for the duration of the construction period. The construction staging plan may include measures such as, but not limited to the following:
  - a. A telephone number and a name of a contact person for registering complaints or comments shall be posted in a clearly visible manner along the perimeter of the site.
  - b. A flag person shall be employed to direct traffic when construction vehicles access the project site and the construction staging area.
  - c. Alternate pedestrian routes to the site shall be clearly delineated with safe access to and from the site.
  - d. If any sidewalk is blocked during construction, alternate routes for pedestrians and bicycles shall be clearly marked with signs approved by the City.
  - e. All access points shall be clearly marked during construction, and if an access point is blocked during construction, a detour sign to an alternate access point shall be clearly posted.
12. Prior to the issuance of the first Certificate of Occupancy, the developer shall have completed the following:
  - a. Approval by the Director of Development Services of an exterior lighting plan showing location, type and design of fixtures and areas of illumination (photometric). Lighting shall neither negatively impact adjacent properties nor the public right-of-way.
  - b. Approval by the Director of Development Services of landscape and irrigation plans.
13. All roof mounted equipment and appurtenances shall be screened as an integral part of the architectural design, subject to the review and approval of the Director of Development Services and the Chief Building Official.
14. Roofing materials shall comply with the City's Roofing Policy on file with the City Building Division.
15. Applicant/builder shall comply with all applicable Water Quality Management Plan (WQMP) requirements and Best Management Practices (BMPs) to control pollutant run-off from the subject site during construction as required and as may be referenced by the Mitigation Measures identified in the Mitigated Negative n

Declaration for the project. Applicant to provide plan to be approved by the Public Works Department.

Prior to Certificate of Occupancy of the buildings:

- a. All Special Conditions of Approval and Standard Development Requirements shall have been completed and final inspections approved.
  - b. Landscape and irrigation plans shall be approved and on file with the City Building Division and all landscape materials established and irrigation system properly functioning.
16. Project landscape and irrigation plans shall comply with the provisions of Chapter 23.77, Xeriscape of the Placentia Municipal Code.
  17. During grading and construction, site shall be regularly sprinkled with water to minimize fugitive dust emissions. Also, compliance shall be required with the permitted working hours as specified in § 23.81.170, Grading, construction and maintenance of real property of the Placentia Municipal Code. Signs shall be posted at all construction entrances to the project site indicating the permitted working days and hours.
  18. Applicant shall comply with the City's Noise Control Ordinance, Chapter 23.76 of the Placentia Municipal Code.
  19. Applicant/builder is responsible, at its sole cost and expense, to cause all project related cable, telephone, electrical, and other utility services serving the property to be placed underground within the subject site. Prior to the issuance of Certificate of Occupancy, Applicant/builder shall submit a separate utility plan for each such utility service. The utility plan shall indicate the precise location of where all cable, telephone, electrical, and other utility services serving the property will be placed underground within the subject site, as well as the points of connection at the proposed building or buildings on the site and the public right-of-way. Prior to the submittal of the utility plans to the City, the plans shall be reviewed and approved by the utility companies. Evidence of approvals shall be in the form of a signed and dated approval stamp and/or approval letter. Applicant/builder shall provide the City with "as built" plans showing the precise locations where all cable, telephone, electrical, and other utility services serving the property were placed underground within the subject site, as well as the points of connection at the building or buildings on the site and the public right-of-way.
  20. Applicant/Builder shall establish a rodent abatement program prior to the commencement of any work on site including grading and demolition of existing structures on the property, or before any other on or off-site work. A detailed

description of how this program will work shall be submitted to the City Planning Division for approval prior to obtaining any permits to do work on site-

21. Prior to the issuance of Certificate of Occupancy ("C of O"), all Special Conditions of Approval and Standard Development Requirements shall have been completed and final inspections approved.
22. The applicant/property owner shall be responsible for maintaining the property, including the landscaped areas, walkways, and all paved surfaces, free from graffiti, debris and litter at all times. Graffiti shall be removed by the applicant/property owner within 48 hours of defacement and/or upon notification by the City.
23. Applicant shall provide sufficient written notice to adjacent property owners as to the grading and construction schedule of the proposed development of 78 units. Notice shall include a telephone number and a name of a contact person for registering complaints or comments
24. Once grading has commenced, litter shall be regularly removed from the premises, including adjacent public sidewalks, and from all areas under the control of the applicant.
25. Prior to the issuance of a C of O, the applicant shall record CC&R's on the property to govern the maintenance, repair and improvement of all common areas. The CC&R's shall address, but not be limited to, the landscaping, all utilities, exterior lighting, internal streets and parking, appropriate use of garage for parking, driveways, and walkways. Prior to recording of the CC&R's, the applicant shall submit the CC&R's to the City Attorney for review and approval. The draft CC&R's submitted for review by the City Attorney shall be marked with appropriate legend to indicate which portion thereof is responsive to conditions of approval. A copy of the recorded CC&R's shall be provided to the Director to be included with the project file.
26. The Mitigation Measures established in the Mitigated Negative Declaration for the project and full implementation of the Mitigation Monitoring and Reporting Program is made a condition of the project by this reference.

**CITY BUILDING DIVISION:**

27. All building structures plans shall be designed and prepared by a licensed California architect or engineer.
28. Grading plans shall be prepared by a registered, licensed California civil engineer and shall be approved by the City Engineering Division prior to the issuance of any building permits.

29. All construction shall comply with the 2012 Uniform Building Code (CBC 2012), Uniform Plumbing/Mechanical (CPC 2012), National Electrical Code (CEC 2012), License Ordinance (Sub-contractor list), State of California Energy Conservation Standards, Flood Plain Management Regulations.
30. All residential units shall be equipped with auto-sprinkler system throughout.
31. Site Plan shall be in compliance with Title 24 access regulations.
32. Obtain Approvals from Orange County Fire Authority for final site plan fire hydrant locations (as necessary) as well as auto-sprinkler systems.
33. Underground and overhead electrical issues, along with Landscape and Lighting District issues, shall be resolved with Public Works-Engineering Division prior to final submittal of the working drawings.
34. All contractors and subcontractors shall obtain a City business license.

**CITY ENGINEERING DIVISION:**

35. TTM 17145 shall comply with provisions of Title 22 of the Placentia Municipal Code and the latest edition of the State Subdivision Map Act. County Surveyor to review and approval exterior boundary.
36. Project entry street shall be minimum 24 feet wide with parking prohibition on each side and align with Newcastle Drive. Access between Kraemer and the project is limited to right turn north bound Kraemer and lane configuration shall be to City Traffic Engineer satisfaction.
37. Applicant shall pay all applicable impact fees, plan check, and inspection charges prior to building permit issuance.
38. Storm drain culvert shall convey 10 year storm event. Onsite facilities shall be provided to offset 10 year post development impact.
39. A Utility Plan shall be provided prior to approval of final grading plan.
40. Applicant shall provide a Landscape Plan using City approved trees for Kraemer Blvd.
41. Applicant shall widen and improve Kraemer Bl. to comply with Orange County/City of Placentia divided arterial road standard along project frontage, which includes the construction of a new sidewalk, curb, and gutter from the southern end of the site to the area just north of Angelina Drive to satisfaction of the City Engineer.

42. Right of Way dedications and abandonment of Angelina Drive shall be completed for street and utility purposes along with the filing of the final map. Easements for utilities and access across private streets and the park to be filed with final map.
43. Any conflicting pipelines shall be removed or relocated prior to final grading approval.
44. TTM 17145 shall be annexed into the City Street Lighting and Landscape Maintenance Districts prior to issuance of occupancy permit.
45. Applicant to submit a final hydrology study for the subdivision to the satisfaction of the City Engineer.
46. Street and striping plans shall be prepared to the satisfaction of the City Engineer.
47. A soils report and grading plan shall be prepared by a state registered engineer. Graded pad certifications for compaction, line, and grade shall be submitted prior to the issuance of building permits.
48. All utilities shall be placed underground.
49. Vehicular access from Kraemer Blvd. shall be limited to one location as shown on TTM 17145.
50. Improvement plans shall be prepared by a state registered engineer to the satisfaction of the City Engineer.
51. Survey monuments shall be set in accordance with the Subdivision Map Act.
52. Security to guarantee performance and labor and materials shall be posted in amounts prescribed by the Subdivision Map Act.
53. A final water quality annual report shall be filed and posted with the state. A Notice of Termination shall be filed for the project.
54. Access to Kraemer Boulevard from Newcastle Drive shall be limited to right turns out and the lane configuration shall be to City Traffic Engineer's satisfaction. Applicant shall design and install a raised median on Kraemer Boulevard to the satisfaction of the City Engineer. Such median shall be mountable by emergency vehicles.

56. The wall design at the entry of the project along Kraemer Boulevard shall provide adequate sight distance (line-of-site) for motorists exiting from the project onto Kraemer Boulevard to the satisfaction of the City Engineer.
57. The applicant shall process and record offsite Southern California Edison and Golden State Water District easements to the satisfaction of the City Engineer prior to issuance of building permits. No easements along Kraemer Boulevard shall be granted to any agency or utility prior to City Dedication and acceptance of Kraemer Boulevard right-of-way dedication.
58. An encroachment permit for work in public right of way is required and all applicable best management practices and procedures for storm water protection (NPDES and MS4) shall be employed.
59. Block perimeter walls and landscape irrigation systems require separate permit. The block wall along the west side of the property shall be no less than six (6) feet in height as measured from the high side.
60. Right of Way dedication for Kraemer Boulevard shall be completed for street and utility purposes along with the filing of the final map. Easements for utilities and access across private streets to be filed with final map.

**CITY POLICE DEPARTMENT:**

61. Developer/Applicant shall comply with Placentia Police Department standard development requirements for security, as follows.

**POLICE DEPARTMENT  
STANDARD DEVELOPMENT REQUIREMENTS RESIDENTIAL**

The following standards shall be required for all residential developments. No modifications shall be made without the approval of the Police Chief.

1. Each of the 5 streets shall be given a specific street name so as not to hinder emergency response.
2. The Applicant shall provide a park plan showing the uses as the location and types of uses to determine if there are critical to public safety issues.
3. The Applicant shall comply with Emergency Access Requirements.

(1) Provide a Knox keyswitch in the visitor call box keyed to OCFA and Placentia Police Department (police is submastered key to OCFA).

(2) Provide a Click2Enter radio access control system, programmed to both OCFA and Placentia Police Department, at the vehicle entry gate.

(3) Provide a Knox Box at the pedestrian entry gate if the gate utilizes a mechanical key to operate. If the gate is operated by an access control system, provide a Knox keyswitch and program this gate to the Click2Enter device.

(4) Prior to the issuance of building permits, submit to the Police Department an Emergency Access Plan showing compliance with the requirements for a Knox System and Click2Enter System.

(5) Prior to the Certificate of Occupancy, an inspection shall be conducted by the Police Department to verify all emergency access control systems are installed properly and are operational.

#### 4. Home Security Requirements

(1) House numbers shall be a minimum of 4 inches in height and lighted using a backlit box fixture.

(2) Side yard gates shall be provided with a latch capable of accepting a padlock.

(3) All garage doors shall have a light on the exterior.

(4) All exterior doors and the door between the garage and house shall be 1 3/4 solid core construction.

(5) All front doors shall have a doorview with at least a 180 degree viewing angle.

(6) All openable windows and sliding glass doors shall meet the testing requirements of the California Model Building Security Ordinance.

### RESIDENTIAL SECURITY

#### Other Doors

Except for vehicular access doors, all exterior swinging doors of any residential building and attached garage, including the door leading from the garage area into the dwelling unit, shall be equipped as follows:

Metal doors of hollow construction shall be of a minimum 16 gauge steel with reinforcement to maintain the design thickness of the door when any locking device is installed. Metal jambs shall be used.

Door stops on wooden jambs for in-swinging doors shall be of one piece construction with the jamb.

A single or double door shall be equipped with a double or single cylinder deadbolt lock. The bolt shall have a minimum projection of one (1) inch and be constructed so as to repel cutting tool attack. The deadbolt shall have an embedment of at least three-fourths (3/4) inch into the strike receiving the projected bolt. The cylinder shall have a hardened, rotating steel cylinder guard, a minimum of five pin tumblers, and shall be connected to the inner portion of the lock by connecting screws of at least one-fourth (1/4) inch in diameter. A dual locking mechanism constructed so that both deadbolt and latch can be retracted by a single action of the inside door knob, or lever, may be substituted provided it meets all other specifications for locking devices.

The inactive leaf of double door(s) shall be equipped with metal flush bolts having a minimum embedment of five-eighths (5/8) inch into the head and threshold of the door frame.

Glazing in exterior doors or within forty (40) inches of any locking mechanism shall be of fully tempered glass or rated burglary resistant glazing, except when double cylinder deadbolt locks are installed.

The strike plate for deadbolts on all wood framed doors shall be constructed of minimum sixteen (16) U.S. gauge steel, bronze, or brass and secured to the jamb by minimum of two screws, which must penetrate at least two (2) inches into solid backing beyond the surface to which the strike is attached.

Hinges for out-swinging doors shall be equipped with non-removable hinge pins or a mechanical interlock to preclude removal of the door from the exterior from the exterior by removing the hinge pins. Except where clear vision panels are installed, all front exterior doors shall be equipped with a wide angle one hundred-eighty degree (180°) door viewer.

Upon occupancy by the owner or proprietor, each single unit in tract or multi-unit development, constructed under the same general plan, shall have locks using combinations which are interchange free from locks used in all other separate dwellings, proprietorships or similar distinct occupancies.

### **Lighting**

If applicable, aisles, passageways, and recesses related to and within the building complex shall be illuminated with an intensity of at least twenty-five one hundredths (.25) foot-candles at the ground level during the hours of darkness. Lighting devices shall be protected by weather and vandalism resistant covers.

If applicable, open parking lots are to be lighted during hours of darkness with a minimum of one (1) footcandle of light on the parking surface during the hours of darkness. Tree and lights are to be coordinated and not located in the same spot. Provide a photometric plan with landscape plan showing compliance. Lighting devices shall be protected by weather and vandalism resistant covers.

**Ladders**

If applicable, ladders leading to the roof shall do so from the interior of the building.

**Other**

CC&R's to require Homeowners' Association to petition City Council for resolution enabling enforcement of traffic regulations on private streets by police (Section 211 07.7 State of California Vehicle Code).

**ORANGE COUNTY FIRE AUTHORITY:**

62. Developer/Applicant shall comply with all site development requirements specified by the Orange County Fire Authority (OCFA) and provide City with applicable proof of OCFA necessary approvals, as shown below.

**Orange County Fire Authority (OCFA) Special Conditions of Approval**

Prior to the issuance of building permits

**Fire Master Plan** (service code PR145)- This plan will demonstrate all turning radii, street widths, fire hydrant locations, etc.

**Methane Investigation/Mitigation** (services codes PR170-PR176)- It will need to be determined if the proposed project is located in an "administrative boundary." These areas are determined by the Department of Oil, Gas & Geothermal Resources (D.O.G.G.R.) as areas that may have methane present in the soil. If the property is in an administrative boundary, soil testing will be required. Depending on the results of the testing, methane mitigation may be required.

**Fire Sprinkler System** (service codes (PR400-PR465)

# RESIDENTIAL AND INDUSTRIAL / COMMERCIAL STANDARD DEVELOPMENT REQUIREMENTS

TTM 17145

THE FOLLOWING SHALL APPLY IF CHECKED

## BUILDING DIVISION

### ***Compliance required with the latest***

- 2012 California Building Code
- 2012 California Plumbing and Mechanical Code
- 2012 California Electrical Code
- License Ordinance (Sub-Contractor List)
- Flood Plain Management Regulations
- State of California Energy Conservation Standards
- Handicap Requirements

## ENGINEERING DIVISION

### **STREETS**

#### ***Dedications***

- Street Rights-of-Way
- Vehicular access rights to arterial highways

#### ***Improvements***

- Grading, paving, curb and gutter, sidewalks, medians on arterial highways, storm drains

#### ***Miscellaneous***

- Installation of survey monuments
- Street Naming Committee to approve all street names
- Treewells, planters, storm drains, sewer lines
- No easements to be granted to any agency or individual prior to issuance of building permits except to the City of Placentia
- Sidewalk / Utility
- Vehicle Access (emergency)
- Project address shall be provided prior to issuance of any City permits

### **UTILITIES**

#### ***Undergrounding***

- Existing overhead facilities
- Proposed utilities

- Pipelines**  
 Relocation or removal of existing pipelines

- Provide**  
 Sewer mains and laterals  
 Approved conduit for cable television  
 Ornamental street lights

- Services**  
 Water service by City approved agency  
 Sewer service by City approved agency  
 Annexation to Placentia Street Lighting District

### **MEDIANS**

- Arterial Highway Medians** (where required)  
 Construct one-half of median, including landscaping or pay for one-half cost of construction and installation

### **MAINTENANCE DIVISION**

- Provide**  
 Street trees, fifteen (15) gallon or larger size at maximum ft. o.c.  
 Species  
 Sprinkler system  
 Sprinkler Controller (type and number of stations)

### **PLANNING DIVISION**

- Expiration**  
 Expires two (2) years from the date of approval unless used or an extension is requested and approved
- Garage**  
 Electric garage door openers required where driveways are less than twenty (20) feet in length
- Roof-Mounted Equipment or Appurtenances**  
 Completely screened from public view
- Mailboxes**  
 Approved by the Postmaster
- Sales Office**  
 Copies of the current Placentia Zoning and General Plan Land Use maps displayed at all times

### **O.C. SANITATION DISTRICT**

- Permit**  
Required of industrial and commercial users for discharge of waste water directly or indirectly to the District's sewerage facilities

## **O.C. FIRE PROTECTION AUTHORITY**

### **HYDRANT**

- Provide the following hydrants:  
Number            Size            Capacity
- All hydrants, valves, and mains installed and operable prior to construction with combustible materials

### **MISCELLANEOUS**

- Parking**  
Permitted only in approved spaces for private drives. Signs provided noting prohibition of parking in unauthorized areas
- Trash Storage Areas**  
Approved one (1) hour fire separation or sprinklers for those connected to or immediately adjacent to any structure
- Fire Alarm System**  
Local alarm and evacuation system installed and maintained
- Decorative Grills or Bars**  
Provided with breakaway devices

### **PERMITS**

- Permits necessary for the following prior to installation and / or use**
1. Underground storage tanks for flammable liquids
  2. Flammable liquids dispensing equipment
  3. Operation using flammable or toxic liquids
  4. Storage of more than six (6) gallons of Class I or Class II flammable liquids

## **FEES - CHARGES - DEPOSITS**

Fees, charges, and deposits shall be paid prior to issuance of grading and / or building permits.

### **BUILDING**

- County sewer

- Building permit and plan check
- Recreation / park in-lieu
- Curb identification
- General and sub-contractor's business license fees

## **ENGINEERING**

### ***Fees and Charges***

- Storm drain acreage
- Sewer acreage
- Engineering plan check and inspection
- Final subdivision map check
- Street name and traffic control sign
- Arterial street soil test
- Thoroughfare acreage
- Mission bell street lights
- Arterial highway median construction
- Arterial highway median landscaping
- Traffic Impact

### ***Deposit***

- Street tree maintenance
- Pre-acceptance street cleaning
- Street light advance maintenance and energy
- Grading Bond

## **PLANNING**

- Landscape plan check

## **PLANS**

## **ENGINEERING**

***Submit five (5) copies of the following to the City Engineer prior to issuance of building permits***

- Grading plan and Drainage Plan
- Street improvement plan
- Sewer plan
- Storm drain plan
- Preliminary composite utility / plot plan
- Tract map
- Parcel map
- Landscape plan for sight distance clearance

- Provide**  
City Engineer with "as-built" construction plans for the above items

## **MAINTENANCE**

- Approval by the Maintenance Division of the following prior to the issuance of building permits***
- Landscape Plans
- Provide Maintenance Division Superintendent with "as-built" originals of irrigation systems for***
- Street trees
- Planters
- Landscaped medians
- Sprinkler Controller (type and number of stations)

## **PLANNING DIVISION**

- Applicable to all development or significant redevelopment greater than 5,000 square feet:***
- Prior to issuance of building permits, submit a Water Quality Management Plan (WQMP) specifically identifying Best Management Practices (BMPs) that shall be used on site to control predictable pollutant run-off.
- Prior to recordation of a map for subdivision of land and if determined applicable by City / EMA official(s), submit a WQMP that identifies the application and incorporation of those routine structural and non-structural BMPs outlined in the countrywide NPDES Drainage Area Management Plan Appendix detailing implementation of BMPs not dependent on specific land uses for approval of the City and EMA official(s)
- Prior to issuance of grading or grubbing and clearing or surface mining or paving permits, obtain coverage under the NPDES Statewide Industrial Storm water Permit for General Construction Activities from the State Water Resources Control Board. Evidence that this has been obtained shall be submitted to City / EMA official(s)

## **C.C. & R.'s**

- Provide**  
Planning Division with three (3) copies of C.C. & R.'s prior to approval of the final map

***Record***



C.C. & R.'s prior to or simultaneously with the recordation of the final tract or parcel map

**Exhibit 1**

**Vesting Tentative Tract Map (VTTM 17145)**

# VESTING TENTATIVE TRACT NO. 17145 SITE PLAN

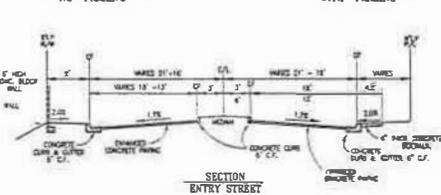
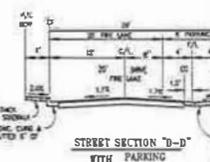
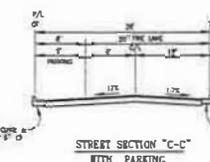
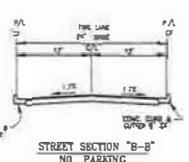
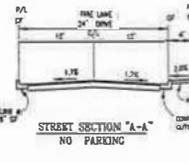
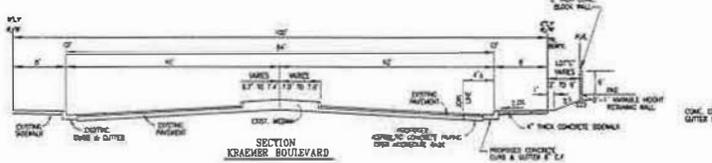
IN THE CITY OF PLACENTIA, COUNTY OF ORANGE,  
STATE OF CALIFORNIA.

BEING A SUBDIVISION OF PORTIONS OF LOTS 3 AND 4 OF CLACUS TRACT, AS SHOWN  
ON A MAP RECORDED IN BOOK 29, PAGE 92 OF MISCELLANEOUS RECORDS OF  
LOS ANGELES COUNTY, CALIFORNIA AND PARCEL 3 OF LOT LINE ADJUSTMENT  
2012-05, RECORDED AS INSTRUMENT NO. 201200798464 IN THE OFFICE OF ORANGE  
COUNTY RECORDER, CALIFORNIA.

78 LOTS 7.82 ACRES (NET & GROSS) NOVEMBER 2013

PREPARED BY: KING CIVIL ENGINEERING CORP.  
1111 S. GARDNER ST., SUITE 100  
PLACENTIA, CALIFORNIA 92663  
TEL: (714) 991-1111 FAX: (714) 991-1112  
WWW.KINGCIVIL.COM

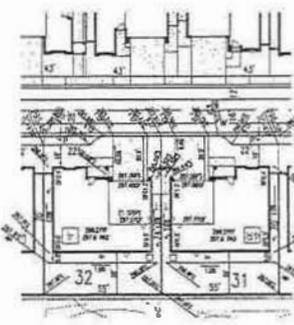
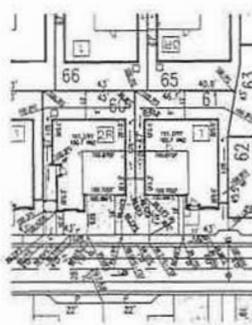
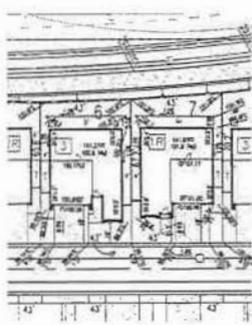
SUBDIVIDER:  
R.E.L. PLACENTIA, LLC  
1111 S. GARDNER ST., SUITE 100  
PLACENTIA, CALIFORNIA 92663  
TEL: (714) 991-1111 FAX: (714) 991-1112



- NOTES:
1. Proposed Use: Single Family Residential
  2. Designation of Lots: Fully Developed Building and Lot
  3. All Existing Structures On Site to be Demolished
  4. Development to be built in phases
  5. Flood Zone "X"
  6. Assessor's Parcel No. 340-034-17.18.20 & 21
  7. Subdivider intends to comply with all requirements in Chapters 20.1.22.18 through 22.64 and other laws of the City in regards to construction and urban design.
  8. The Tentative Map Parcel Grades shown may be raised by a maximum of 2.00 feet.

- OCFA NOTES:
1. All fire line strips or red curbs areas shall be shown on a site plan approved by the OCFA.
  2. All structures will be protected with an approved automatic fire sprinkler system.

- NOTES:
1. Existing Zoning: R-1
  2. Proposed Zoning: R-1 (DEVELOPMENT/ACREVDH1)
- LEGEND
- Proposed Fire Sprinkler
  - Proposed Fire Hydrant
  - Proposed Fire Alarm
  - Proposed Fire Line
  - Proposed Fire Hydrant
  - Proposed Fire Alarm
  - Proposed Fire Alarm
  - Proposed Fire Alarm



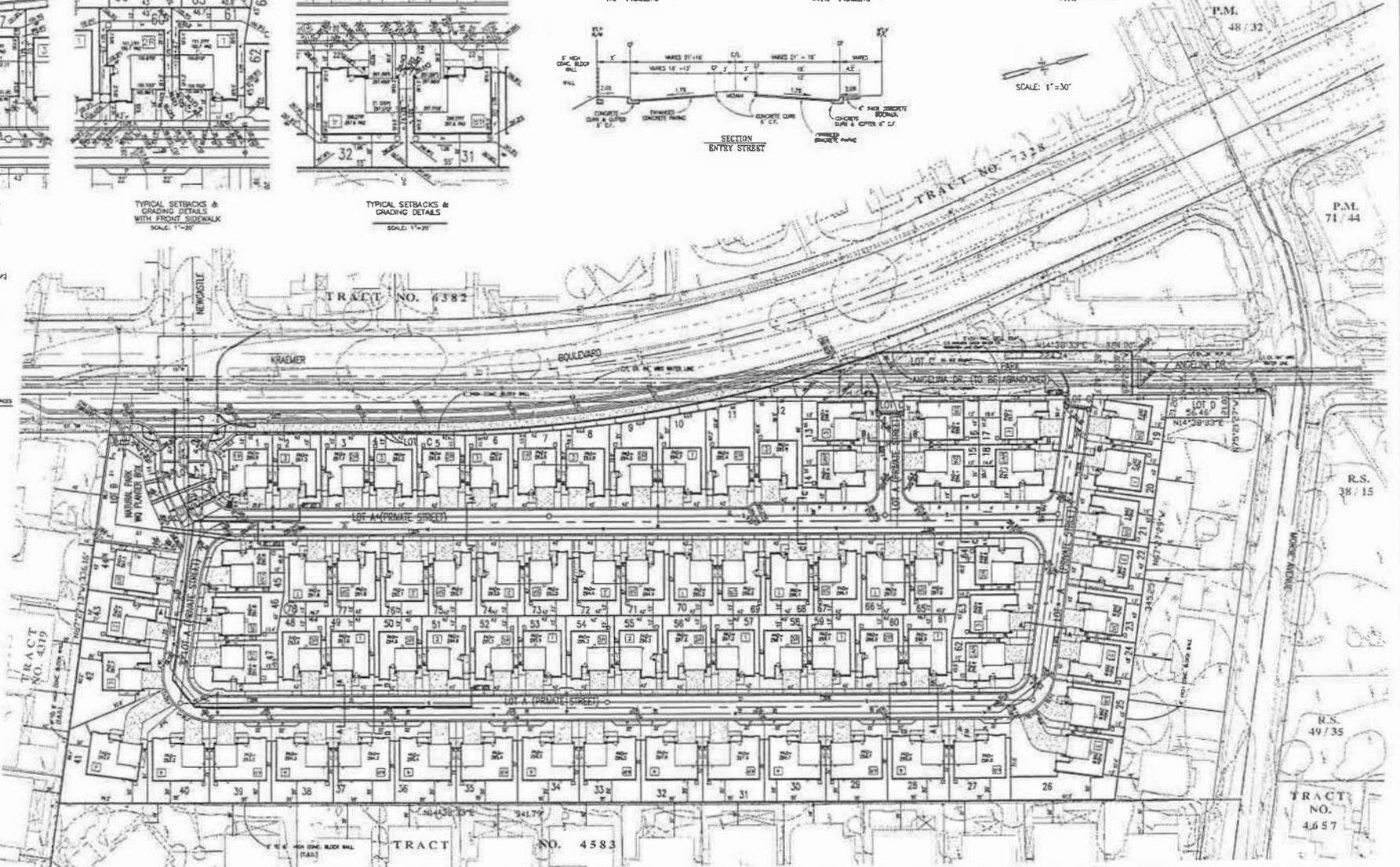
SUMMARY

TOTAL TRACT AREA	7.82 ACRES (NET & GROSS)
AREA COVERED BY BUILDING	143,333 S.F. (4.2)
AREA COVERED BY DRIVEWAYS	54,281 S.F. (1.6)
AREA IN STREETS	141,482 S.F. (4.1)
NUMBER OF LOTS	78 RESIDENTIAL UNITS

PARKING SUMMARY

RESIDENTIAL UNITS	78
PARKING IN GARAGE	106
PARKING IN DRIVEWAY	106
PARKING ON STREET	30 REGULAR SPACES
(CITY'S PARKING FOR GUESTS)	302 TOTAL

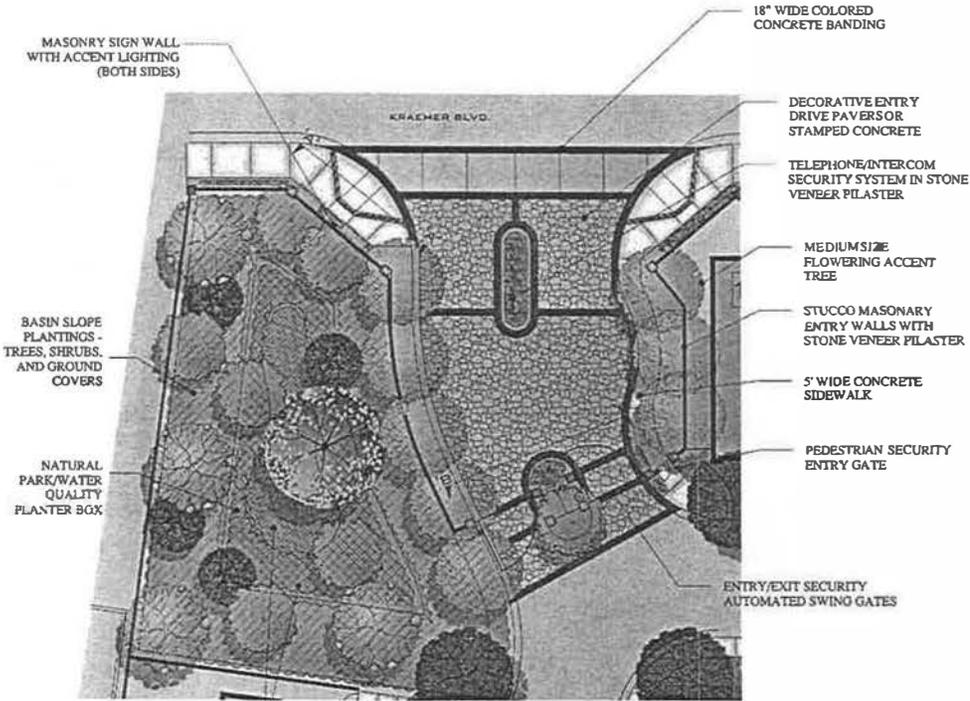
- UTILITY PURVEYORS:
- WATER: CALIFORNIA STATE WATER COMPANY (714) 991-1111
  - SEWER: CALIFORNIA STATE WATER COMPANY (714) 991-1111
  - GAS: SOUTHERN CALIFORNIA GAS CO. (714) 991-1111
  - ELECTRIC: SOUTHERN CALIFORNIA EDISON CO. (714) 991-1111
  - TELEPHONE: AT&T (714) 991-1111
  - CABLE: TWC (714) 991-1111



**Exhibit 2**

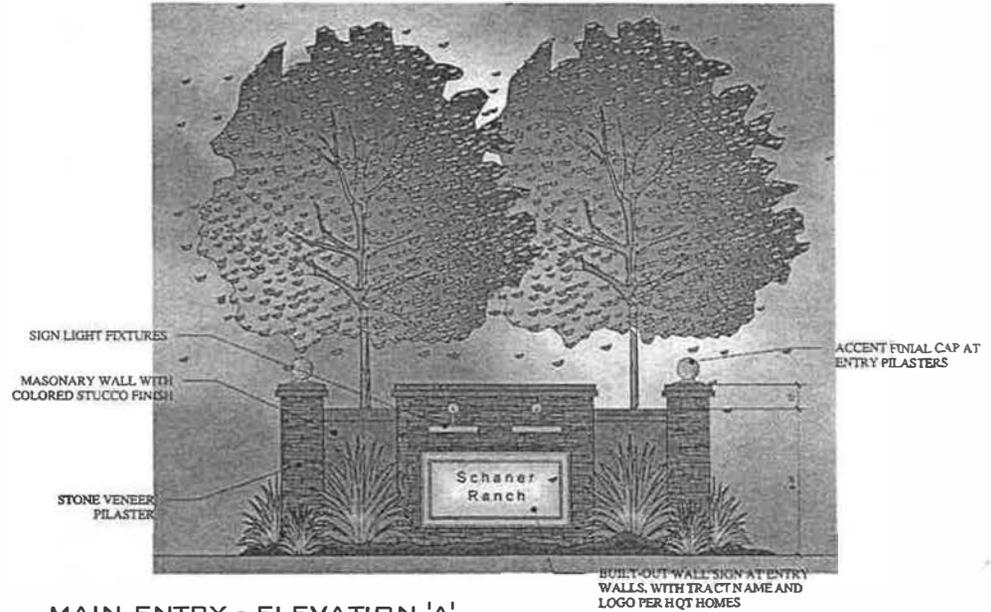
**Site Plan/Conceptual Landscaping Plan**





MAIN ENTRY

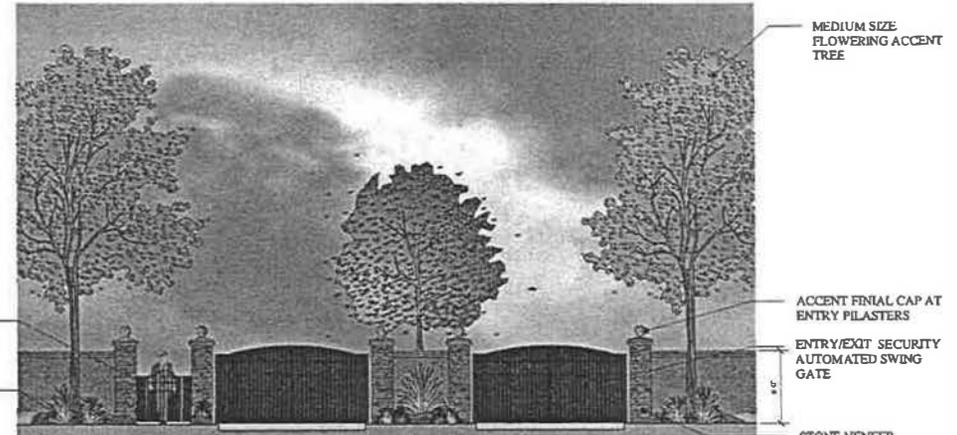
SCALE: 1" = 10'



MAIN ENTRY - ELEVATION 'A'

SCALE: 1/2" = 1'-0"

45



MAIN ENTRY - ELEVATION 'B'

SCALE: 1/2" = 1'-0"

CLIENT:  
**HQT HOMES**  
 13821 HOPKINS AVE., SUITE 120  
 TUSTIN, CA 92780  
 PAUL FULBORN

# PRELIMINARY SITE PLAN

SCHANER RANCH RESIDENTIAL  
 PLACENTIA, CALIFORNIA

MAIN ENTRY P-1

**Segura Associates, Inc.**  
 Landscape Architecture • Land Planning • Urban Design  
 200 So. 94th  
 La Verne, CA 91750 • (909) 424-2520  
 www.segurainc.com • E: info@segurainc.com

DATE: OCT 24, 2013 PROJECT #: 13.18

TURF (LAWN), ACCENT GROUND COVER AND SHRUBS. SEE LINEAR PARK NOTES BELOW

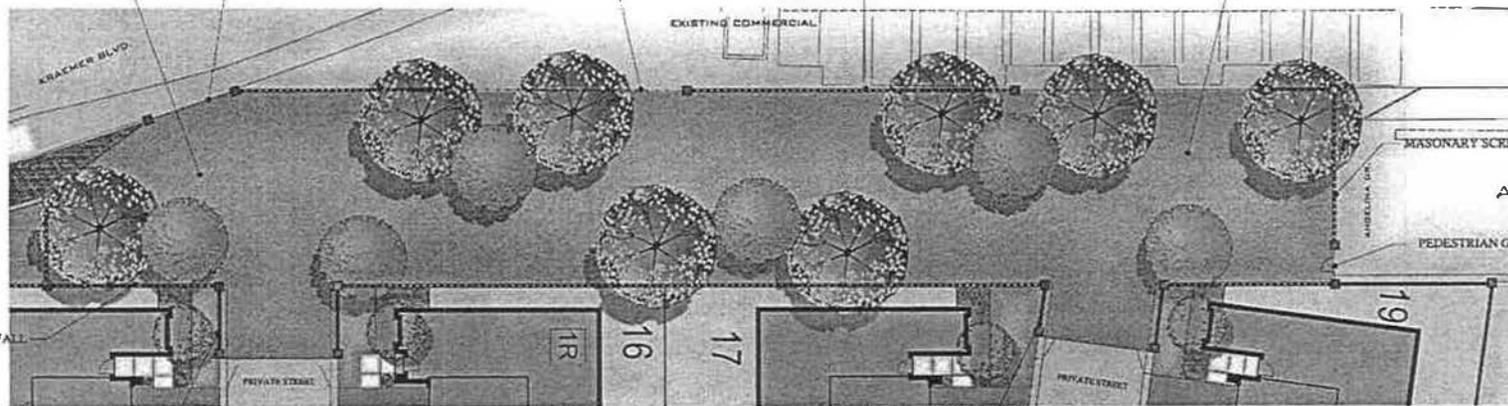
STEEL TUBE FENCING

STEEL TUBE FENCING

MASONRY SCREEN WALL

EXISTING COMMERCIAL

TURF (LAWN), ACCENT GROUND COVER AND SHRUBS. SEE LINEAR PARK NOTES BELOW



MASONRY SCREEN WALL

MASONRY LOW SCREEN WALL

PRIVATE STREET

16

17

19

PRIVATE STREET

MASONRY LOW SCREEN WALL

MASONRY SCREEN WALL

A

PEDESTRIAN GATE

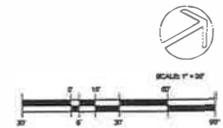
**LINEAR PARK NOTES:**

1. ALL TREES ARE SUBJECT TO CHANGES DUE TO FINAL UTILITY EASEMENT LOCATION.
2. LINEAR PARK AMENITIES MAY INCLUDE:
  - A. 1/2 COURT BASKETBALL (NO LIGHTING)
  - B. 12 x 60' BOCCIE BALL COURT
  - C. TOT LOT WITH GRADE SCHOOL PLAY STRUCTURE (APPROX. 27 x 46')
  - D. 12' CONCRETE PICNIC PAD WITH TABLE & BENCHES (WITH POSSIBLE SHADE FABRIC COVER)
  - E. SITE AMENITIES: BENCHES, TRASH RECEPTACLS, ETC.
  - F. SECURITY LIGHTING

CLIENT:  
**HQT HOMES**  
 13821 NEWPORT AVE., SUITE 130  
 TUSTIN, CA 92780  
 PAUL FEUERBERG

# PRELIMINARY SITE PLAN

SCHANER RANCH RESIDENTIAL  
 PLACENTIA, CALIFORNIA



**LINEAR PARK P-2**

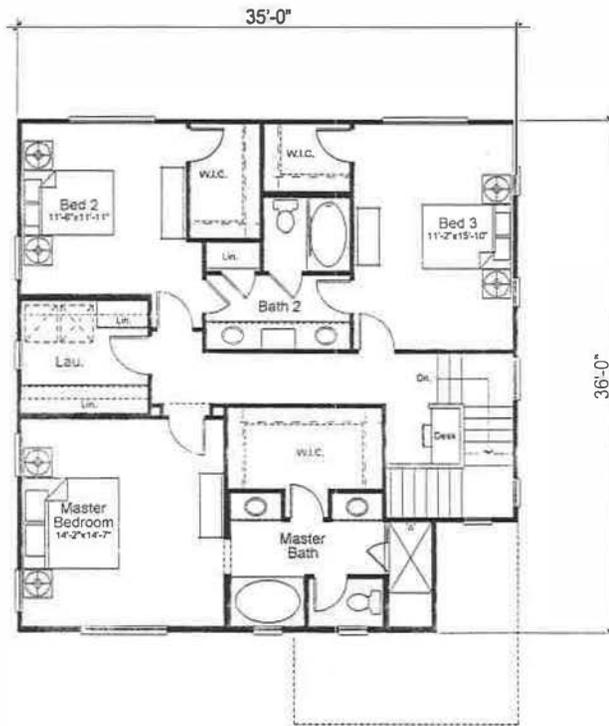
**Segura Associates, Inc.**  
 Landscape Architecture Land Planning Urban Design  
 PO Box 966 La Verne, CA 91750 T (909) 424-2700 E info@segura.com

DATE NOV 11, 2013 PROJECT # 13.18

40

**Exhibit 3**

**Floor Plans/Elevations**



Second Floor  
1215 SQ. FT. Gross Area  
1169 SQ. FT. Net Area



First Floor  
868 SQ. FT. Gross Area  
820 SQ. FT. Net Area

Plan 1  
3 Bed, 2.5 Bath  
2,084 SQ. FT. Gross Area  
1,989 SQ. FT. Net Area

AB

**SCHANER RANCH**

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Tustin, CA 92780

**UNIT PLANS - PLAN I**

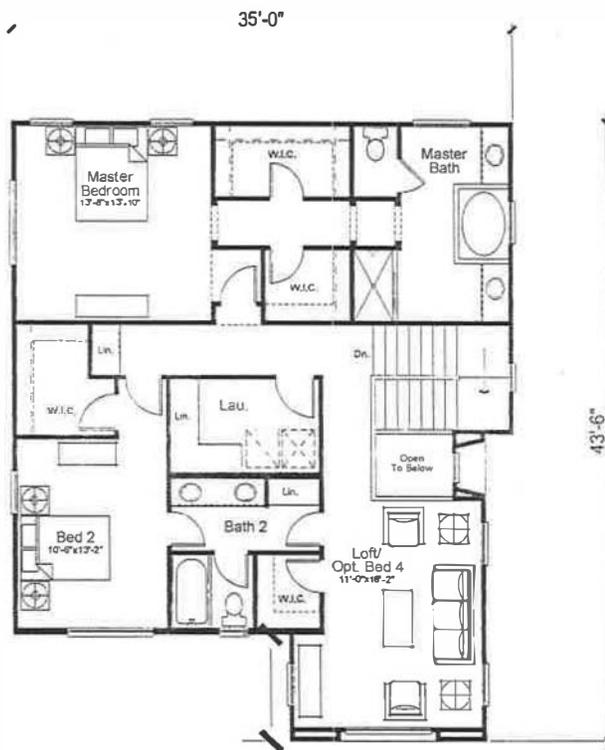
PLACENTIA, CA  
02/20/2014

02/20/2014

KTGY Group, Inc.  
Architecture+Planning  
17922 Fitch  
Irvine, CA 92614  
949.851.2133  
ktgy.com



A5.0



Second Floor  
1240 SQ. FT. Gross Area  
1194 SQ. FT. Net Area



First Floor  
894 SQ. FT. Gross Area  
846 SQ. FT. New Area

Plan 2  
3 Bed+Loft, 3 Bath  
2,134 SQ. FT. Gross Area  
2,040 SQ. FT. Net Area

49

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Tustin, CA 92780

UNIT PLANS - PLAN 2

PLACENTIA, CA  
07/13/2014

02.05.2014

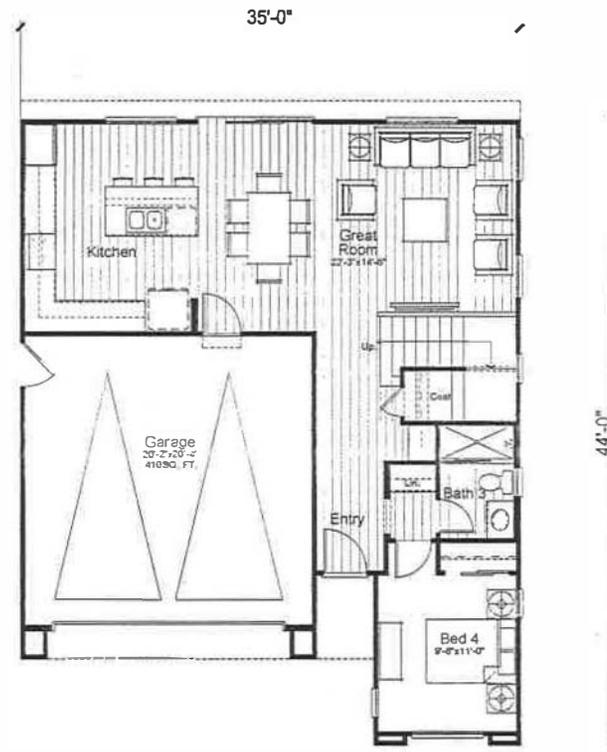
KTGY Group, Inc.  
Architecture+Planning  
17922 Fitch  
Irvine, CA 92614  
949.851.2133  
ktgy.com



A5.1



Second Floor  
1376 SQ. FT. Gross Area  
1328 SQ. FT. Net Area



First Floor  
893 SQ. FT. Gross Area  
847 SQ. FT. SQ. FT. Net Area

Plan 3  
4 Bed+Loft, 3 Bath  
2,269 SQ. FT. Gross Area  
2,175 SQ. FT. Net Area

SCHANER RANCH

HQTHomes  
13821 Newport Ave. #120  
Tustin, CA 92780

UNIT PLANS - PLAN 3

PLACENTIA, CA  
REV # 2013-01-0

02.05.2014



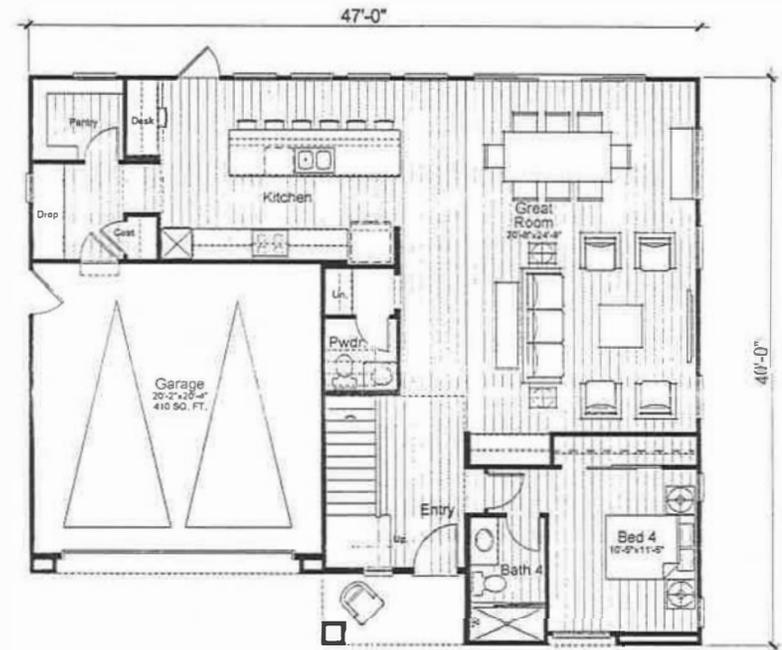
A5.2

KTGY Group, Inc.  
Architecture+Planning  
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Irvine, CA 92614  
949.851.2133  
ktgy.com





Second Floor  
1511 SQ. FT. Gross Area  
1450 SQ. FT. Net Area



First Floor  
1275 SQ. FT. Gross Area  
1222 SQ. FT. Net Area

Plan 4  
4 Bed+Loft, 4.5 Bath  
2,786 SQ. FT. Gross Area  
2,672 SQ. FT. Net Area

15

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HQTHomes  
13821 Newport Ave. #120  
Tustin, CA 92780

UNIT PLANS - PLAN 4

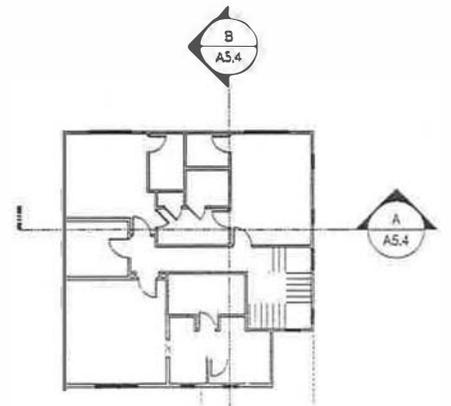
PLACENTIA, CA  
07/1 # 2014-010

01.05.2014

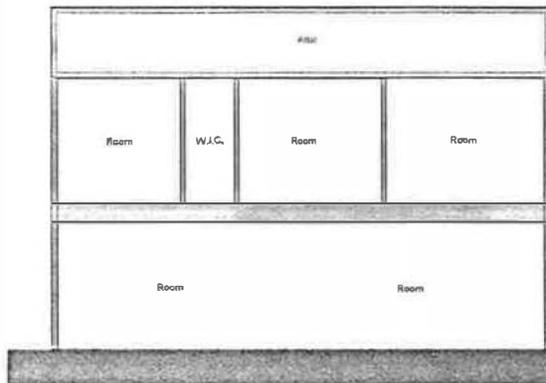
KTGY Group, Inc.  
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Irvine, CA 92614  
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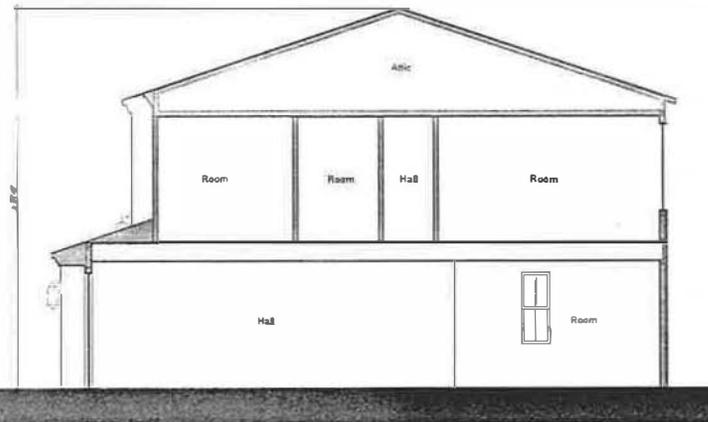
A5.3



Key Map N.T.S.



Section A



Section B

52

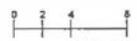
**SCHANER RANCH**

HQTHomes  
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Tustin, CA 92780

**TYPICAL SECTIONS**

PLACENTIA, CA  
027 # 2015-010

10/13/2015



A5.4

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**SHEET INDEX**

**Civil**  
 C-0 Tentative Site Plan

**Landscape**  
 P-0 Preliminary Landscape Plan: Master Plan  
 P-1 Preliminary Landscape Plan: Main Entry  
 P-2 Preliminary Landscape Plan: Linear Park

**Architecture**  
 A1.0 Street Scenes  
 A1.1 Plan 1,2,3 Street Perspectives  
 A1.2 Plan 1,2,3 Street Perspectives  
 A1.3 Plan 4 Perspective  
 A2.0 Elevations: Plan 1 Style A  
 A2.1 Elevations: Plan 1 Style B  
 A2.2 Elevations: Plan 2 Style A  
 A2.3 Elevations: Plan 2 Style A Enhanced  
 A2.4 Elevations: Plan 2 Style B  
 A2.5 Elevations: Plan 2 Style B Enhanced  
 A2.6 Elevations: Plan 3 Style A  
 A2.7 Elevations: Plan 3 Style B  
 A2.8 Elevations: Plan 4 Style A  
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 A2.10 Elevations: Plan 4 Style C  
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 A5.1 Unit Plans: Plan 2  
 A5.2 Unit Plans: Plan 3  
 A5.3 Unit Plans: Plan 4  
 A5.4 Typical Sections

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PLACENTIA, CA  
 DBF # 2013-06

11/13/13

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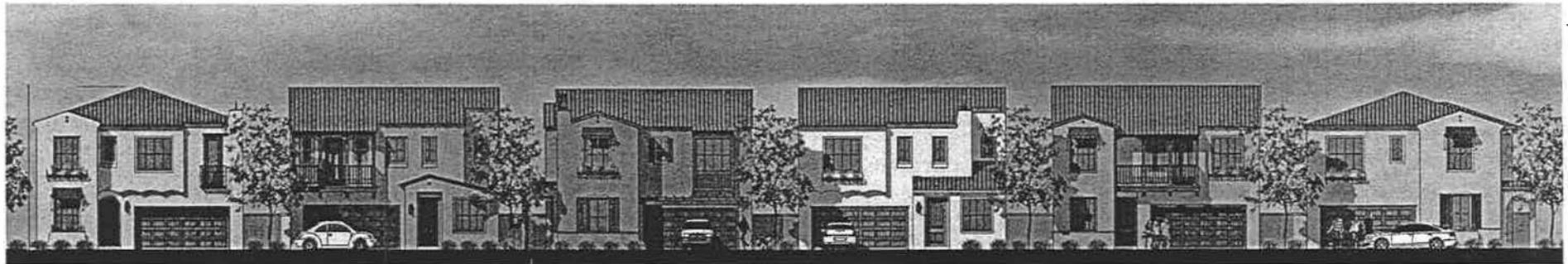


P4B

P4A

P4C

Plan 4 Front Elevations: Lot 37-39



P3A

P1B

P2B

P1A

P3B

P2A

Plan 1, 2, 3 Front Elevations: Lot 67-72

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HQTHomes  
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## STREET SCENES

PLACENTIA, CA  
1/2013 # 2013-07-0

(A) 3.2013

0 4 8 16

A1.0

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55

## SCHANER RANCH

HQTHomes  
13821 Newport Ave. #120  
Tustin, CA 92780

## Plan 1,2,3 Street Perspectives

PLACENTIA, CA  
0201 # 2013-076

11.13.2012

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AI.1



56

## SCHANER RANCH

HQTHomes  
13821 Newport Ave. #120  
Tustin, CA 92780

## Plan 1,2,3 Street Perspectives

PLACENTA, CA  
DATE # 2013-01-0

FILE # 2013

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# AI.2



## SCHANER RANCH

HQT Homes  
13821 Newport Ave. #120  
Tustin, CA 92780

## Plan 4 Street Perspective

PLACENTIA, CA  
0701 # 2019-0143

11.19.2013

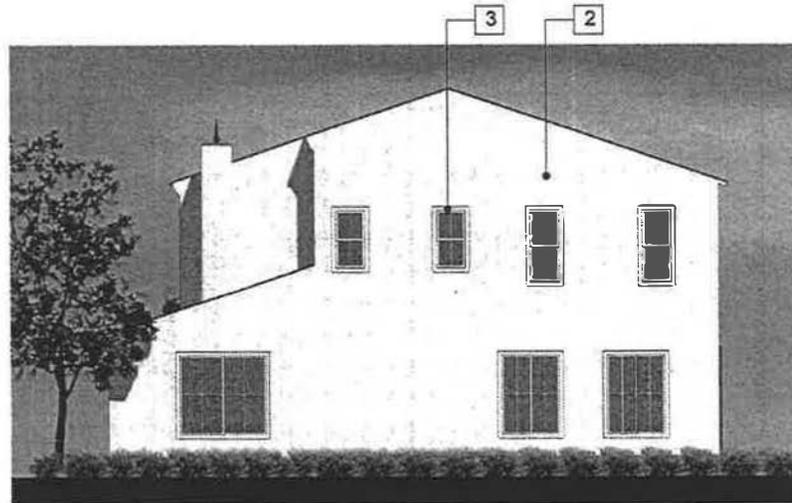
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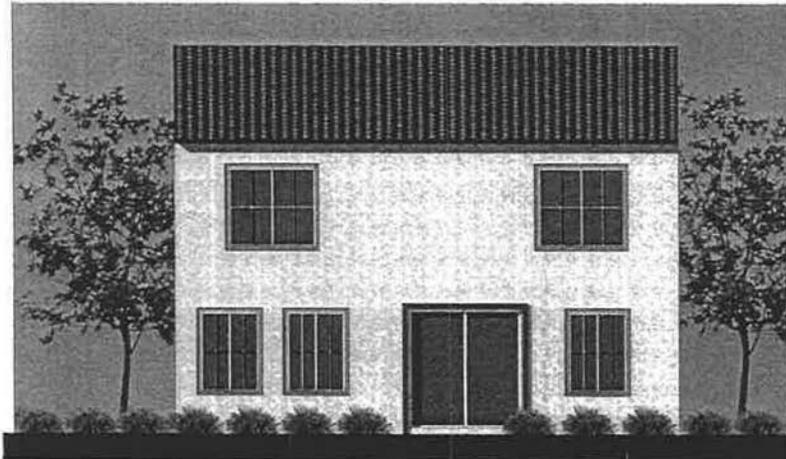
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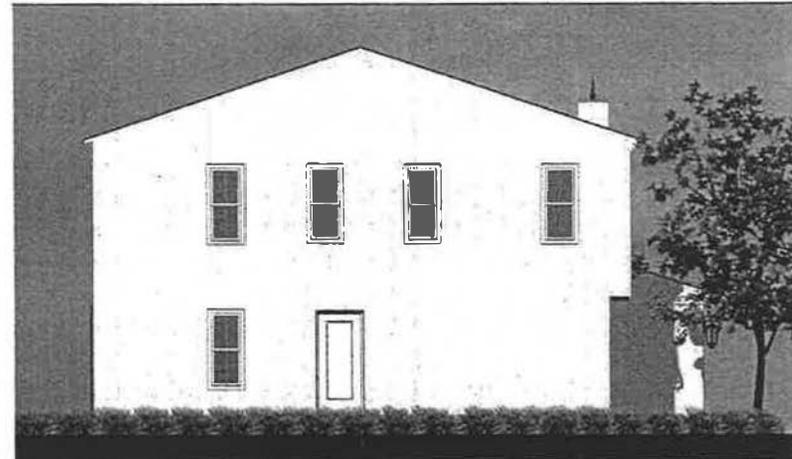
Front Elevation



Left Elevation



Rear Elevation



Right Elevation

- Material List**
1. Roof Tile
  2. Stucco
  3. Trim
  4. Entry Door
  5. Metal Railing/ Pot Shelf
  6. Metal Sectional Garage Doors

58

**SCHANER RANCH**

HQT Homes  
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Tustin, CA 92780

**ELEVATIONS: PLAN I STYLE A**

PLACENTIA, CA  
REV # 2013-07-01

(1.0.2013)

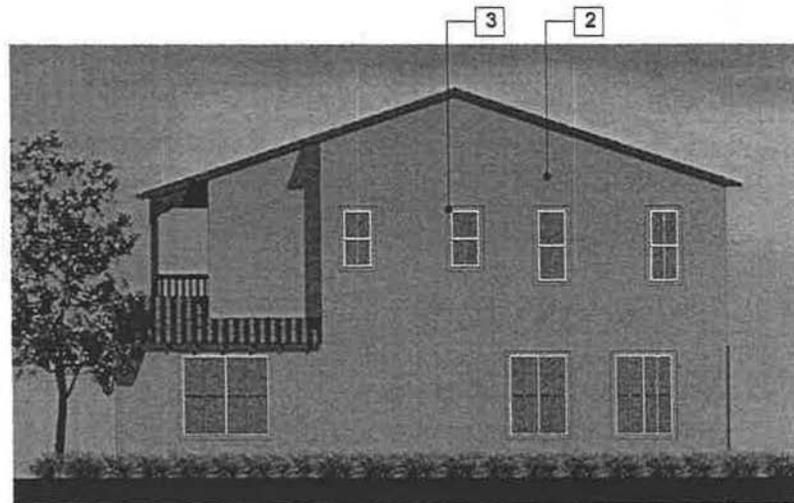
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**A2.0**



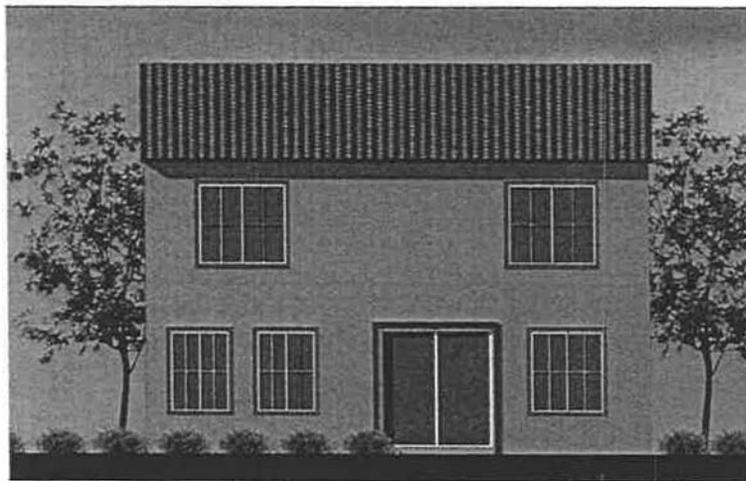
Front Elevation



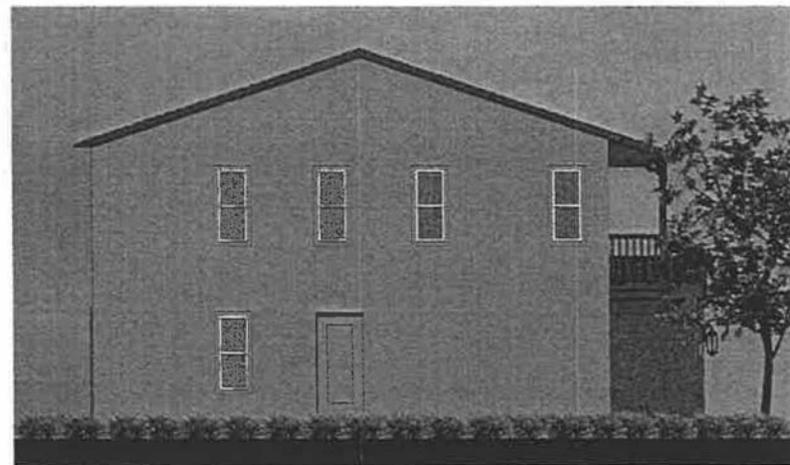
Left Elevation

**Material List**

- 1. Roof Tile
- 2. Stucco
- 3. Trim
- 4. Entry Door
- 5. Wood Railing
- 6. Metal Sectional Garage Doors



Rear Elevation



Right Elevation

**SCHANER RANCH**

HQT Homes  
13821 Newport Ave, #120  
Tustin, CA 92780

**ELEVATIONS: PLAN I STYLE B**

PLACENTIA, CA  
SITE # 2211-0743

11.02.2013

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949.851.2133  
ktgy.com



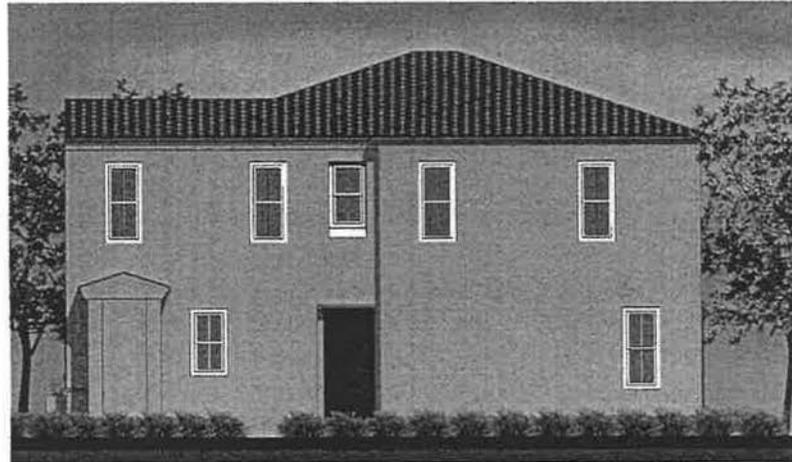
A2.1

ES

1



Front Elevation



Left Elevation



Rear Elevation



Right Elevation

## SCHANER RANCH

HQT Homes  
13621 Newport Ave. #120  
Tustin, CA 92780

## ELEVATIONS: PLAN 2 STYLE A

PLACENTIA, CA  
0301 # 2013-0743

ELEVATION

KTGY Group, Inc.  
Architecture+Planning  
17922 Fitch  
Irvine, CA 92614  
949.851.2133  
ktgy.com



0 2 4 6

A2.2

600

1



Front Elevation



Left Elevation



Rear Elevation



Right Elevation

## SCHANER RANCH

HQT Homes  
13821 Newport Ave. #120  
Tustin, CA 92780

## ELEVATIONS: PLAN 2 STYLE A ENHANCED

PLACENTIA, CA  
COPY # 2303740

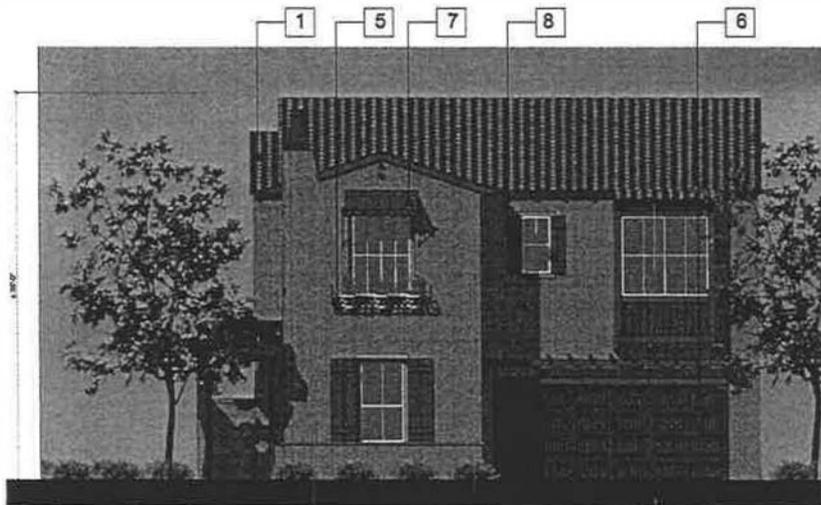
11.01.2018

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Architecture+Planning  
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949.851.2133  
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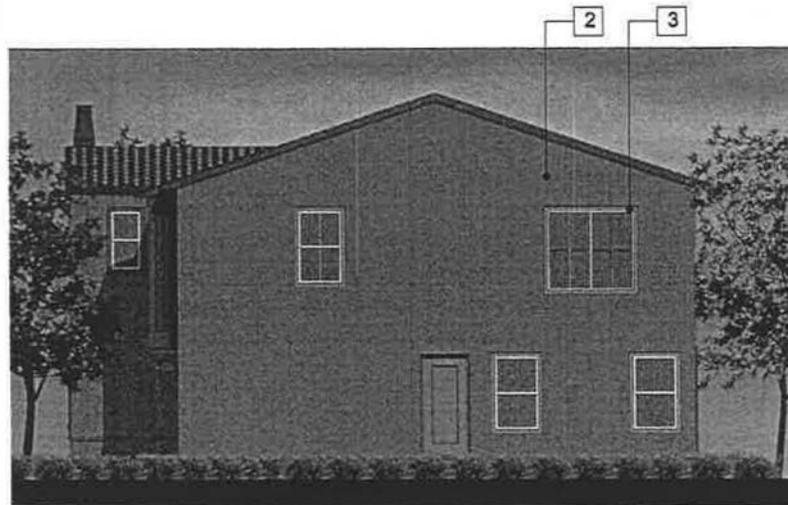


0 2 4  
A2.3

101



Front Elevation



Left Elevation



Rear Elevation



Right Elevation

- Material List**
1. Roof Tile
  2. Stucco
  3. Trim
  4. Entry Door
  5. Metal Railing / Pot Shelf
  6. Metal Sectional Garage Doors
  7. Awning Detail
  8. Wood Shutters

62

**SCHANER RANCH**

HQT Homes  
 13821 Newport Ave. #120  
 Tustin, CA 92780

**ELEVATIONS: PLAN 2 STYLE B**

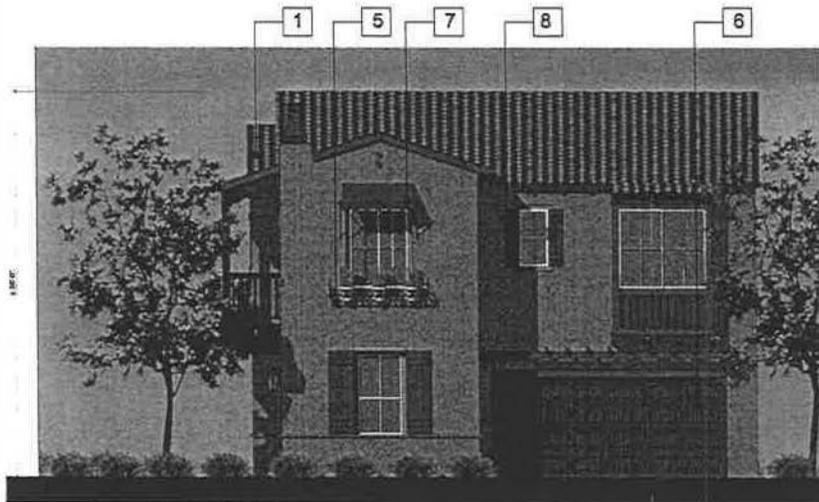
PLACENTIA, CA  
 08/18/2020

11.11.2020

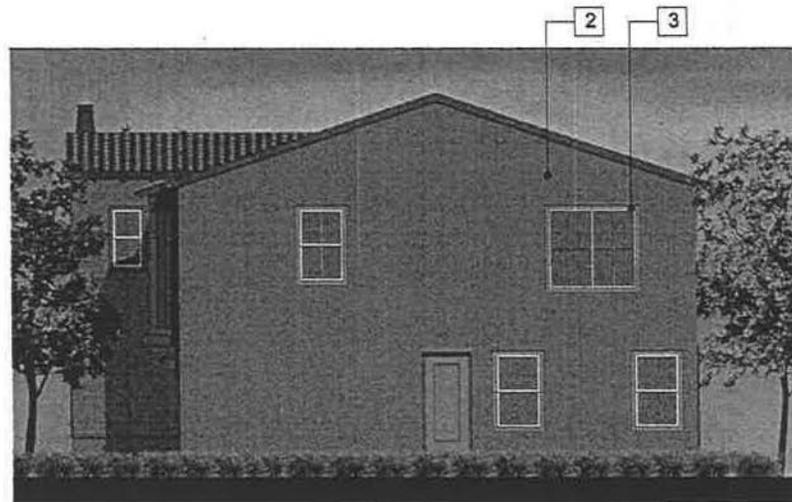
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 Architecture+Planning  
 17922 Fitch  
 Irvine, CA 92614  
 949.851.2133  
 ktgy.com



**A2.4**



Front Elevation



Left Elevation



Rear Elevation



Right Elevation

**Material List**

- 1. Roof Tile
- 2. Stucco
- 3. Trim
- 4. Entry Door
- 5. Metal Railing / Pot Shelf
- 6. Metal Sectional Garage Doors
- 7. Awning Detail
- 8. Wood Shutters

63

**SCHANER RANCH**

HQT Homes  
13821 Newport Ave. #120  
Tustin, CA 92780

**ELEVATIONS: PLAN 2 STYLE B ENHANCED**

PLACENTIA, CA  
07/17/2013

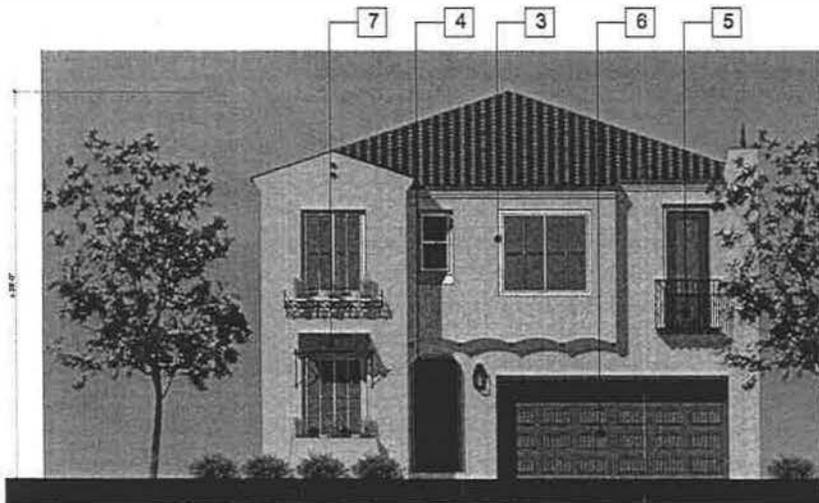
11.13.2013

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Architecture+Planning  
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Irvine, CA 92614  
949.851.2133  
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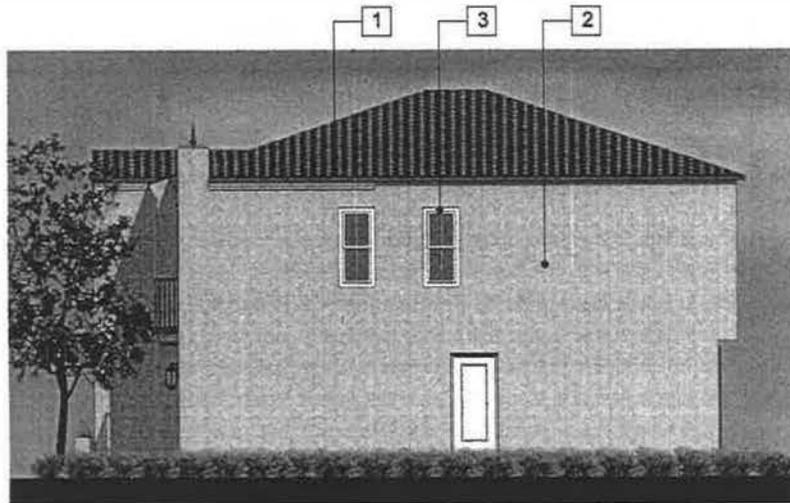


**A2.5**

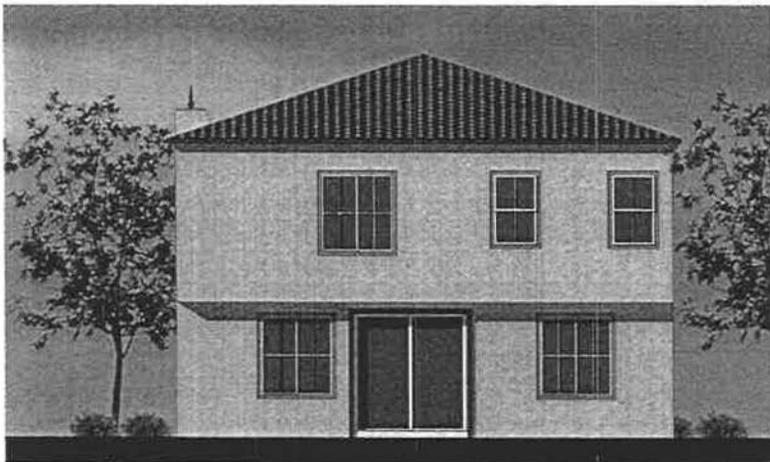




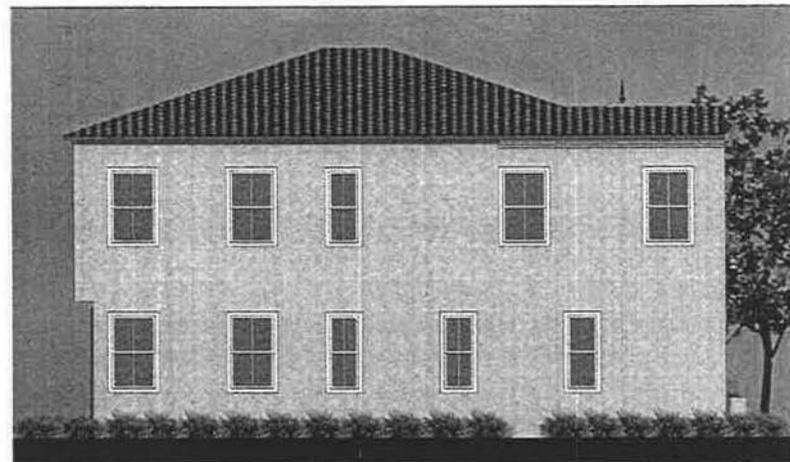
Front Elevation



Left Elevation



Rear Elevation



Right Elevation

**Material List**

- 1. Roof Tile
- 2. Stucco
- 3. Trim
- 4. Entry Door
- 5. Metal Railing
- 6. Metal Sectional Garage Doors
- 7. Awning Detail

*cat*

**SCHANER RANCH**

HQT Homes  
13821 Newport Ave. #120  
Tustin, CA 92780

**ELEVATIONS: PLAN 3 STYLE A**

PLACENTIA, CA  
0101 # 2019-0743

11/13/2012

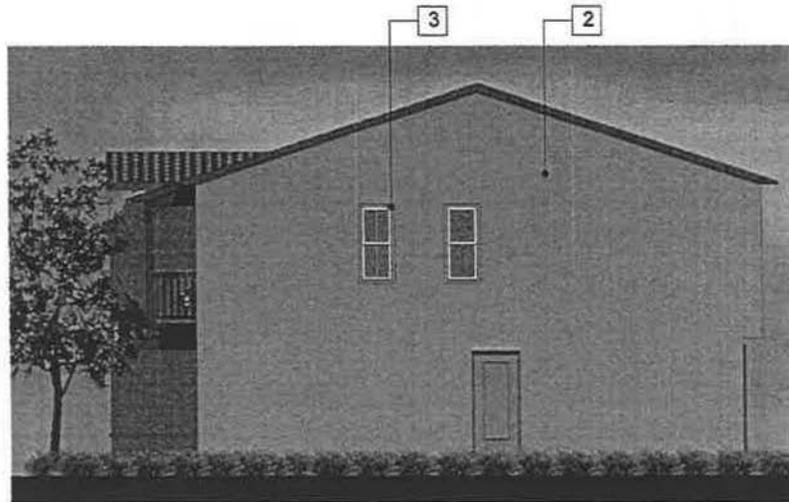
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ktgy.com



**A2.6**



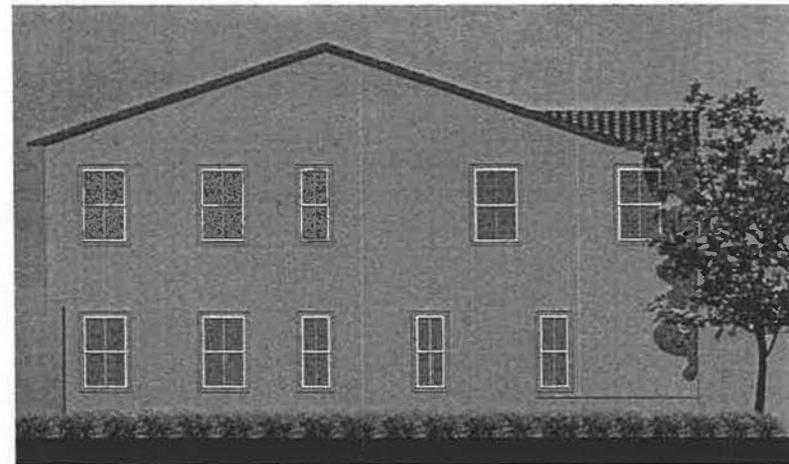
Front Elevation



Left Elevation



Rear Elevation



Right Elevation

**Material List**

1. Roof Tile
2. Stucco
3. Trim
4. Entry Door
5. Metal Railing/ Pot Shelf
6. Metal Sectional Garage Doors
7. Awning Detail
8. Wood Railing

65

**SCHANER RANCH**

HQT Homes  
13821 Newport Ave., #120  
Tustin, CA 92780

**ELEVATIONS: PLAN 3 STYLE B**

PLACENTIA, CA  
#01 # 20101740

11.03.2013

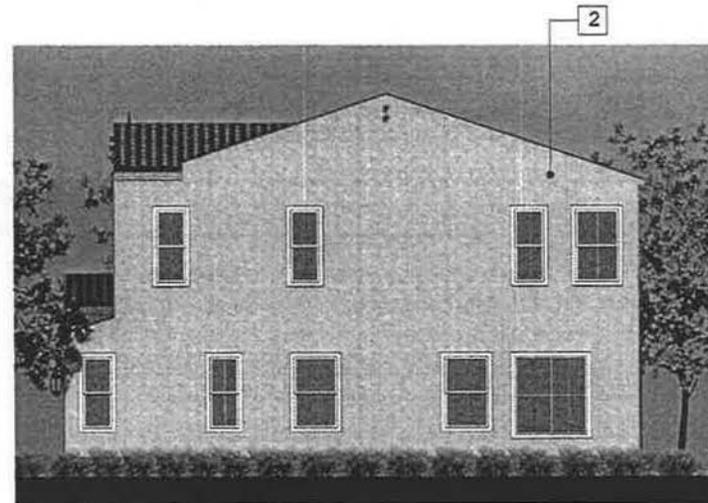
**KTGY Group, Inc.**  
Architecture+Planning  
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Irvine, CA 92614  
949.851.2133  
ktgy.com



**A2.7**



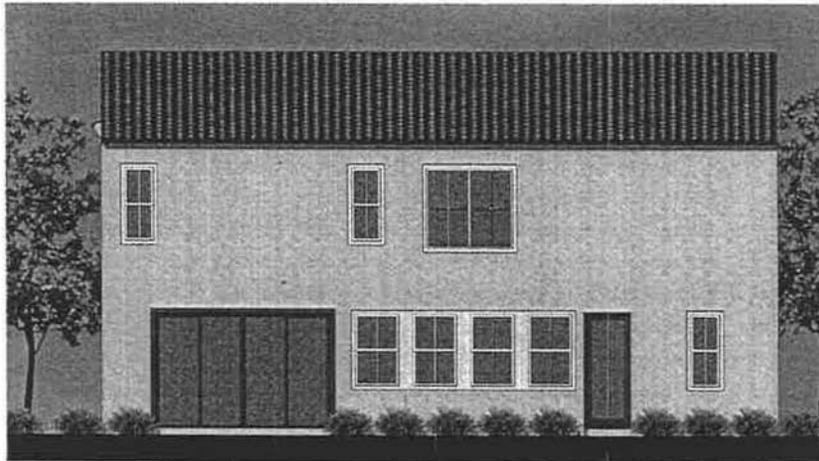
Front Elevation



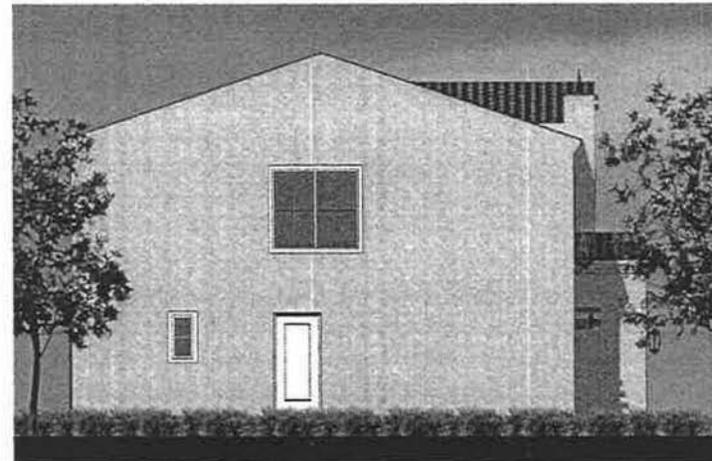
Left Elevation

**Material List**

1. Roof Tile
2. Stucco
3. Trim
4. Entry Door
5. Metal Railing/ Pot Shelf
6. Metal Sectional Garage Doors
7. Wood Shutters



Rear Elevation



Right Elevation

*lelo*

**SCHANER RANCH**

HQT Homes  
13521 Newport Ave. #120  
Tustin, CA 92780

**ELEVATIONS: PLAN 4 STYLE A**

PLACENTIA, CA  
01 07 # 2010-07-0

11.02.2013



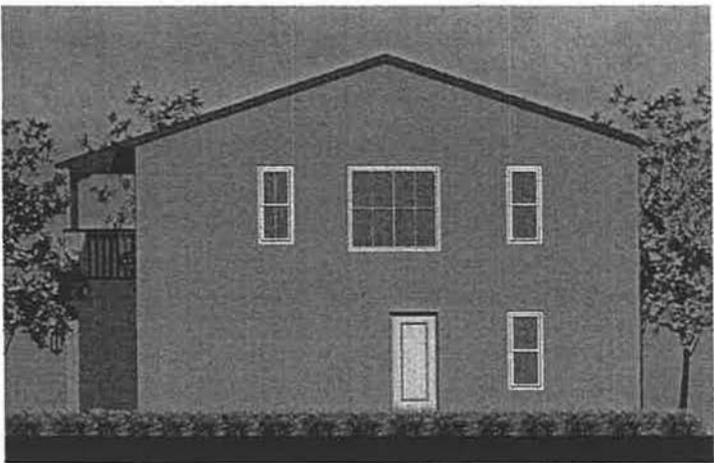
**A2.8**

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Architecture+Planning  
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Irvine, CA 92614  
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ktgy.com





Front Elevation

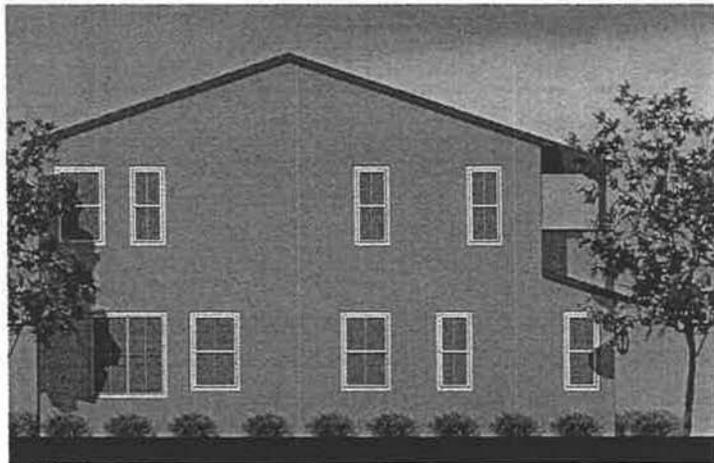


Left Elevation

- Material List**
- 1. Roof Tile
  - 2. Stucco
  - 3. Trim
  - 4. Entry Door
  - 5. Metal Railing/ Pot Shelf
  - 6. Metal Sectional Garage Doors
  - 7. Wood Railing



Rear Elevation



Right Elevation

**SCHANER RANCH**

HQT Homes  
 13821 Newport Ave, #120  
 Tustin, CA 92780

**ELEVATIONS: PLAN 4 STYLE B**

PLACENTIA, CA  
 TIG 1 # 2013-0743

11.13.2013

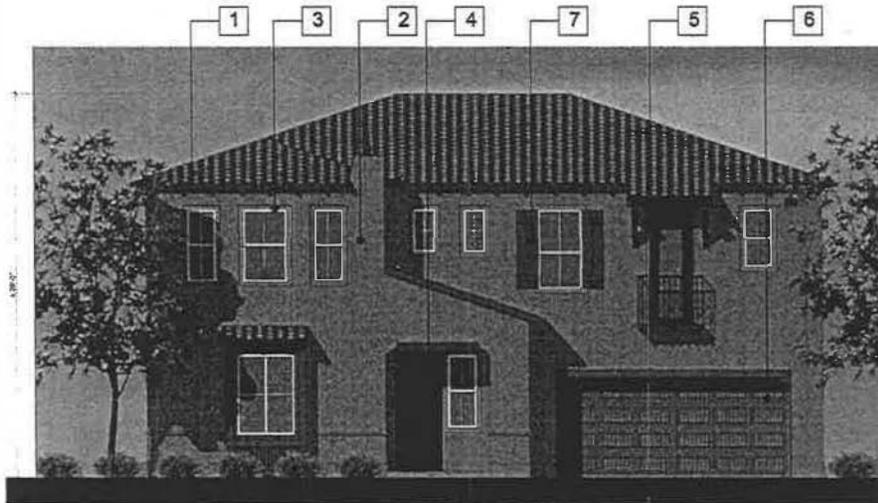


**A2.9**

**KTGY Group, Inc.**  
**Architecture+Planning**  
 17922 Fitch  
 Irvine, CA 92614  
 949.851.2133  
 ktgy.com



19



Front Elevation



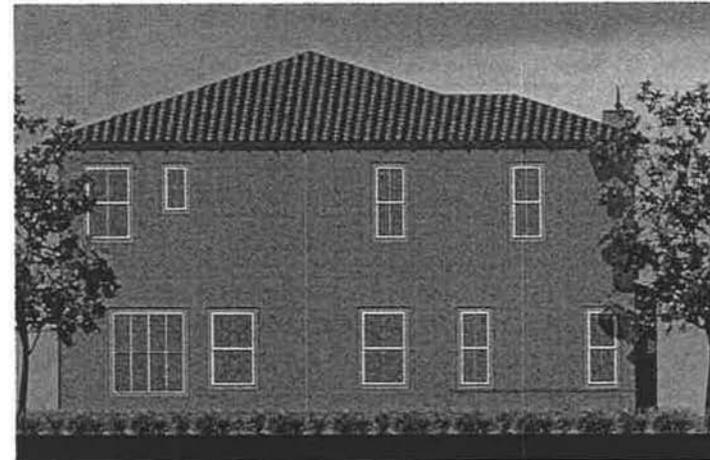
Left Elevation

**Material List**

- 1. Roof Tile
- 2. Stucco
- 3. Trim
- 4. Entry Door
- 5. Metal Railing
- 6. Metal Sectional Garage Doors
- 7. Wood Shutters



Rear Elevation



Right Elevation

608

**SCHANER RANCH**

HQT Homes  
13821 Newport Ave. #120  
Tustin, CA 92780

**ELEVATIONS: PLAN 4 STYLE C**

PLACENTIA, CA  
REV # 2014-06

11.11.2013



**A2.10**

**KTGY Group, Inc.**  
Architecture+Planning  
17922 Fitch  
Irvine, CA 92614  
949.851.2133  
ktgy.com



**Exhibit 4**

**Specific Plan No. 10**

Chapter 23.110

SPECIFIC PLAN 10

**"Sections:**

- "§ 23.110.010. Location.
  - "§ 23.110.020. Purpose.
  - "§ 23.110.030. Definitions.
  - "§ 23.110.040. Permitted uses.
  - "§ 23.110.050. Uses permitted subject to obtaining a use permit.
  - "§ 23.110.060. Density.
  - "§ 23.110.070. Building height.
  - "§ 23.110.080. Building site area.
  - "§ 23.110.090. Lots/lot coverage.
  - "§ 23.110.100. Setbacks.
  - "§ 23.110.110. Walls/fences.
  - "§ 23.110.120. Refuse/recyclable material collection.
  - "§ 23.110.130. Private streets.
  - "§ 23.110.140. Required parking.
  - "§ 23.110.150. Pedestrian circulation.
  - "§ 23.110.160. Signs.
- "§ 23.24.010. Location.

**"23.110.010. Location.** Specific Plan 10 shall encompass an area of approximately 7.82 gross acres approximately thirty (30) feet south of the intersection of Morse Avenue and Angelina Drive.

**"23.110.020. Purpose.** The purpose of this specific plan is to provide for a single family detached residential neighborhood plus common area open space and improvements. There is private fee ownership of the lots in Specific Plan 10 with common areas owned and maintained by a homeowners association.

**"§ 23.110.030. Definitions.**

"For purposes of this chapter, certain terms used therein are defined as follows:

"'Entrance Street' means the gated main entrance to the project off of Kraemer Boulevard offset by approximately nine (9) feet from Newcastle Drive centerline. The street width

shall vary from eighteen (18) feet to thirteen (13) feet from curb-face to curb-face one direction only.

“‘Fences and walls’ means any solid device forming a physical barrier.

“‘Gross acres’ means the site area within Specific Plan 10, consistent with Tract 17145 including the partial street vacation of Angelina Drive.

“‘Living unit’ means, for setback purposes, all portions of a residence excluding the garage.

“‘Lot coverage’ means that portion of a residential lot covered by a building structure(s), excluding patio covers.

“‘Lot depth’ means the distance of the lot perpendicular to the private street.

“‘Lot Line, Interior.’ ‘Interior lot line’ means all property lines surrounding a residence, excluding curb-face and perimeter lot lines.

“‘Lot Line, Perimeter.’ ‘Perimeter lot line’ means those property lines which define the boundaries of the project area, including the property lines adjacent to Kraemer Boulevard and Angelina Drive, and the boundary of Tract Map 17145.

“‘Lot width’ means the distance of the lot fronting the private street measured at the midpoint of the lot.

“‘Setback’ means the distance from a curb-face or, if a sidewalk is present, then back of sidewalk to a structure.

“‘Streets’ means either a 24 foot wide street from curb-face to curb-face with no parking or a twenty-eight (28) foot wide street from curb-face to curb-face with parking on one side.

**“§ 23.110.040. Permitted uses.**

“Uses permitted in the area of Specific Plan 10 shall be as follows:

“(1). Single-family detached residences, including garages;

"(2). Private parks, including common accessory structures and recreational facilities to be maintained by the homeowner's association;

"(3). Home occupations per §.23.81.020 of the Placentia Municipal Code.

"(4). Small family day care home;

"(5). Accessory buildings;

"(A). Elevated decks, balconies and similar structures subject to the approval of the homeowner's association plus a special use permit per § 23.81.055 of the Placentia Municipal Code;

"(B). Structures and uses normally incidental to single-family residences.

**"§ 23.110.050. Uses permitted subject to obtaining a use permit.**

"Large family day care per § 23.81.160 of the Placentia Municipal Code;

"Day nursery.

**"§ 23.110.060. Density.**

*"The maximum allowable density in the Specific Plan 10 area shall be 10 dwelling units per gross acre.*

**"§ 23.110.070. Building height.**

"Maximum height for structures in the Specific Plan 10 area shall be thirty (30) feet.

**"§ 23.110.080. Building site area.**

"Minimum building site area and lot dimensions in the Specific Plan 10 shall be consistent with Tract 17145, but in no event shall be less than:

"(1). Lot size: two thousand six hundred (2,600) square feet. Except lots along the easterly edge of the Tract boundary

shall be a minimum of three thousand nine hundred (3,900) square feet;

"(2). Lot width: forty (40) feet;

"(3). Lot depth: sixty-five (65) feet;

"(4). Minimum allowable floor area shall not be less than one thousand three hundred (1,300) square feet.

**"§ 23.110.090. Lots/lot coverage.**

"All lots in the Specific Plan 10 area shall abut and provide access to a private street; maximum allowable lot coverage by structures, excluding patio covers, shall be fifty percent (50%) of the total area of any lot.

**"§ 23.110.100. Setbacks.**

"Setbacks in the Specific Plan 10 district shall be as follows:

"(1). General: no lot shall take access from an arterial or collector street. A greenbelt shall be maintained from the back of sidewalk to fence lines along Kraemer Boulevard consistent with Tract 17145. There shall be a minimum of a fifteen (15) foot setback from the Kraemer Boulevard right-of-way to the rear of the buildings.

"(2). Front yard: from curb-face or back of sidewalk to garage door, a minimum of eighteen (18) feet (roll-up garage door must be utilized). From curb-face or back of sidewalk to the living area of building, a minimum of five (5) feet.

"(3). Rear yard: a minimum of ten (10) feet to property line, except buildings along the easterly and southerly portion of the tract boundary shall have a minimum of twenty (20) feet to the property line.

"(4). Side yard: minimum of four (4) feet to the property line. Reciprocal side yard easements may be utilized for ingress / egress and drainage purposes.

"(5). Room Additions, Accessory Structures and Enclosed Patios: A minimum of ten (10) feet from the rear property line and a minimum of four (4) feet from the side property line.

"(6). Patio Covers: A minimum of three (3) feet from the rear property line and a minimum of four (4) feet from the side property line as measured from the overhang of the patio cover except for the lots along the easterly and southerly portion of the tract boundary shall have a minimum of five (5) feet from the rear property line.

**"§ 23.110.110. Walls/fences.**

"Walls/fences constructed within the Specific Plan 10 area shall comply with the following requirements:

"(1). Perimeter lot line masonry walls shall be a minimum of six (6) feet in height. Except the perimeter lot line masonry walls may be increased up to eight (8) feet along the easterly and southerly tract boundary. The walls shall be maintained by the property owners where the walls are located.

"(2). Interior lot line masonry walls shall be a minimum of five (5) feet - six (6) inches in height and a maximum of six (6) feet in height.

"(3). Return and other masonry/wrought iron walls not constructed along a perimeter or interior lot line shall be subject to the review and approval of the director of development services and the Home Owners Association.

"(4). No walls/fences shall be constructed along a curb-face.

"(5). Where a grade differential exists between building sites, the height of a wall/fence shall be measured from the highest finished grade.

"(6). All walls/fences depending on location shall be subject to review by City and/or Home Owners Association to determine that sight clearance is maintained in accordance with the standards of the city for any pedestrian/vehicular access adjacent to a proposed wall or fence.

**"§ 23.110.120. Refuse/recyclable material collection.**

Each residence within the Specific Plan 10 area shall store any and all refuse/recyclable containers in a garage or behind a wall/fence, and shall be screened from public view as required.

**"§ 23.110.130. Private streets.**

"All streets within the Specific Plan 10 area shall be private streets owned and maintained by the homeowner's association and designed to the following standards:

"(1). Streets (no parking): Twenty-four (24) feet curb-to-curb width, with all parking prohibited.

"(2). Streets (parking on one side only): Twenty-eight (28) feet curb to curb width with parallel parking on one (1) side only.

"(3). Entrance Streets: From eighteen (18) feet to thirteen (13) feet curb to curb width with one way direction.

"(4). Emergency vehicle access shall be provided to Kraemer Boulevard. Minimum access width shall be thirteen (13) feet with one way direction.

**"§ 23.110.140. Required parking.**

"The following parking requirements shall apply in the Specific Plan 10 area:

"(1). Covered parking: Two (2) spaces per unit, both of which shall be located in a garage. Minimum clear interior dimensions shall be twenty (20) feet by twenty (20) feet, including steps from the garage to the living area. CC&R's shall require residents to park the first two (2) cars owned in the garage before utilizing private / guest driveway parking.

"(2). Private / guest driveway parking: Two (2) spaces per unit to be used as private / guest parking. CC&R's shall require residents to use private / guest driveways for guest parking first before the on-street guest parking may be utilized.

"(3). On-street guest parking: Twenty (20) spaces (.25 spaces per unit). CC&R's shall require that each resident maximize garage and private / driveway before using on-street guest parking.

"(4). Driveway lengths: Eighteen (18) feet minimum from curb face or back of sidewalk to face of roll-up garage door, whichever is greater.

**"§ 23.110.150. Pedestrian circulation.**

"Pedestrian circulation shall be provided by a sidewalk which is a minimum of four (4) feet in width as measured from the curb-face and run continuously along one side of the interior loop street.

**"§ 23.110.160. Signs.**

"Signs shall comply with the requirements of Chapter 23.90 of the Placentia Municipal Code."

**Exhibit 5**

**Development Agreement**

RECORDED AT THE REQUEST  
OF AND WHEN RECORDED  
RETURN TO:

EXEMPT FROM RECORDING  
FEES UNDER CALIFORNIA  
GOVERNMENT CODE § 27383

Patrick J. Melia  
City Clerk  
City of Placentia  
401 E. Chapman Ave.  
Placentia, CA92870-6101

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SPACE ABOVE THIS LINE FOR RECORDER'S USE

**DEVELOPMENT AGREEMENT NO.2013-01 CONCERNING  
PROPERTY LOCATED EAST OF KRAEMER BOULEVARD AND  
SOUTH OF MORSE AVENUE, PLACENTIA, CALIFORNIA**

THIS DEVELOPMENT AGREEMENT (“Agreement”) is made and entered into as of the “Effective Date” set forth herein by and between HQT PLACENTIA, LLC, a California limited liability company (“Developer”) and the CITY OF PLACENTIA, a Charter City and municipal corporation organized and existing under the laws of the State of California (“City”) (collectively the “Parties” sometimes hereinafter).

**WITNESSETH:**

**A. Recitals.**

(i). Article 2.5 of Chapter 4 of Division 1, Title 7 of the California Government Code, commencing at § 65864, *et seq.*, authorizes cities to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property.

(ii). Developer owns that certain real property located entirely within City, consisting of approximately 7.82 acres, the common and legal description of which is set forth in Exhibit “A,” attached hereto and incorporated herein by this reference and hereinafter is referred to as “the Site.”

(iii). The Site is now zoned SP-10 (Specific Plan 10) pursuant to the provisions of City’s Zoning Ordinance and Zoning Map, as amended to date hereof. Developer and City desire to provide through this Agreement more specific development controls on the Site which will provide for maximum efficient utilization of the Site in accordance with sound planning principles. In connection with the City’s approval of Developer’s development of the Site, City has processed a General Plan Amendment and has amended the City’s Zoning Map for the Project and the provisions of this Agreement are consistent with both.

(iv). On the XX day of XXXXXX, 201X, City adopted its Ordinance No. O-201X-XX, thereby approving this Agreement with Developer and said Ordinance was effective on XX XXXXXX, 201X.

**B. Agreement.**

NOW, THEREFORE, the Parties hereto agree as follows:

**1. Definitions.** In this Agreement, unless the context otherwise requires, the following terms shall have the following meaning:

(a). “**City**” is the City of Placentia.

(b). “**Default**” shall mean the failure of a party to perform any material action or covenant required by and within the time periods provided herein following notice and opportunity to cure, as set forth in § 21 of this Agreement.

(c). “**Development Fees**” shall mean those fees, charges, and exactions imposed by the City upon the development of the Project on the Site, including, but not limited to, application fees, processing fees, development fees, impact fees, mitigation fees, park fees, storm drain fees, sewer fees, and other related or like charges or fees. Subject to the provisions of §11.(b), all Development Fees applicable to the Project are identified in Exhibit “F” attached hereto and incorporated herein.

(d). “**Developer**” is HQT PLACENTIA,LLC, a California limited liability company.

(e). “**DevelopmentPlan**” includethose plans and specifications attached hereto, marked as Exhibit “B” and incorporated herein by this reference, and comprised of the following documents including, but not limited to: Vesting tentative tract map, site plan, conceptual landscape plan, conceptual elevations, conceptual unit plans, and conceptual materials detail, stamped “Received, XXXXX XX, 201X, Development Services Department, City of Placentia.” The Development Plan attached hereto includes various conditions of approval set forth in Exhibit “C” hereto which are not changed, altered or modified by this Agreement unless specifically set forth herein. The Project also includes the records of applications by Developer, the public proceedings before the Planning Commission and City Council, and all such records and files in these matters are incorporated herein by this reference as though set forth in full.

(f). “**EffectiveDate**” shall mean the 31<sup>st</sup> calendar day following adoption of the ordinance approving this Agreement by City’s City Council.

(g). “**Existing Development Regulations**” means the ordinances, rules, regulations and official policies of the City that are in effect as of the Effective Date of the Agreement which regulate the use of real property, including, but not limited to, its development, its subdivision, and the design, density, use, occupancy, improvement and

construction of structures thereon, and which establish Development Fees, dedications, or exactions that may be imposed as a condition of obtaining any City approval necessary for a use of real property. Existing Development Regulations, include, but are not limited to, City's Charter, each element of the City's General Plan, every portion of the City's Municipal Code regulating use(s) of real property (including all zoning codes, development codes, subdivisions codes, and CEQA implementation codes), and the provisions of any Specific Plan applicable to the Site, except as specifically modified herein. Subject to the provisions of § 11.(b), below, existing Development Regulations shall mean and include only those Developer Fees in effect as of the Effective Date of this Agreement and shown on Exhibit "F" attached hereto.

(h). **"Project"** is that development approved for the Site as provided in this Agreement comprised of a 78 unit single family residential subdivision development. The Project is proposed on a 7.82 acre property located at 1128 N. Kraemer Boulevard (the "Site"). The Site will be subdivided through a Vesting Tentative Map (VTM No. 17145) and will create 78 individual lots to accommodate the proposed units and will contain open space lots and private streets within the proposed subdivision. The project will be developed with a density of 9.97 units per acre. The proposed homes will have various architecture styles and all units will be 2 story, 3 to 5 bedroom homes with four (4) different floor plans. The units will range in size from approximately 2,084 square feet to approximately 2,786 square feet subject to adjustment consistent with the SP-10zone designation. Each unit will be developed on its own lot and the lots will range from approximately 2,866 square feet to approximately 6,666 square feet in area, all as reflected in the Development Plan attached hereto as Exhibit "B" and the conditions set forth in Exhibit "C."

(i). **"Project Approvals"** shall mean any necessary land use, development, and building approvals and entitlements required for the development and construction of the Project, including, but not limited to, General Plan amendments, zone changes, vesting tentative tract map, mitigated negative declaration, Angelina Drive street-vacation, site plan review, grading permits, building permits, actions under the Subdivision Map Act, business licenses and other development approvals that will accomplish the goals, objectives, policies and plans referenced, described, implied and shown in this Agreement. Parking, height limitations and related development standards are per SP-10zone.

(j). **"Project Plans"** shall mean all plans for grading, drainage, traffic, parking, construction and/or building, landscaping and other plans related to the Project and all designs, diagrams, drawings, specifications and other representations of or documents associated with the Project Plans set forth on Exhibit "B."

(k). **"Public Benefits"** shall mean those contributions by Developer designed to defray the impact of the Project and/or provide Developer's fair share contributions to projects or improvements necessary to minimize the impact(s) of the Project on the City. Said Public Benefits are set forth in Exhibit "G" hereto

and Developer agrees to provide said contributions in accordance with the timelines for each such contribution as set forth in said Exhibit "G."

(1). **"Public Improvements"** shall mean those public improvements, including but not limited to streets, street lights, traffic signals, curbs, gutters, sidewalks, parkway landscaping, irrigation systems, storm drains, sewers, and other public facilities related to the Project and required to be constructed and installed in the existing public rights-of-way and/or on areas of the Site to be dedicated to the City by the Developer as part of the development of the Project. The Public Improvements are more fully listed and described in Exhibit "D," which is attached hereto and incorporated herein by reference.

**2. Recitals.** The Recitals are part of the agreement between the Parties and shall be enforced and enforceable as any other provision of this Agreement.

**3. Interest of Property Owner.** Developer warrants and represents that it owns the Site.

**4. Binding Effect of Agreement.** Developer hereby subjects the Project, and the land described in Exhibit "A" hereto, to the covenants, reservations and restrictions as set forth in this Agreement. The City and the Developer hereby declare their specific intent that the covenants, reservations and restrictions as set forth herein shall be deemed covenants running with the land and shall pass to and be binding upon Developer's successors and assigns in title or interest to the Project.

City and Developer hereby declare their understanding and intent that the burden of the covenants, reservations and restrictions set forth herein touch and concern the land in that the Developer's legal interest in the Project is rendered less valuable thereby. The City and Developer hereby further declare their understanding and intent that the benefit of such covenants touch and concern the land by enhancing and increasing the enjoyment and use of the Development by Developer and the future occupants of the Project, the intended beneficiaries of such covenants, reservations and restrictions, and by furthering the public purposes for which this Agreement is adopted. Further, the Parties hereto agree that such covenants, reservations and restrictions benefit all other real property located in the City of Placentia.

**5. Relationship of Parties.** It is understood that the contractual relationship between City and Developer is such that Developer is an independent party and is not the agent of City for any purpose whatsoever and shall not be considered to be the agent of City for any purpose whatsoever.

**6. Term of Agreement.** The term of the Agreement shall commence on the Effective Date and shall expire on May 1, 2024, so long as Developer remains in material compliance with this Agreement, as from time to time amended.

**7. Construction.** Developer shall complete construction work for the Project on the Site, and all phases thereof, including, but not limited to, landscaping and all off-site improvements, pursuant to a building permit or permits issued by City within six(6) years following the Effective Date, subject to extension for force majeure events. The City Council may, upon receipt of a request to extend the time for completion pursuant to this § 7 submitted, in writing, at least six (6) months prior to the completion date hereunder, extend the time to complete construction for one (1) additional year.

City agrees to cooperate with Developer in Developer's endeavors to obtain (i) any other permits and/or approvals what may be required from other governmental or quasi-governmental agencies having jurisdiction over any aspect of the Project and (ii) any grants for which Developer may make application.

**8. Public Improvements.** The following provisions shall apply with regard to any Public Improvements required for the Project:

(a). **Construction of Improvements.** Developer hereby agrees to, at its sole cost and expense, design, construct, and install, in accordance with the requirements of the City, the Public Improvements (as set forth in Exhibit "D").

(b). **Improvement Security.** Developer shall provide to the City, prior to the City's issuance of permits for the construction of the applicable Public Improvements, an instrument or instruments securing the commencement, completion, and workmanship of the Public Improvements and securing the payment of laborers and materialmen performing or to perform work on the Public Improvements (collectively "Improvement Security"). The Improvement Security shall be one or more of the securities listed under California Government Code § 66499, as is designated by the City. The principal amount of any Improvement Security shall be determined by the City pursuant to California Government Code §§ 66499.3 and 66499.4. All such Improvement Security provided to the City shall be released in accordance with the provisions of California Government Code § 66499.7.

(c). **Dedication of Rights-of-Way for Public Improvements.** Developer shall dedicate such rights-of-way, easements, agreements, licenses, and other grants of rights ("Dedications") to the City as are reasonably required to accomplish the survey, design, construction, inspection, testing, operation, maintenance, and repair of the Public Improvements as the City is authorized to require under the Existing Development Regulations. It is understood, acknowledged, and agreed by Developer that such Dedications may include, but are not limited to, fee parcels, and permanent or temporary rights-of-way or easements for public purposes (including street and utility use, slope, drainage, maintenance, construction, entry and/or access, and encroachment permits). The Dedications to be required by the City for the Project are specified in Exhibit "D". Developer agrees that the making of such Dedications are part of the consideration provided by Developer for this Agreement, that Developer shall not seek, nor have a right to, any compensation from the City for such Dedications, and that Developer shall not

pursue any legal action for compensation, including inverse condemnation or eminent domain, with regard to such Dedications.

**9.. Assignment.** Developer shall have the right to sell, mortgage, hypothecate, assign or transfer all or any portion of the Site (as may be subsequently subdivided), to any person or entity at any time during the term of this Agreement. Any such transfer shall be deemed to include an assignment of all rights, duties and obligations created by this Agreement with respect to all or any portion of the Site. The assumption of any or all of the obligations of Developer under this Agreement pursuant to any such transfer shall relieve Developer, without any act or concurrence by the City, of its legal duty to perform those obligations except to the extent that Developer is in default with respect to any and all obligations at the time of the proposed transfer, in which case its obligations solely with respect to the matter in default shall continue until such matter is cured.

**10.. General Standards and Restrictions Pertaining to Development of the Site.** The following specific restrictions shall apply to the use of the Site pursuant to this Agreement:

(a). Developer shall have the right to develop the Project on the Site in accordance with the terms and conditions of this Agreement and City shall have the right to control development of the Site in accordance with the provisions of this Agreement. City agrees to timely consider and expeditiously act upon any matter which is reasonably required, necessary or desirable to accomplish the intent, purpose and understanding of the Parties in entering into this Agreement, including, without limitation, processing of any ministerial permit or ministerial approval or any request for a discretionary action or discretionary approval. The City further agrees that, if Developer satisfactorily complies with all preliminary procedures, actions, payments of applicable Developer Fees, and criteria generally required of developers by the City for processing applications for such discretionary actions or discretionary approvals that the City will not unreasonably withhold or unreasonably condition any such subsequent discretionary action or discretionary approval required in connection with any subsequent Project approval. All subsequent Project approvals shall be subject to the terms and conditions of this Agreement. Any subsequent Project approval implementing the Project or any conditions, terms, restrictions and requirements of any such subsequent Project approval implementing the Project, shall not prevent development of the Project for the uses and in accordance with the maximum density or intensity of development set forth in this Agreement. Subject to Developer's installation of infrastructure in accordance with the requirements of the Project Approvals, City hereby acknowledges that it will have sufficient capacity in its infrastructure and services to accommodate the Project. City hereby agrees that it will provide all applicable City controlled services to the Project and that there shall be no restriction by City on hookups or service for the Project with respect to said items.

(b). The density and intensity of use, parking, the uses allowed, the size of proposed buildings, provisions for the reservation or dedication of land for public

purposes, the maximum height and setbacks of proposed buildings and location of public improvements, together with other terms and conditions of development applicable to the Site, shall be as set forth in this Agreement and the attached Development Plan.

(c). City agrees to cooperate with Developer in the issuance of permits on an expedited basis, at Developer's expense, and at the earliest feasible date, including, separate and sequential issuance of demolition, grading and building permits and, if applicable, issuance of permits prior to recordation of tract maps for the Project; provided Developer's applications for such permits comply with all applicable Existing Development Regulations.

**11. Effect of Existing Development Regulations on Development of Project.**

Except as expressly provided in this Agreement, all substantive and procedural requirements and provisions contained in City's ordinances, specific plans, rules and regulations, including, but not limited to, the Zoning Ordinance and building codes, in effect as of the Effective Date of this Agreement, shall apply to the construction and development of the Site and, subject only to the terms of this Agreement, Developer shall have a currently effective vested right to develop the Site in accordance with the Existing Development Regulations.

(a). The provisions of this § 11 shall not preclude the application to the development of the Site those changes in City ordinances, regulations, plans or specifications which are specifically mandated and required by changes in state or federal laws or regulations as provided in California Government Code § 65869.5 or any successor provision or provisions; provided that the party which believes such a change or addition to the Existing Development Regulations has occurred shall provide the other party hereto with a copy of such State or Federal law or regulation and a statement of the nature of its conflict with the provisions of this Agreement, and the Parties shall, within ten (10) days, meet and confer in good faith and engage in a reasonable attempt to modify this Agreement to comply with such Federal or State law or regulation, and, in such discussions, the City and the Developer agree to preserve the terms of this Agreement and the rights of the Developer derived from this Agreement to the maximum feasible extent while resolving the conflict.

(b). The payment of fees associated with the construction of the Project, including land use approvals, development fees, building permits, etc., shall be limited to those Development Fees shown on Exhibit "F" attached hereto. Notwithstanding the foregoing, Developer understands and agrees that changes in state or federal laws, as defined in § 11.(a), above, which changes specifically mandate and require the imposition of new or increased fees pursuant to the terms and conditions of such changes in state or federal laws, shall be paid by Developer.

(c). City may apply any and all new ordinances, rules, regulations, plans and specifications to the development of the Site after the Effective Date provided such new rules and regulations do not conflict with the terms of this Agreement as of the Effective Date.

(d). Nothing herein shall prevent the application of health and safety regulations (*i.e.*, fire, building, seismic, plumbing, mechanical and electric codes) that become applicable to the City as a whole.

**12. Maintenance of the Site.** The Developer shall, at its sole cost and expense: (i) maintain the appearance and safety of those portions of the Site owned by Developer (including all improvements, fixtures, and landscaping) in good order, condition, and repair, and free from the accumulation of trash, waste materials, and other debris; (ii) remove all graffiti placed upon the Site (including all improvements, fixtures, and landscaping) within seventy-two (72) hours of its appearance; (iii) maintain in good order, condition and repair, properly functioning landscape irrigation systems on the Site and (iv) remove and promptly replace all dead or diseased landscaping material on the Site. In the event of a default of this § 12 and of a failure to cure the default within fifteen (15) days after service of a written notice by the City, then the City or its agents, employees and contractors shall have the right to enter upon the Site without further notice and to take such actions as are necessary to cure the default. Developer shall reimburse the City for all costs associated with cure of the default (including but not limited to, staff services, administrative costs, legal services, and third party costs), within fifteen (15) days after service of a written notice by the City. If Developer fails to pay within the time provided, such costs shall be a lien upon the Property, as provided by California Civil Code § 2881. The City may enforce and foreclose such lien in any manner legally allowed. City and Developer agree that, upon completion of each phase within the Project, the continuing obligations of Developer pursuant to this Agreement shall be assigned, in their entirety, to the homeowners' association established for the Project.

**13. Permitted Uses.** Those uses allowed on the Site shall be as follows:

(a). Permitted uses as outlined in § 23.110.040 of Chapter 23.110 of Title 23 of the Placentia Municipal Code.

(b). Uses requiring conditional use permit shall be as required pursuant to the provisions of § 23.110.040 of Chapter 23.110 of Title 23 of the Placentia Municipal Code, as the same may be amended from time to time hereafter.

**14. Subdivision Map Required.** Notwithstanding any other provision or term hereof, Developer shall process a subdivision map through City's subdivision map approval process, comprising all of the property identified in Exhibit "A," including, but not limited to, the relinquishment of any new vehicular access rights to Kraemer Boulevard therefrom, and cause the final map to be recorded in the form prescribed by law not later than June 1, 2016, subject to approved extension(s) thereof pursuant to the provisions of California Government Code § 66410, *et seq.* In the event said map is not recorded as required herein, this Agreement shall be deemed null and void. Developer may, at Developer's sole risk and expense, apply for building and grading permits pursuant to City's codes and ordinances, prior to the recordation of said map; provided,

however, that no certificate of occupancy or other entitlement of a similar nature may be granted or obtained prior to recordation thereof.

**15. Annual Review.** During the term of this Agreement, City shall annually review the extent of good faith compliance by Developer with the terms of this Agreement. Developer shall file an annual report with the City indicating information regarding compliance with the terms of this Agreement no later than March 15 of each calendar year. City and Developer agree that, upon full completion of the Project, the continuing obligations of Developer pursuant to this Agreement shall be assigned, in their entirety, to the homeowners' association established for the Project. City's failure to conduct any such annual review shall not affect the validity or continuing effectiveness of this Agreement.

**16. Indemnification.** Developer agrees to, and shall, hold City and its elected and appointed officials, officers, agents and employees free and harmless from all liability for damage or claims for damage for personal injury, including death, and claims for property damage which may arise from the direct or indirect operations of Developer or those of Developer's contractor(s), subcontractor(s), agent(s), employee(s) or other person(s) acting on Developer's behalf which relate to the construction and operation of the Project. Developer agrees to, and shall, defend City and its elected and appointed officials, officers, agents and employees with respect to actions for damages caused or alleged to have been caused by reason of Developer's activities in connection with the Project. This hold harmless provision applies to all damages and claims for damage suffered or alleged to have been suffered by reason of the operations referred to in this Agreement regardless of whether or not the City prepared, supplied or approved the plans, specifications or other documents for the Project, but shall not apply to any claim of intentional misconduct of the City or any officer or employee acting on the City's behalf.

**17. Attorneys' Fees and Costs in Actions by Third Parties.** If any person or entity not a party to this Agreement initiates an action at law or in equity to challenge the validity of any provision of this Agreement and/or the related environmental documentation and findings, or any of the Project Approvals and/or the related environmental documentation and findings, the City shall cooperate and appear in defending such action. To the extent that the Developer determines to contest any such challenge, the Developer shall reimburse the City, within 30 days after the City's written demand therefor (which may be made from time to time during the course of the defense of such challenge), for the City's legal and court costs incurred in or with respect to such challenge; provided, however, that the City shall either: (a) elect to joint representation of the City and the Developer in such challenge by the Developer's counsel; or (b) retain an experienced litigation attorney to represent only the City in such challenge, in which event the Developer agrees to reimburse City for all such legal fees and expenses with respect to such challenge. If Developer elects not to contest any such challenge, then City shall have no obligation to contest such challenge.

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**18. Amendments.** This Agreement may be amended or canceled, in whole or in part, only by mutual written consent of the Parties and then in the manner provided for in California Government Code § 65868, *et seq.*, or their successor provisions.

**19. Minor Amendments to Development Plan.** Upon the written application of Developer, minor modifications and/or changes to the Development Plan may be approved by the Director of Development Services (the "Director") pursuant to the terms of Chapter 23.110 of Title 23 of City's Municipal Code.

The determination whether such modification and/or change is a minor modification and/or change shall refer to whether the modification and/or change to the Development Plan is minor and not material in the context of the overall Project, is in substantial conformity with the Project Approvals, is consistent with the findings adopted by the City in approving the Project, and does not create greater environmental impacts than those identified in the Mitigated Negative Declaration. An example of a minor modification and/or change to the Development Plan would be Developer electing to switch product types and/or floor plans between the various lots within the Project. If the Director finds that the proposed modifications and/or changes are minor modifications and/or changes and are consistent with the foregoing, he/she may approve said minor modifications and/or changes without notice or public hearing. If he/she determines that the proposed modification and/or change is not a minor modification and/or change or is inconsistent with the foregoing, he/she shall forward the proposed modification and/or change to the Planning Commission, along with his/her recommendation for action thereon.

Decisions of the Director and/or Planning Commission shall be subject to the procedures for appeal set forth in Placentia Municipal Code Chapter 23.75.

**20. Enforcement.** In the event of a default under the provisions of this Agreement by Developer, City shall give written notice to Developer (or its successor) by registered or certified mail addressed to the address stated in this Agreement, and if such violation is not corrected to the reasonable satisfaction of City within thirty (30) days after such notice is given, or if not corrected within such reasonable time as may be required to cure the breach or default if said breach or default cannot be cured within thirty (30) days (provided that acts to cure the breach or default must be commenced within said thirty (30) days and must thereafter be diligently prosecuted by Developer), then City may, without further notice, declare a default under this Agreement and, upon any such declaration of default, City may bring any action necessary to specifically enforce the obligations of Developer growing out of the operation of this Agreement, apply to any court, state or federal, for injunctive relief against any violation by Developer of any provision of this Agreement, or apply for such other relief as may be appropriate.

**21. Event of Default.** Developer is in default under this Agreement upon the happening of one or more of the following events or conditions:

(a). If a material warranty, representation or statement is made or furnished by Developer to City and is false or proved to have been false in any material respect when it was made;

(b). If a finding and determination is made by City following an annual review pursuant to § 15 above, upon the basis of substantial evidence, that Developer has not complied in good faith with any material terms and conditions of this Agreement, after notice and opportunity to cure as described in § 20 hereinabove; or

(c). A breach by Developer of any of the provisions or terms of this Agreement, after notice and opportunity to cure as provided in § 20 hereinabove.

**22. No Waiver of Remedies.** City does not waive any claim of defect in performance by Developer if, on periodic review, City does not enforce this Agreement. Nonperformance by Developer shall not be excused because performance by Developer of the obligations herein contained would be unprofitable, difficult or expensive or because of a failure of any third party or entity, other than City; provided that the foregoing shall not limit the Developer's right to force majeure extensions where those are provided for pursuant to § 31 below. Except as otherwise expressly provided herein, all other remedies at law or in equity which are not otherwise provided for in this Agreement are available to the Parties to pursue in the event that there is a breach of this Agreement. No waiver by City of any breach or default under this Agreement shall be deemed to be a waiver of any other subsequent breach thereof or default hereunder.

**23. Rights of Lenders Under Agreement.** This Agreement shall not prevent or limit Developer, acting in good faith, in any manner, at its sole discretion, from encumbering the portion of the Site owned by it, or any portion thereof or any improvement thereon, by any mortgage, deed of trust, or other security device securing financing with respect to such portion of the Site. This City acknowledges that the lenders providing such financing may require certain Agreement interpretations and/or modifications and agrees upon request, from time to time, to meet with the Developer and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. City agrees that it will not unreasonably withhold consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Neither the entering into of this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish, or impair the lien of any mortgage or deed of trust on the Site, or any portion thereof, made in good faith and for value. Should Developer place or cause to be placed any encumbrance or lien on the Project, or any part thereof, the beneficiary ("Lender") of said encumbrance or lien shall have the right, but not the obligation, at any time during the term of this Agreement and the existence of said encumbrance or lien to:

(a). Do any act or thing required of Developer under this Agreement, and any such act or thing done or performed by Lender shall be as effective as if done by Developer;

(b). Realize on the security afforded by the encumbrance or lien by exercising foreclosure proceedings or power of sale or other remedy afforded in law or in equity or by the security document evidencing the encumbrance or lien (hereinafter referred to as "a trust deed");

(c). Transfer, convey or assign the title of Developer to the Project to any purchaser at any foreclosure sale, whether the foreclosure sale be conducted pursuant to court order or pursuant to a power of sale contained in a trust deed; and

(d). Acquire and succeed to the interest of Developer by virtue of any foreclosure sale, whether the foreclosure sale be conducted pursuant to a court order or pursuant to a power of sale contained in a trust deed.

**24. Notice to Lender.** City shall give written notice of any default or breach under this Agreement by Developer to Lender (if known by City) and afford Lender the opportunity after service of the notice to:

(a). Cure the breach or default within thirty (30) days after service of said notice, where the default can be cured by the payment of money;

(b). Cure the breach or default within thirty (30) days after service of said notice where the breach or default can be cured by something other than the payment of money and can be cured within that time; or

(c). Cure the breach or default in such reasonable time as may be required where something other than payment of money is required to cure the breach or default and cannot be performed within thirty (30) days after said notice, provided that acts to cure the breach or default are commenced within a thirty (30) day period after service of said notice of default on Lender by City and are thereafter diligently continued by Lender.

**25. Action by Lender.** Notwithstanding any other provision of this Agreement, a Lender may forestall any action by City for a breach or default under the terms of this Agreement by Developer by commencing proceedings to foreclose its encumbrance or lien on the Project. The proceedings so commenced may be for foreclosure of the encumbrance by order of court or for foreclosure of the encumbrance under a power of sale contained in the instrument creating the encumbrance or lien. The proceedings shall not, however, forestall any such action by the City for the default or breach by Developer unless:

(a). They are commenced within ninety (90) days after service on Developer of the notice described hereinabove;

(b). They are, after having been commenced, diligently pursued in the manner required by law to completion; and

(c). Lender keeps and performs all of the terms, covenants and conditions of this Agreement requiring the payment or expenditure of money by Developer until the foreclosure proceedings are complete or are discharged by redemption, satisfaction or payment.

**26. Notice.** Any notice required to be given by the terms of this Agreement shall be provided by certified mail, return receipt requested, at the address of the respective Parties as specified below or at any other such address as may be later specified by the Parties hereto.

To Developer:           HQT PLACENTIA, LLC  
13821 Newport Avenue  
Suite 120  
Tustin, California 92780  
Attention: Duane Huennekens

To City:                   City of Placentia  
401 E. Chapman Ave.  
Placentia, CA 92870-6101  
Attention: Director of Development Services

With a copy to:       Andrew V. Arczynski  
City Attorney  
City of Placentia  
1400 N. Brea Blvd.  
Fullerton, CA 92835-3538  
Email: andrew@arczynskilaw.com

**27. Attorneys' Fees.** In any proceedings arising from the enforcement of this Agreement or because of an alleged breach or default hereunder, the prevailing party shall be entitled to recover its costs and reasonable attorneys' fees incurred during the proceeding as may be fixed within the discretion of the court.

**28. Binding Effect.** This Agreement shall bind, and the benefits and burdens hereof shall inure to, the respective Parties hereto and their legal representatives, executors, administrators, successors and assigns, wherever the context requires or admits.

**29. Applicable Law.** This Agreement shall be construed in accordance with and governed by the laws of the State of California.

**30. Partial Invalidity.** If any provisions of this Agreement shall be deemed to be invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.

**31. Force Majeure.** In addition to specific provisions of this Agreement, whenever a period of time is designated within which any party hereto is required to do or complete any act, matter or thing, the time for the doing or completion thereof shall be extended by a period of time equal to the number of days during which such party is prevented from the doing or completion of such act, matter or thing because of causes beyond the reasonable control of the party to be excused, including, without limitation, war; acts of terrorism; insurrection; riots; floods; earthquakes; fires; casualties; acts of God; strikes; litigation and administrative proceedings involving the Project; restrictions imposed or mandated by other governmental entities; enactment of conflicting state or federal laws or regulations; judicial decisions; the exercise of City's reserved powers; or similar bases for excused performance which are not within the reasonable control of the party to be excused (collectively, "Force Majeure Event").

**32. Estoppel Certificate.** At any time during the term of this Agreement, any lender or other party may request any party to this Agreement to confirm that (i) this Agreement is unmodified and in full force and effect (or if there have been modifications hereto, that this Agreement is in full force and effect as modified and stating the date and nature of such modifications) and that (ii) to the best of such party's knowledge, no defaults exist under this Agreement or if defaults do exist, to describe the nature of such defaults and (iii) any other information reasonably requested. Each party hereby agrees to provide a certificate to such lender or other party within ten (10) business days of receipt of the written request therefor. The failure of any party to provide the requested certificate within such ten (10) business day period shall constitute a confirmation that this Agreement is in full force and effect without modification except as may be represented by the requesting party and that, to the best of such party's knowledge, no defaults exist under this Agreement, except as may be represented by the requesting party.

**33. Timing of Development.** The Parties acknowledge that Developer cannot at this time predict when or the rate at which the Project would be developed. Such decisions depend upon numerous factors which are not all within the control of Developer. Because the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo* (1984) 37 Ca1.3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the intent of Developer and City to hereby cure that defect by acknowledging and providing that Developer shall have the right to develop the Site consistent with the Project Approvals and the Conditions of Approval in such order and at such rate and at such times as Developer deems appropriate. No City-imposed moratorium or other limitation (whether relating to the rate, timing or sequencing of the development or construction of all or any part of the Site, whether imposed by ordinance, initiative, resolution, policy, order or otherwise, and whether enacted by the City Council, a board, agency, commission or department of City, the electorate, or otherwise) affecting parcel or subdivision maps (whether tentative, vesting tentative or final), building permits, occupancy certificates or other entitlements to use or service (including, without limitation, water and sewer) approved, issued or

granted within City, or portions of City, shall apply to the Site to the extent such moratorium or other limitation is in conflict with this Agreement.

**34. Recordation.** This Agreement shall, at the expense of Developer, be recorded in the Official Records of the County Recorder of the County of Orange within ten (10) business days following the Effective Date.

**IN WITNESS WHEREOF,** this Agreement has been executed by the Parties and shall be effective on the Effective Date set forth hereinabove.

CITY: CITY OF PLACENTIA,  
a Charter City and municipal corporation  
Dated: \_\_\_\_\_, 2014

By \_\_\_\_\_  
Scott W. Nelson  
Mayor

ATTEST: \_\_\_\_\_  
Patrick J. Melia, City Clerk  
City of Placentia

DEVELOPER: HQT PLACENTIA, LLC,  
a California limited liability company

By: HQT Homes 210, LLC,  
a California limited liability company  
Its Manager

Dated: \_\_\_\_\_, 2014

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Manager

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrew V. Arczynski,  
City Attorney

State of California  
County of \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_, Notary  
Public, personally appeared \_\_\_\_\_  
\_\_\_\_\_ who proved to me on the basis of satisfactory evidence to be the person(s)  
whose name(s) is/are subscribed to the within instrument and acknowledged to me that  
he/she/they executed the same in his/her/their authorized capacity(ies), and that by  
his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of  
which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that  
the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

State of California  
County of \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_, Notary  
Public, personally appeared \_\_\_\_\_  
\_\_\_\_\_ who proved to me on the basis of satisfactory evidence to be the person(s)  
whose name(s) is/are subscribed to the within instrument and acknowledged to me that  
he/she/they executed the same in his/her/their authorized capacity(ies), and that by  
his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of  
which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that  
the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

State of California  
County of \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_, Notary  
Public, personally appeared \_\_\_\_\_

\_\_\_\_\_ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

**EXHIBIT "A"**

**LEGAL DESCRIPTION**

(To Be Attached)

**EXHIBIT "B"**

**DEVELOPMENT PLAN**

1. Development Plans
2. Vesting Tentative Tract Map
3. Site Plan
4. Conceptual Landscape Plan
5. Conceptual Elevations
6. Conceptual Unit Plans
7. Conceptual Materials Detail

EXHIBIT "C"

CONDITIONS OF APPROVAL

~~(City to prepare / Developer review)~~

See Attachment A of  
Resolution PC-2014-03

**EXHIBIT "D"**

**PUBLIC IMPROVEMENTS**

(Developer to prepare / City to review)

**EXHIBIT "E"**

**INTENTIONALLY OMITTED**

**EXHIBIT "F"**

**DEVELOPMENT FEES**

(City to prepare / Developer to review)

**EXHIBIT "G"**

**PUBLIC BENEFITS**

~~(To Be Attached)~~

See page 102

## PUBLIC BENEFITS

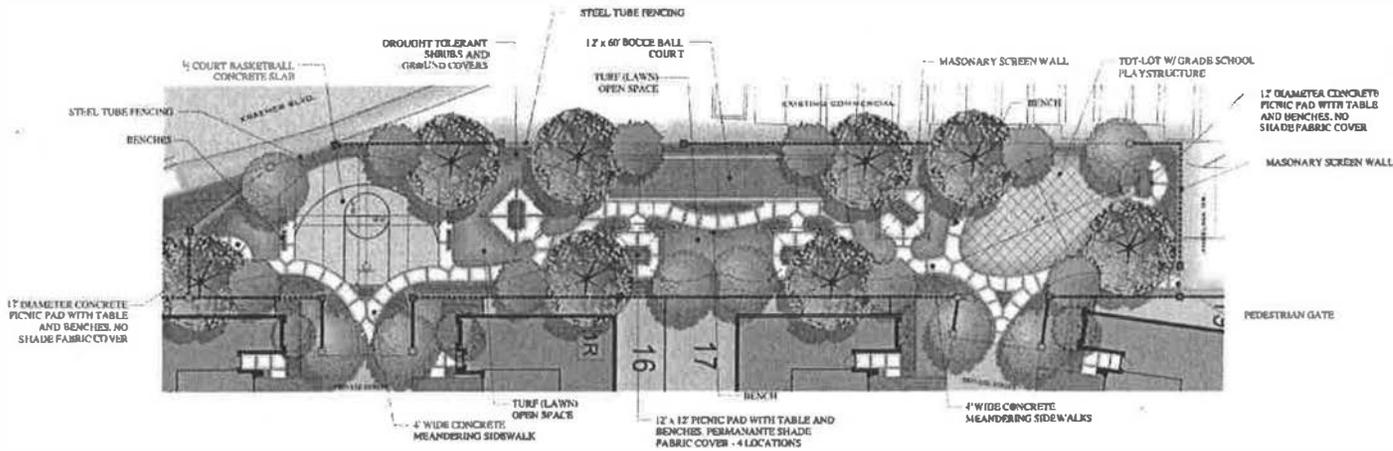
1. Developer shall contribute \$267,306.00 as a public safety mitigation fee. Fifty percent (50%) of said contribution shall be paid by Developer to City within two (2) business days after the City Council's approval of this Agreement and the subdivision map for the Project and the expiration of all applicable appeal periods pertaining thereto with no appeal having been timely filed, or if so timely filed, upon the dismissal of any such appeal or judicial determination of any such appeal in favor of City and Developer. The remaining fifty percent (50%) shall be due and payable upon issuance of the thirty-ninth (39<sup>th</sup>) Certificate of Occupancy for the Project.

2. Developer agrees to approve the incorporation of the Project within Community Facilities District (Mello-Roos) (CFD 2014-01) pursuant to the provisions of California Government Code § 53311, *et seq.* Said CFD shall include provisions for special taxes at an initial tax not to exceed \$500.00 per taxable dwelling unit, per year, pertaining to: Police protection services, fire protection and suppression services, and ambulance and paramedic services. Said annexation into CFD 2014-01 shall be fully completed in accordance with California law prior to issuance of Certificates of Occupancy.

3. Per the Project traffic study, installation of a traffic signal at the project entrance does not meet traffic warrants and is not required of the Project at this time. The Project traffic study will be updated with the issuance of the last Certificate of Occupancy for the Project to reanalyze whether the traffic signal meets traffic warrants and is required to be installed. Developer agrees to post a bond in the amount of \$125,000.00 representing Developer's proportionate share of the costs of design, engineering and installation of the traffic signal, should it be required. Such Bond shall be posted upon issuance of the 39<sup>th</sup> residential unit building permit for the project and shall remain in place for one (1) year from the last issuance of the Certificate of Occupancy for the Project, unless released earlier by the City.

4. The City is in the process of preparing and implementing affordable housing ("Ordinance") which will specify affordable housing requirements for residential projects within the City. Developer shall contribute \$409,500.00 as a low-moderate housing mitigation fee. Fifty percent (50%) of said contribution shall be made immediately upon issuance of the thirty-ninth (39<sup>th</sup>) Certificate of Occupancy. The remaining fifty percent (50%) shall be due and payable upon issuance of the seventy-eighth (78<sup>th</sup>) Certificate of Occupancy. In the event of a conflict between the Ordinance as approved by the City Council and the foregoing terms of this Paragraph 4, the foregoing terms of this Paragraph 4 shall control.

5. Developer shall contribute \$291,720.00, as a park in lieu fee in accordance with the provisions of Chapter 5.28 of the Placentia Municipal code less the credit against said park in lieu fee described below. Developer desires to improve Lot C of Tentative Tract Map 17145 with active recreational uses as shown on the linear park plan below. Developer shall receive credit against said park in lieu fee, in accordance with the requirements of Chapter 22.54 of the Placentia Municipal Code, for the active recreational uses if installed in substantial conformance with the active linear park plan or revised plan approved by the City Administrator.



CLIENT:  
**HQT HOME**  
 138 21 1/2 Street Ave. Bldg. 190  
 Phoenix, AZ 85029  
 Phone: 602.970.1111

# PRELIMINARY SITE PLAN

**SCHANER RANCH RESIDENTIAL**  
 PLACENTIA, CALIFORNIA

SCALE: 1" = 10'  
**ALTERNATIVE 'A' P-3**  
  
**Associates, Inc.**  
 Architecture • Land Planning • Urban Design  
 2000 Ave. of the Stars, Suite 1000  
 San Francisco, CA 94115  
 DATE: OCT 26, 2013    PROJECT # 12.18

**Exhibit 6**

**Initial Study/Mitigated Negative Declaration 2014-01 completed by  
Blodgett/Baylosis Associates**

**MITIGATED NEGATIVE DECLARATION AND  
INITIAL STUDY  
SCHANER RANCH HOUSING DEVELOPMENT  
1128 N. KRAEMER BOULEVARD  
PLACENTIA, CALIFORNIA**

**LEAD AGENCY:**

**CITY OF PLACENTIA  
DEPARTMENT OF DEVELOPMENT SERVICES  
401 E. CHAPMAN AVENUE  
PLACENTIA, CALIFORNIA 92870**



**JANUARY 31, 2014**

PLAC001

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## MITIGATED NEGATIVE DECLARATION

**PROJECT NAME:** Schaner Ranch Housing Development

**PROJECT ADDRESS:** 1128 N. Kraemer Boulevard

**CITY AND COUNTY:** Placentia, Orange County

**PROJECT:** The City of Placentia, in its capacity as the Lead Agency for the project, is considering the approval of a 78-unit, single-family residential development. The 78 single-family units will consist of four different floor plans. The 7.82-acre project site is located on two lots with frontage along Kraemer Boulevard and Angelina Drive. A main entryway along the eastern Kraemer Boulevard frontage will be located at the southwestern portion of the project site. This will serve as an entry/exit driveway connection to an internal roadway which leads to direct access to the individual single-family units. A total of 332 parking spaces will be provided within the proposed project.

**FINDINGS:** The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse unmitigable impacts. For this reason, the City of Placentia has determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The construction and subsequent occupancy of the proposed project *will not* have the potential to degrade the quality of the environment.
- The construction and subsequent occupancy of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The construction and subsequent occupancy of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City.
- The construction and subsequent occupancy of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

Signature

City of Placentia Department of Development Services

Date January 31, 2014

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## SECTION 1 - INTRODUCTION

### 1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with the construction and subsequent occupancy of a 78-unit, single-family residential development. The 78 single-family units will consist of four different floor plans. The 7.82-acre project site is located on two lots with frontage along Kraemer Boulevard and Angelina Drive. A main entryway along the eastern Kraemer Boulevard frontage will be located at the southwestern portion of the project site. This will serve as an exit/entry driveway connection to an internal roadway which leads to direct access to the individual single-family units. A total of 332 parking spaces will be provided within the proposed project. The primary purpose of the California Environmental Quality Act (CEQA) is to ensure that decision-makers and the public understand the environmental implications of an action or project and to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is occupied. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Placentia with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), a mitigated negative declaration, or a negative declaration for a project;
- To facilitate the proposed project's environmental assessment early in the planning phases;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any new impacts associated with the proposed project.<sup>1</sup>

### 1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the format and content of this Initial Study:

- *Section 1 - Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 - Project Description*, provides an overview of the affected area along with a description of the proposed project.
- *Section 3 - Environmental Analysis*, includes an analysis of potential impacts associated with the implementation of the proposed project.
- *Section 4 - Conclusions*, identifies the Mandatory Findings of Significance related to the proposed project's approval and subsequent implementation.

---

<sup>1</sup> California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act* as Amended 2000. (CEQA Guidelines) § 15050.

- *Section 5 - References*, identifies the sources used in the preparation of this Initial Study.

### 1.3 INITIAL STUDY CHECKLIST

The environmental analysis indicates that the proposed project will not result in any significant adverse impacts. For this reason, the City of Placentia has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project's environmental review. The following findings may be made based on the analysis completed as part of this Initial Study's preparation:

- The proposed project *will not* have the potential to degrade the quality of 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.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

The findings of this Initial Study are summarized in Table 1-1 provided below and on the following pages.

**Table 1-1  
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.1 Aesthetic Impacts. <i>Would the project:</i></b>				
a) Have a substantial adverse affect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X		
<b>Section 3.2 Agriculture and Forestry Resources Impacts. <i>Would the project:</i></b>				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X

**Table 1-1  
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				X
d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				X
<b>Section 3.3 Air Quality Impacts. Would the project:</b>				
a) Conflict with or obstruct the implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X
<b>Section 3.4 Biological Resources Impacts. Would the project have a substantial adverse effect:</b>				
a) 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 Game or U. S. Fish and Wildlife Service?				X
b) 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?				X
c) On Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X

**Table 1-1  
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X
<b>Section 3.5 Cultural Resources Impacts. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				X
c) Directly or indirectly destroy a unique paleontological resource, site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
<b>Section 3.6 Geology Impacts. Would the project result in or expose people to potential impacts involving:</b>				
a) The exposure of people or structures to 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), ground-shaking, liquefaction, or landslides?			X	
b) Substantial soil erosion or the loss of topsoil?				X
c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Location on expansive soil, as defined in California Building Code (2010), creating substantial risks to life or property?				X
e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
<b>Section 3.7 Greenhouse Gas Emissions Impacts. Would the project</b>				
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

**Table 1-1  
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?			X	
<b>Section 3.8 Hazards and Hazardous Materials Impacts. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site, which is included on a list of hazardous material 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?				X
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X
<b>Section 3.9 Hydrology and Water Quality Impacts. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X

**Table 1-1  
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?				X
e) 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?		X		
f) Substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of flooding because of dam or levee failure?			X	
j) Result in inundation by seiche, tsunami, or mudflow?				X
<b>Section 3.10 Land Use and Planning Impacts. <i>Would the project:</i></b>				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation or natural community conservation plan?				X
<b>Section 3.11 Mineral Resources Impacts. <i>Would the project:</i></b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project, or other land use plan?				X

**Table 1-1  
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.12 Noise Impacts. Would the project result in:</b>				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of people to, or generation of, excessive ground-borne noise levels?		X		
c) Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
<b>Section 3.13 Population and Housing Impacts. Would the project:</b>				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
<b>Section 3.14 Public Services Impacts. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:</b>				
a) Fire protection services?			X	
b) Police protection services?		X		
c) School services?			X	
d) Other governmental services?				X

**Table 1-1  
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.15 Recreation Impacts. <i>Would the project:</i></b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	
<b>Section 3.16 Transportation Impacts. <i>Would the project:</i></b>				
a) Cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b) Result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways?				X
c) A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	
<b>Section 3.17 Utilities Impacts. <i>Would the project:</i></b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		X		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?			X	

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**Table 1-1  
 Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider that 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?				X
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?		X		
g) Comply with Federal, State, and local statutes and regulations related to solid waste?				X
h) Result in a need for new systems, or substantial alterations in power or natural gas facilities?				X
i) Result in a need for new systems, or substantial alterations in communication systems?				X
<b>Section 3.18 Mandatory Findings of Significance.</b> <i>The approval and subsequent implementation of the proposed project:</i>				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X



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## SECTION 2 - PROJECT DESCRIPTION

### 2.1 LOCATION OF THE PROJECT AREA

The proposed project site is located within the City of Placentia. The City of Placentia is located in the northern portion of Orange County (the Los Angeles County line is located approximately 4.2 miles to the north of the project site). The City is bounded on the north by Brea, on the east by Yorba Linda, on the west by Fullerton and on the south by Anaheim. The major State highways that serve the area include the SR-57 (Orange Freeway) located approximately one mile to the west of the project, the SR-91 (Riverside Freeway) located approximately 2.5 miles to the south of the project site, and SR-90 (Imperial Highway) located approximately two miles to the north of the project site.<sup>2</sup> The City's location in a regional context is illustrated in Exhibit 2-1. The City's location in relation to the surrounding communities is illustrated in Exhibit 2-2.

The 7.82-acre project site is bounded by Kraemer Boulevard and Angelina Drive to the west, Morse Avenue to the north, Cypress Point Drive to the east and Fairway Lane to the south. The Orange County Tax Assessor's Parcel Numbers (APNs) that are applicable to the proposed project site include 340-034-21, 340-034-20, 340-034-19, and 340-034-17. The project site's current legal address is 1128 N. Kraemer Boulevard, Placentia, California. The location of this site within the City is indicated in Exhibit 2-3. Finally, a vicinity map is provided in Exhibit 2-4.

### 2.2 ENVIRONMENTAL SETTING

The City of Placentia has a total land area of 3,474 acres (5.4 square miles) and is fully urbanized. According to the City's Draft Land Use Element (2003), the distribution of land uses include 2,203 acres (63.4%) of residential development, 171 acres (4.9%) of commercial development, 351 acres (10.1%) of industrial uses, 213 acres (6.1%) of institutional and public uses, and 317 acres (9.0%) of open space. According to the 2011 U. S. Census estimates, the City's population was 51,302 persons. The same Census data indicated there were 16,679 housing units in the City.

The project site is one of the few remaining underutilized properties in Placentia. The southwest corner of the site is currently occupied by a two-story, single-family residential unit with a detached two-car garage. The northern half of the property is poorly maintained with debris, consisting of inoperable vehicles, trailers, building materials, and old equipment scattered throughout this portion of the property. The southern half of the property, which includes the residence, is in a better state of maintenance.<sup>3</sup> The floor area of the existing residential unit is approximately 1,500 square feet. The residence is a wood frame structure with a gable type roof. This existing home will be demolished as part of the project site improvements. Photographs of the project site are included in Exhibits 2-5 through 2-7. An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-8.

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<sup>2</sup> United States Geological Survey. *Terra Server USA. The National Map, Placentia, California.* July 1, 1979. Distances were calculated using Google maps measuring tool.

<sup>3</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).



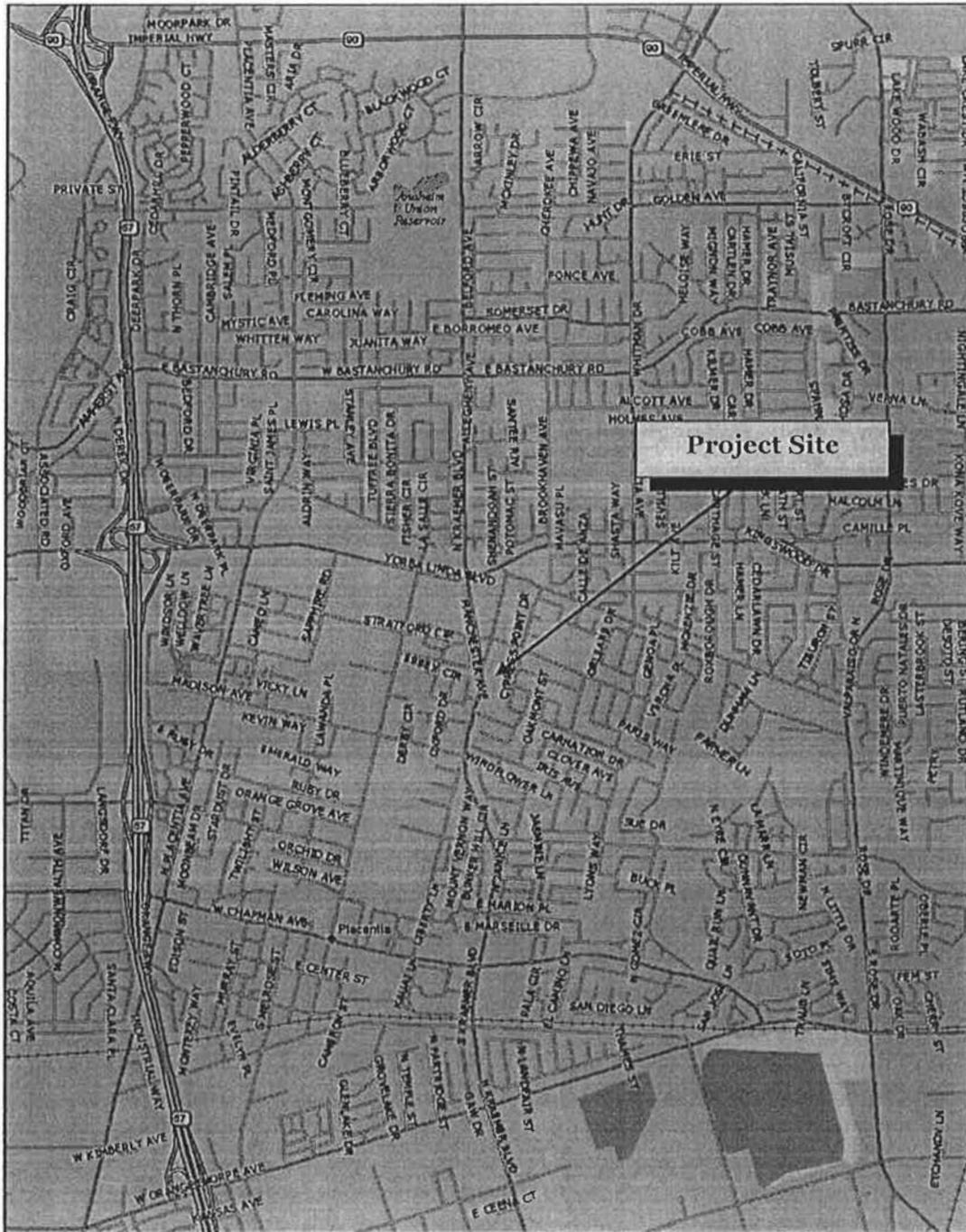
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1128 N. KRAEMER BOULEVARD • SCHANER RANCH HOUSING DEVELOPMENT



**EXHIBIT 2-2**  
**AREA MAP**  
Source: Delorme Street Atlas USA, 2009

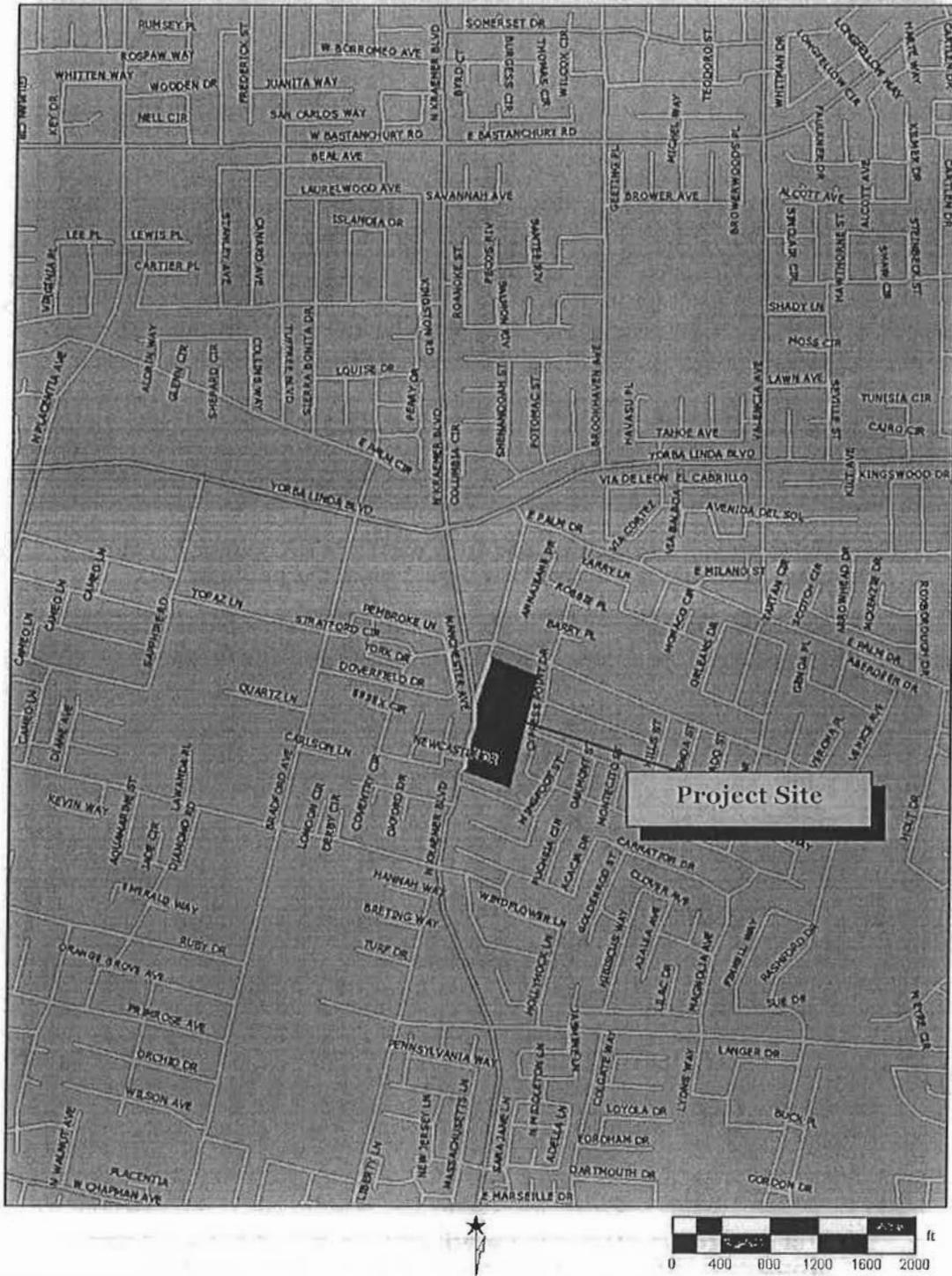
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**EXHIBIT 2-3**  
**LOCAL AREA**

Source: Delorme Street Atlas USA, 2005



**EXHIBIT 2-4**  
**VICINITY MAP**  
Source: Delorme Street Atlas USA, 2005



**View of the project site looking north (project site's Kraemer Avenue frontage is visible in the right hand portion of the photograph).**



**View of the project site looking south (project site's Kraemer Avenue frontage is visible in the left hand portion of the photograph).**

**EXHIBIT 2-5  
PHOTOGRAPHS OF THE PROJECT SITE**

Source: Blodgett/Baylosis Associates 2012



View of the project site's interior (northern portion).



View of the project site's interior (southern portion).

**EXHIBIT 2-6**  
**PHOTOGRAPHS OF THE PROJECT SITE**  
Source: Blodgett/Baylosis Associates 2012



**View of the single-family residence located on the project site.**



**View of the project site's interior (southernmost portion).**

**EXHIBIT 2-7**  
**PHOTOGRAPHS OF THE PROJECT SITE**

Source: Blodgett/Baylosis Associates 2012



**Note: This photo was taken in 2004.**

**EXHIBIT 2-8  
AERIAL PHOTOGRAPH**

Source: United States Geological Survey (Terraserver USA)

Single-family residential units abut the project site on the north, east, and south sides. The Blessed Sacrament Church and commercial development are located immediately north of the project site, on the north side of Morse Avenue. Morse Elementary School and Kraemer Middle School are located approximately 880 feet northeast and 2,500 feet southwest of the site, respectively. Major physiographic features in the project area include the Chino Hills located approximately three miles to the north, the Puente Hills located approximately five miles to the northwest, and the Coyote Hills located approximately five miles to the east.

## **2.3 PROJECT DESCRIPTION**

### **2.3.1 OVERVIEW OF THE SITE PLAN**

The proposed project involves the construction and subsequent occupancy of a 78-unit, single-family residential development. The project density will be approximately 9.97 units per acre. The 7.82-acre project site is located on two lots with frontage along Kraemer Boulevard and Angelina Drive. The residential structures will be arranged around a series of private internal streets. A main entryway along the eastern Kraemer Boulevard frontage will be located at the southwestern portion of the project site. This will serve as an exit/entry driveway connection to an internal roadway which provides direct access to the individual single-family units. A total of 332 parking spaces will be provided with the proposed project.

A linear park will be located at the northwest portion of the project site, which may include a half basketball court, a tot-lot with playground structures (depending on what the utility companies ultimately permit), and picnic pads with benches. A natural park/water-quality planter box will be located at the southwestern end of the project site, south of the main entry/exit.

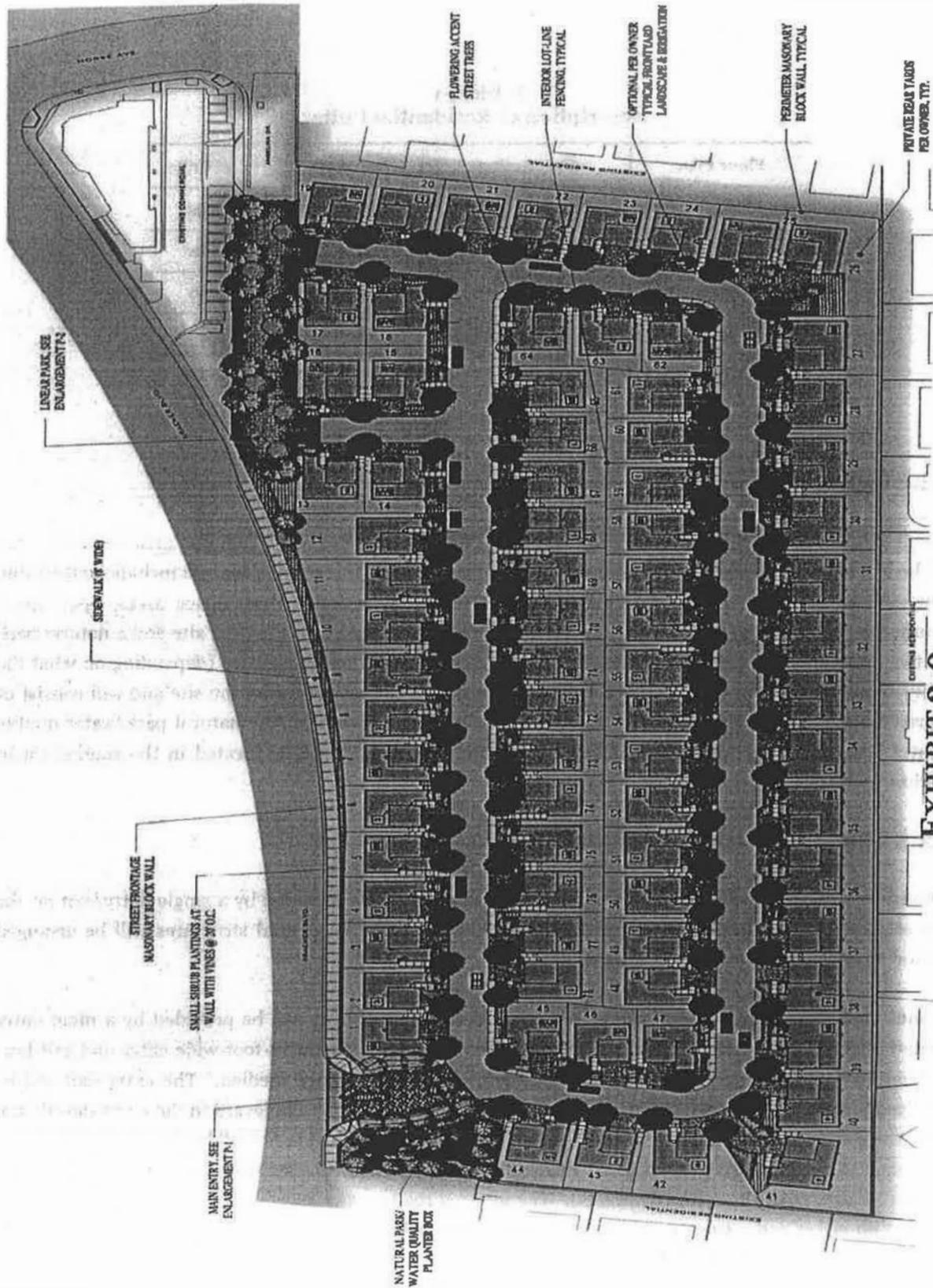
### **2.3.2 PHYSICAL CHARACTERISTICS OF THE RESIDENTIAL UNITS**

The proposed project involves the construction of 78 single-family residential units. Four different floor plans for the two-story, single-family units are proposed. The residential units are summarized in Table 2-1. A single entry/exit is located on the east side of the Kraemer Boulevard frontage. This driveway connects Kraemer Boulevard to the internal roadway. This internal roadway provides direct access to each single-family unit.

Each unit will contain a private garage that provides two enclosed parking spaces. Each unit will also contain a private driveway apron that provides an additional two parking spaces for a total of four parking spaces per unit. Guest parking accounts for 20 spaces which are located parallel within the private street. Therefore, the total parking capacity of the proposed project is 332 spaces. The site plan is shown in Exhibit 2-9.

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**EXHIBIT 2-9**  
**SITE PLAN**

Source: Segura Associates, Inc.

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**Table 2-1  
 Description of Residential Units**

Floor Plan	Description	Floor Area	No. of Units
Plan 1	3 bedroom, 2 ½ bath	2,084 sq. ft.	16 units
Plan 2	3 bedroom, 3 bath, loft	2,134 sq. ft.	21 units
Plan 3	4 bedroom, 3 bath, loft	2,269 sq. ft.	26 units
Plan 4	4 bedroom, 4.5 bath, loft	2,786 sq. ft.	15 units
Total			78 units

Source. Tierra West Advisors, Inc.

### 2.3.4 OPEN SPACE

A total of 3.29-acres will be devoted to open space of which 0.48 acres will be common area and 2.81-acres will be located within privately owned front and rear yard areas. This open space will include landscaping along the Kraemer Boulevard and Angelina Drive frontages, common open space areas, open space included in private yards, a linear park located at the northwest end of the project site and a natural park located at the southwestern end of the site. A tot-lot with playground structures (depending on what the utility companies ultimately allow) will be located in the northwest portion of the site and will consist of approximately 14,241 square feet (Lot C) and a passive open space area (the natural park/water quality planter box consisting of approximately 5,938 square feet, Lot C) will be located in the southernmost portion, south of the main entry.<sup>4</sup>

### 2.3.5 CIRCULATION, ACCESS, AND PARKING

Primary vehicular access to the individual residential units will be provided by a single entry/exit on the east side of Kraemer Boulevard opposite Newcastle Drive. The residential structures will be arranged around a series of private internal streets.

As indicated previously, primary access to the residential component will be provided by a main entry located opposite to Newcastle Drive. The primary entry will include an 18-foot wide entry and exit lane tapering to a 13-foot entry and exit lane separated by a six-foot raised median. The entry/exit will be designed to accommodate vehicles turning around to exit onto Kraemer Boulevard in the event they do not enter the proposed development. In addition, the 13-foot entry and exit lanes will be able to accommodate two lanes of vehicles. Once inside the residential development, vehicles will proceed along the main internal roadways (A, B, C, and D Streets). The internal roadways will have a curb-to-curb width 24 feet with no on-street and 28-feet that will permit on-street parking on one side only. Guest parking will be permitted in the eastern and northwest portion of the site.

<sup>4</sup> KTG Group, Inc. Architecture Package. November 13, 2013

Each of the residential units will contain two enclosed parking spaces for a total of 156 parking spaces. In addition, 156 regular parking spaces will be provided by each unit's driveway space for guest parking. The guest parking will account for an additional 20 parking spaces. Before these spaces can be utilized, the driveway parking must be occupied. Therefore, a total of 332 (4.25 spaces per unit) will be provided with the implementation of the proposed project.

### **2.3.6 URBAN DESIGN**

As indicated previously, the average density of the proposed project is 9.97 dwelling units per acre. The architectural style of the structures will be similar to a Mediterranean-Spanish style. The elevations employ various articulation treatments including eaves, balconies, and window treatments. The roofing materials will consist of concrete. The residential units will consist of two levels with a maximum height of approximately 28 feet, respectively.<sup>5</sup> Street view building elevations for the single-family units are shown in Exhibit 2-10 while the floor plans are shown in Exhibits 2-11 and 2-12.

### **2.3.7 OCCUPANCY**

The proposed development will consist of 78 single-family detached homes. A Homeowner's Association (HOA) will be responsible for the maintenance of the common areas and the enforcement of the CC&Rs.

### **2.3.8 BUILDING CONSTRUCTION**

The construction phases for the proposed project will take approximately 12 months to complete. The site preparation phase is projected to take 4 months to complete, the construction of the 78 units will be completed in an additional 8 months, and the finishing phases (installation of landscaping, paving of parking areas, etc.) will take an additional 2 months to complete.

## **2.4 OBJECTIVES OF THE PROJECT & DISCRETIONARY ACTIONS**

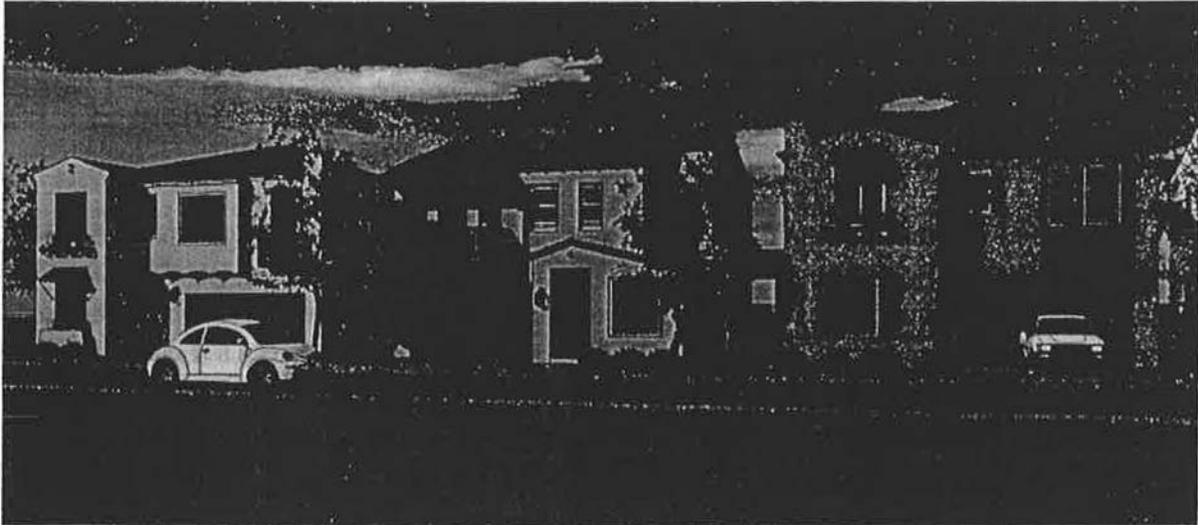
### **2.4.1 PROJECT OBJECTIVES**

The City of Placentia seeks to accomplish the following objectives with the proposed project:

- To facilitate the creation of new residential development to accommodate projected demand;
- To promote new infill development in the City; and,
- To ensure that the project is in conformance with the City of Placentia General Plan.

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<sup>5</sup> King Civil Engineering Corporation. Vesting Tentative Tract Map No. 17145, Site Plan (November 2013).



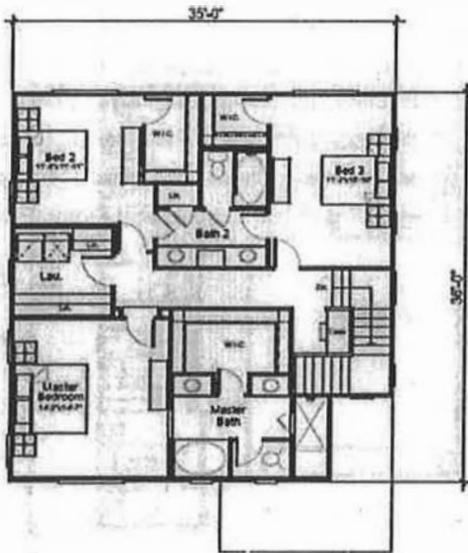
**Plan 1, 2, and 3 Street Perspectives.**



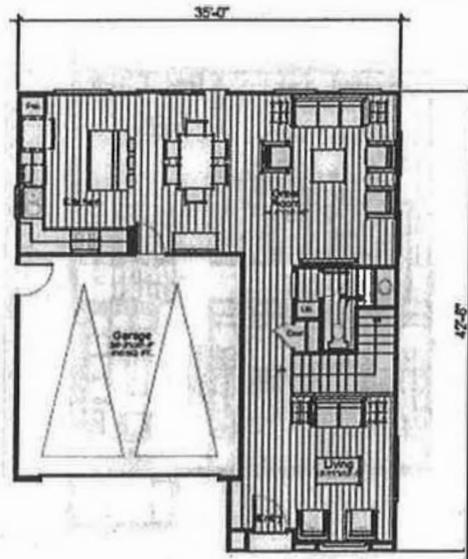
**Plan 4 Street Perspectives.**

**EXHIBIT 2-10**  
**STREET VIEW PERSPECTIVES**  
Source: KTG Group, Inc.

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Second Floor  
1164 SQ. FT.

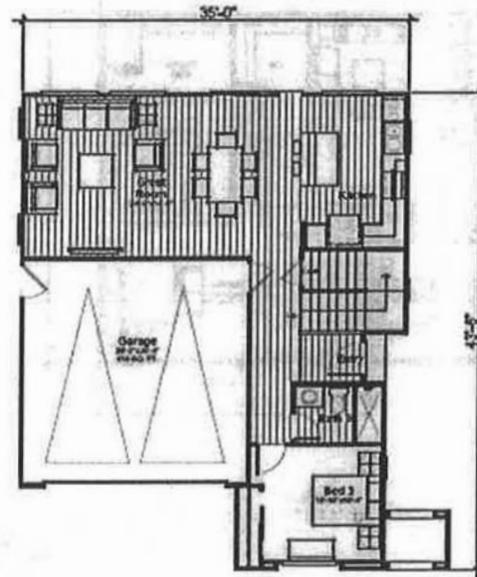


First Floor  
920 SQ. FT.

Plan 1  
3 Bed, 2.5 Bath  
2,084 SQ. FT.



Second Floor  
1240 SQ. FT.

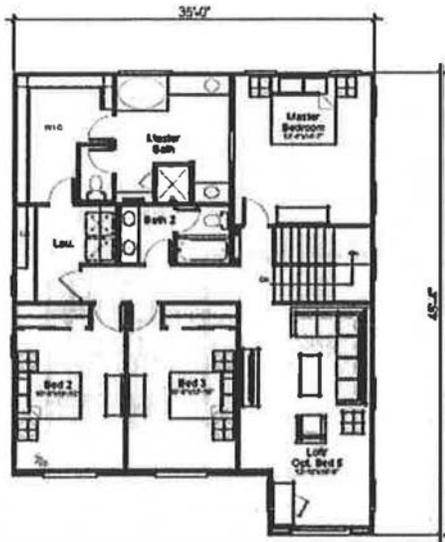


First Floor  
894 SQ. FT.

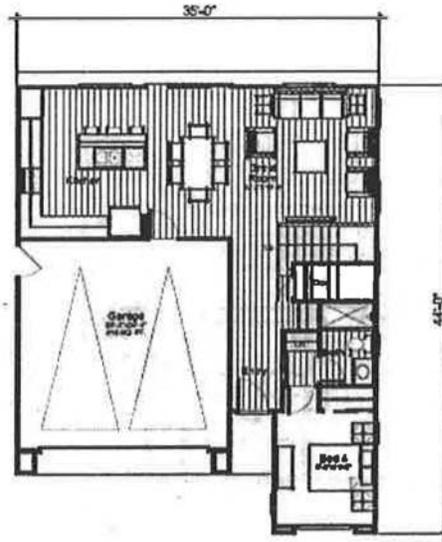
Plan 2  
3 Bed + Loft, 3 Bath  
2,134 SQ. FT.

**EXHIBIT 2-10**  
**FLOOR PLANS – PLAN 1 AND PLAN 2**

Source: KTCY Group, Inc.

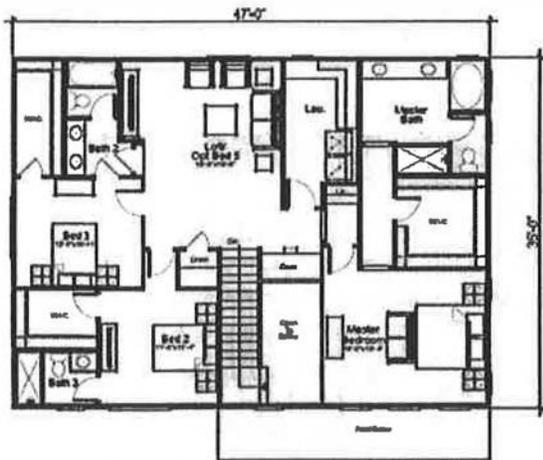


Second Floor  
 1376 SQ. FT.

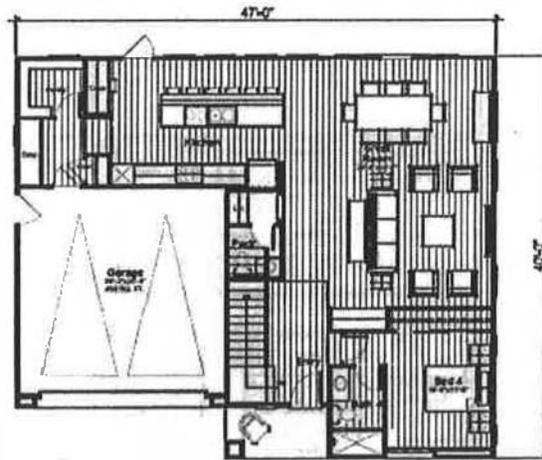


First Floor  
 893 SQ. FT.

Plan 3  
 4 Bed+Loft, 3 Bath  
 2,269 SQ. FT.



Second Floor  
 1511 SQ. FT.



First Floor  
 1276 SQ. FT.

Plan 4  
 4 Bed+Loft, 4.5 Bath  
 2,786 SQ. FT.

**EXHIBIT 2-11**  
**FLOOR PLANS – PLAN 3 AND PLAN 4**  
 Source: KTG Group, Inc.

## 2.4.2 DISCRETIONARY ACTIONS

Discretionary approvals for this project include the following:

- The approval of a General Plan Amendment (GPA);
- The adoption of a Specific Plan, a Zone Change (ZC), and a Zone Code Amendment (ZCA);
- The approval of a Vesting Tentative Tract Map (TTM);
- The vacation of a portion of Angelina Drive; and,
- The approval of a Development Agreement.

The City will also be required to adopt the Mitigated Negative Declaration (MND) and to approve the Mitigation Monitoring and Reporting Program (MMRP).

A General Plan Amendment will be required to change the General Plan land use designation from *Low Density Residential* to *Medium Density Residential*, which will allow for the maximum development of 15 dwelling units/acre. Although the Medium Density Residential allows for the development of up to 15 dwelling units/acre, the Applicant is proposing to develop the proposed project at a density of 9.97 units/acre. In order for the proposed project to be considered and approved, a General Plan Amendment (GPA) will be required.

A Zone Change will be required to rezone the property from *R-1* to *Specific Plan 10*. The Specific Plan 10 zone would be a new zoning classification that would be added through a required Zone Code Amendment (ZCA) to include a new Chapter (23.110, Specific Plan 10) in the Placentia Municipal Code and will establish regulation pertaining to the Specific Plan 10 zone including a density of 10 dwelling units/acre. In order for the proposed project to be considered and approved, a Zone Change (ZC) and Zone Code Amendment (ZCA) will be required.



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## SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include:

- Aesthetics (Section 3.1);
- Agricultural & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Geology & Soils (Section 3.6);
- Greenhouse Gas Emissions; (Section 3.7);
- Hazards & Hazardous Materials (Section 3.8);
- Hydrology & Water Quality (Section 3.9);
- Land Use & Planning (Section 3.10);
- Mineral Resources (Section 3.11);
- Noise (Section 3.12);
- Population & Housing (Section 3.13);
- Public Services (Section 3.14);
- Recreation (Section 3.15);
- Transportation (Section 3.16);
- Utilities (Section 3.17); and,
- Mandatory Findings of Significance (Section 3.18).

The environmental analysis contained in this section reflects the Initial Study Checklist format used by the City of Placentia Department of Development Services in its environmental review process pursuant to the CEQA Guidelines. Under each issue area, an assessment of impacts is provided in the form of questions and answers. The analysis contained herein serves as a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- **No Impact.** The approval and subsequent implementation of the proposed project *will not* have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The approval and subsequent implementation of the proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Placentia or other responsible agencies consider to be significant.
- **Less Than Significant Impact with Mitigation.** The approval and subsequent implementation of the proposed project *may have* the potential to generate impacts that will have 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 mitigation measures.
- **Potentially Significant Impact.** The approval and subsequent implementation of the proposed project may result in environmental impacts that are significant.

### 3.1 AESTHETIC IMPACTS

#### 3.1.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or,
- A new source of substantial light and glare that would adversely affect day-time or night-time views in the area.

#### 3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project affect a scenic vista? No Impact.*

The project site is one of the few remaining underutilized properties in Placentia. The southwest corner of the site is currently occupied by a two-story, single-family residential unit with a detached two-car garage. The northern half of the property is poorly maintained with debris, consisting of inoperable vehicles, trailers, building materials, and old equipment, scattered throughout this portion of the property. The southern half of the property, which includes the residence, is better maintained.<sup>6</sup>

The floor area of the existing residential unit is approximately 1,500 square feet. The residence is a wood frame structure with a gable type roof. This existing home is slated for demolition as part of the project site's development. The major physiographic features located in the vicinity of the project site include the Coyote Hills located approximately six miles northwest of the site, the Chino Hills located approximately four miles to the north of the site, and the Puente Hills located approximately five miles to the northwest.

The rear elevation of the adjacent units located north, east and south of the site abut the site. The proposed new units that will be located adjacent to these existing homes will have a maximum height of 30 feet and will be set back approximately 13-feet from properties located to the north and a minimum of 20-feet from the properties located to the east and south. As a result, the new units will not result in any unique or adverse visual impact from the adjacent residences. In addition to the site's development, the proposed project will eliminate an existing blighted condition due to its current state of poor maintenance. No scenic vistas will be impacted by the proposed project. As a result, no impacts are anticipated.

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<sup>6</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

**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.**

No natural undeveloped areas remain within the project site or the adjacent properties. The potential historic impacts associated with the proposed project's implementation are discussed herein in Section 3.5. Because of the site's existing disturbed and poorly maintained condition, no impacts are anticipated.

**C. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Less than Significant Impact with Mitigation.**

Sources of lighting in the area include vehicle headlights on the adjacent Kraemer Boulevard and other local streets in the vicinity, street lights, signage, and building lighting. Light sensitive land uses include the single-family homes located to the north, east and south of the site and on the opposite side of Kraemer Boulevard. In addition, the proposed 78-unit residential development is also considered to be a light sensitive land use.<sup>7</sup> To ensure that potential spill-over lighting is prevented, the following mitigation is required:

- The Applicant shall ensure that all street lighting meet the equipment and illumination standards of the City to the satisfaction of the Department of Development Services. The Applicant must also submit an exterior lighting plan in conformance with City standards for review and approval by the Department of Development Services prior to the issuance of building permits.

The mitigation identified above will reduce the potential impacts to levels that are less than significant.

### **3.1.3 CUMULATIVE IMPACTS**

The potential aesthetic impacts related to views, aesthetics, and light and glare is site specific. Furthermore, the analysis determined that the proposed project would not result in any significant adverse aesthetic impacts. As a result, no cumulative aesthetic impacts are anticipated.

### **3.1.4 MITIGATION MEASURES**

The following mitigation will be required to ensure the site is properly maintained:

*Mitigation Measure 1 (Aesthetic Impacts).* The Applicant shall ensure that all street lighting meet the equipment and illumination standards of the City to the satisfaction of the Department of Development Services. The Applicant must also submit an exterior lighting plan in conformance with City standards for review and approval by the Department of Development Services prior to the issuance of building permits.

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<sup>7</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

## 3.2 AGRICULTURE AND FORESTRY RESOURCES

### 3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project may be deemed to have a significant impact on agricultural and/or forestry resources if it results in any of the following:

- The conversion of prime farmland, unique farmland or farmland of statewide importance;
- A conflict with existing zoning for agricultural use or a Williamson Act Contract;
- A conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or
- Changes to the existing environment that due to their location or nature may result in the conversion of farmland to non-agricultural uses.

### 3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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.*

There are no soils in the City designated as *Prime Farmland, Unique Farmland* or *Soils of Statewide Importance*.<sup>8</sup> The soils that underlie the project site are classified by the United States Soil Conservation Service as belonging to the Myford Sandy Loam Association. This soil association is not considered to be "Prime Farmland Soils." This Soil Association is a result of alluvial deposition that occurred prior to the area's urbanization. In addition, this Soil Association does not possess any unique development constraints.

Land uses and land cover in the area are shown in Exhibit 3-1. The southerly portion of the site was previously farmed though no farming operations remain.. Since no commercial agricultural activities are being conducted or planned within the property, no significant impacts on prime farmland soils will occur with the implementation of the proposed residential development.

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<sup>8</sup> State of. Department of Conservation. *Farmland Mapping and Monitoring Program*. July 13, 1995.



**EXHIBIT 3-1**  
**AGRICULTURE AND FORESTRY RESOURCES AROUND THE**  
**PROJECT SITE**

Source: United States Geological Survey

*B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? No Impact.*

The southerly portion of the site was previously farmed though no farming operations remain. The northern portion of the site is now being used to store abandoned cars and non-working farming implements. The southern portion of the site has been recently grubbed, though this is likely due to weed clearance requirements as opposed to any farming. During the site survey, poultry were observed on-site. The site's General Plan and Zoning designations contemplate residential development. In addition, the project site is not subject to a Williamson Act Contract. As a result, no impacts on existing or future Williamson Act Contracts will result from the proposed project's implementation.

*C. Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104[g])? No Impact.*

The City of Placentia is located in the midst of a larger urban area and no forest lands are located within the City or in the surrounding area.<sup>9</sup> In addition, the City of Placentia General Plan does not specifically provide for any forest land protection since it is not required. As a result, no impacts on forest land or timber resources will result from the implementation of the proposed project.

*D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? No Impact.*

The project site is located in the midst of an urban area. No forest land is located within the City nor does the City of Placentia General Plan provide for any forest land protection.<sup>10</sup> As a result, no loss or conversion of forest lands will result from the implementation of the proposed project.

*E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? No Impact.*

The southerly portion of the site was previously farmed though no farming operations remain. Previously, three residences occupied the site, two of which have apparently been demolished. The City's applicable General Plan and Zoning designations for the project site do not contemplate continued agricultural uses. As a result, the implementation of the proposed project will not involve the conversion of any existing farmland area to urban uses.

### **3.2.3 CUMULATIVE IMPACTS**

The analysis determined that there is no remaining agricultural or forestry resources on-site or in the vicinity. Furthermore, the analysis determined that future use would not result in any significant adverse

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<sup>9</sup> United States Geological Survey. TerraServer USA. *The National Map – Placentia, California*. July 1, 1979.

<sup>10</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012). Also refer to the United States Geological Survey. TerraServer USA. *The National Map – Placentia, California*. July 1, 1979.

impacts on agricultural or forestry resources. As a result, no cumulative impacts on agricultural or farmland resources will occur.

### 3.2.4 MITIGATION MEASURES

The analysis of agriculture and forestry resources indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

## 3.3 AIR QUALITY

### 3.3.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:

- *Ozone (O<sub>3</sub>)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O<sub>3</sub> is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)*, a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, 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. Though SO<sub>2</sub> concentrations have been reduced to levels below State and Federal standards, further reductions are desirable since SO<sub>2</sub> is a precursor to sulfates and PM<sub>10</sub>.
- *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 be inhaled.<sup>11</sup>

A project would be considered to have a significant effect on air quality if it violated any ambient air quality standard (AAQS), contributed substantially to an existing air quality violation, or exposed sensitive receptors to substantial pollutant concentrations. In addition to the Federal and State AAQS standards, there are daily and quarterly emissions thresholds for construction activities and the operation of a project have been established by the SCAQMD. 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>; or,
- 150 pounds per day of sulfur oxides.<sup>12</sup>

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>; or,
- 150 pounds per day of sulfur oxides.<sup>13</sup>

### 3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? No Impact.*

The City of Placentia is located within the South Coast Air Basin which covers a 6,600 square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the basin is monitored by the SCAQMD at various monitoring stations

<sup>11</sup> South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

<sup>12</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009].

<sup>13</sup> Ibid.

located throughout the area.<sup>14</sup> Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).<sup>15</sup> The 2007 AQMP replaced the 2003 AQMP and is designed to meet both State and Federal Clear Air Act planning requirements for all of the geographic areas that are under the jurisdiction of the SCAQMD, including the South Coast Air Basin. The most recent 2007 AQMP focused on the control of ozone and smaller particulates and their precursors. The AQMP also incorporated significant new scientific data, emission inventories, ambient measurements, control strategies, and air quality modeling. The Final 2007 AQMP was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).<sup>16</sup>

Two consistency criteria that may be referred to in determining a project's conformity with the AQMP is described in Chapter 12 of the AQMP and in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. *Consistency Criteria 1* refers to a project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or a contribution to the continuation of an existing air quality violation. *Consistency Criteria 2* refers to the project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.<sup>17</sup> Table 3-1 indicates the proposed project's conformity to the aforementioned criteria. As indicated in Table 3-1, the proposed project will not lead to any non-conformity with an adopted air quality plan and no significant adverse impacts are anticipated.

**Table 3-1  
 Air Quality Conformity Criteria**

Issue	Description	Findings
Criteria #1	Will the project result in an increase in the frequency or severity of an existing air quality violation or in the continuation of a violation?	The project's emissions are below SCAQMD thresholds of significance. Refer to Table 3-3 included in this section that indicates the long-term emissions and the daily thresholds.
Criteria #2	Will the project exceed the assumptions included in the AQMP or other regional growth projections relevant to them?	The proposed project will involve new residential development. The existing general plan designated will be changed to accommodate the proposed use. However, the project will not result in an exceedance of regional or local growth projections.
Criteria Pollutants	The SCAQMD indicates the daily emissions levels that will constitute a significant adverse impact.	Following development, the proposed project will not generate mobile or stationary emissions that will exceed the SCAQMD's daily thresholds for significance.

Source: South Coast Air Quality Management District.

<sup>14</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009].

<sup>15</sup> South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

<sup>16</sup> Ibid.

<sup>17</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009]. Table 11-4.

The proposed project is also an infill development and is not considered by the SCAQMD to be a regionally significant project.<sup>18</sup> The project will not adversely affect any regional population, housing, and employment projections prepared for the City by SCAG (refer to the analysis of population and housing impacts provided herein in Section 3.13) and the proposed project does not conflict with the Growth Management Plan. Finally, the project is not subject to the requirements of the AQMP's PM<sub>10</sub> Program, which is limited to the desert portions of the SCAQMD's planning area. As a result, the proposed project would not be in conflict with or result in an obstruction of an applicable air quality plan and no impacts will occur.

*B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? Less than Significant Impact with Mitigation.*

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod developed for the SCAQMD. As indicated in Table 3-2, the estimated construction emissions will be below the SCAQMD's daily thresholds of significance.

**Table 3-2  
 Estimated Construction Emissions**

Emissions Source	ROG	NOX	CO	SOX	PM <sub>10</sub>	PM <sub>2.5</sub>
Overall Construction (tons/year)	1.58	7.13	4.99	0.01	0.78	0.49
Overall Construction (lbs/year)	3,160	14,260	9,980	20	1,560	980
Overall Construction (lbs/day) <sup>a</sup>	12.15	54.85	38.38	0.08	6.00	3.77
Daily SCAQMD Thresholds (lbs./day)	75	100	550	150	150	32

Source: California Air Resources Board, CalEEMod [computer program].

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include the following: mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts also used the CalEEMod computer model. As indicated in Table 3-3, the projected long-term emissions are also below thresholds considered to be a significant impact.

<sup>18</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009].

**Table 3-3  
 Estimated Operational Emissions**

Emissions Type	Criteria Pollutants					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area-wide (tons/year)	0.90	0.03	2.45	0.00	0.12	0.12
Energy (tons/year)	0.02	0.13	0.06	0.00	0.01	0.01
Mobile (tons/year)	0.86	1.65	8.78	0.02	1.70	0.14
Waste (tons/year)	--	--	--	--	0.00	0.00
Water (tons/year)	--	--	--	--	0.00	0.00
Total (tons/year)	1.78	1.82	11.29	0.02	1.83	0.27
Total (lbs/year)	3,560	3,640	22,580	40	3,660	540
Total (lbs/day)	14	14	87	0	14	2
Daily Thresholds	55	55	550	150	150	32

Source: California Air Resources Board, CalEEMod [computer program].

As indicated in Table 3-3, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Because the project area is located in a non-attainment area for ozone and particulates, the following mitigation measures have been provided in Section 3.3.4 as a means to further reduce potential construction-related emissions:

- The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction-site pursuant to the approval of the Department of Development Services.
- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.
- The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

The aforementioned measures will further reduce the potential air quality impacts to levels that are less than significant.

C. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? Less than Significant Impact.*

As indicated in the previous section, the future uses contemplated as part of the proposed project's implementation will result in long-term stationary and mobile emissions (refer to Table 3-3), though these emissions will be below the SCAQMD's daily levels of significance. As a result, the cumulative air quality impacts are considered to be less than significant.

D. *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>19</sup> These population groups are generally more sensitive to poor air quality. The proposed residential development is considered to be sensitive receptors.<sup>20</sup>

The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F). The SCAQMD stated in its CEQA Handbook that a CO hotspot 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 resulting in a lowering of both ambient CO concentrations and vehicle emissions. The proposed use will generate approximately 56 trip ends during the busiest morning (AM) peak hour traffic period and 80 trip ends during the PM peak hour. This additional peak hour traffic will not be great enough to lead to a significant net increase in traffic congestion that would result in a significant decline in an intersection's level of service (LOS E or F). All of the existing intersections in the area are operating at a good level of service (LOS C or better). As a result, the impacts are less than significant.

E. *Would the project create objectionable odors affecting a substantial number of people? No 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>21</sup> No odor emissions are anticipated given the nature of the proposed use (single-family residential). As a result, the proposed project will not result in any significant adverse odor impacts.

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<sup>19</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

### 3.3.3 CUMULATIVE IMPACTS

The proposed project's implementation would not result in any new exceedance of air pollution standards nor contribute significantly to an existing air quality violation. Furthermore, the analysis determined that the implementation of the proposed project would not result in any significant adverse air quality impacts. As a result, no significant adverse cumulative impacts will occur.

### 3.3.4 MITIGATION MEASURES

As indicated previously, the proposed project will not result in any significant adverse operational air quality impacts. However, the following mitigation measures will be effective in further reducing potential air emissions related to construction activities and to exposure from freeway traffic emissions:

*Mitigation Measure 2 (Air Quality Impacts).* The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site pursuant to the approval of the Department of Development Services.

*Mitigation Measure 3 (Air Quality Impacts).* The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

*Mitigation Measure 4 (Air Quality Impacts).* The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

## 3.4 BIOLOGICAL RESOURCES

### 3.4.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- 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 Game or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant 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;
- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

### 3.4.2 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 Game or U.S. Fish and Wildlife Service? No Impact.*

As indicated in the preceding sections, the City and the project site are located in an urbanized area. The historic use of the project site was in agriculture and small truck farming. In recent years, the site's agricultural use has discontinued. There are no sensitive or unique biological resources located within the project site or in the adjacent properties.<sup>22</sup> As a result, no impacts on any candidate, sensitive, or special status species will result from the adoption and subsequent implementation of the proposed project.

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, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? No Impact.*

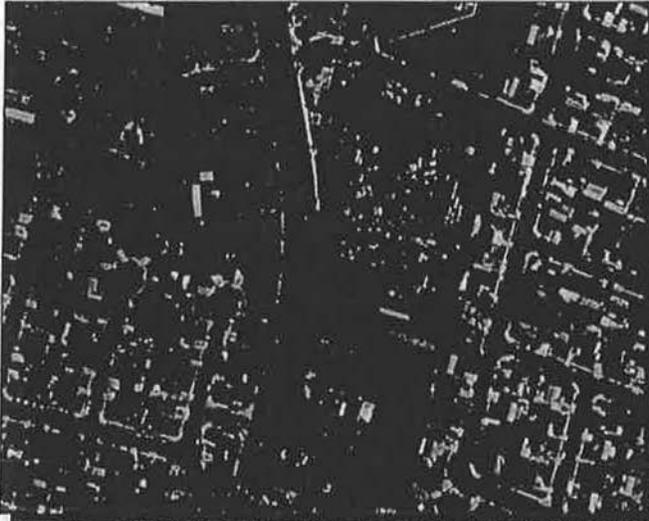
There is no native or natural riparian plant habitats located within the project site.<sup>23</sup> No streams or jurisdictional waters of the U. S. are located within the project site's boundaries. There are no trees located within the project site that are protected specimens.<sup>24</sup> Land cover is shown in Exhibit 3-2. New trees and landscaping will also be provided as part of the site's development. As a result, no significant adverse impacts on natural or riparian habitats will result from the proposed project's implementation.

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<sup>22</sup> California Department of Fish and Game, *Natural Diversity Database*, 2010.

<sup>23</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012). United States Geological Survey. TerraServer USA. *The National Map – Placentia, California*. July 1, 1979.

<sup>24</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).



**EXHIBIT 3-2**  
**LAND COVER AROUND THE PROJECT SITE**  
Source: United States Geological Survey

*C. Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? No Impact.*

The project site does not contain any wetland habitat. No natural blue line streams or jurisdictional waters of the U. S. are located within the project site. As a result, the implementation of the proposed project will not result in any significant adverse impact on any protected wetland area or designated blue-line stream.

*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 life corridors, or impede the use of native wildlife nursery sites? No Impact.*

As indicated in the preceding section, no natural open space areas are located within the project site that functions as animal migration corridors.<sup>25</sup> In addition, the project site is surrounded by urban development and roadways. Kraemer Boulevard and Angelina Drive extend along the site's western side and Morse Avenue is located to the north of the site. Residential development abuts the site on the north, east and south side. As a result, the site does not have any utility as a migration corridor and no impacts are anticipated.

*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 with Mitigation.*

The construction of the proposed project will not result in the removal of any protected vegetation. There are trees that are interspersed throughout the site. The following mitigation measure will be required as a means to address potential tree removal impacts:

- The existing trees will be replaced pursuant to the Landscape Plans that will be submitted to the City for review and approval, which will include one tree per lot (78 trees) within the front yard setback and 10 trees within the common area for a total of 88 trees.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

*F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? No Impact.*

As indicated previously, the project site is located within an urbanized setting with no natural habitat. As a result, no adverse impacts on local, regional, or State habitat conservation plans will result from the implementation of the proposed project.

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<sup>25</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

### 3.4.3 CUMULATIVE IMPACTS

The impacts on biological resources are typically site specific. The proposed project would not involve any loss of protected habitat since no such habitat is found within the project site's boundaries. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

### 3.4.4 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed project would not result in any significant adverse impacts on biological resources for the majority of the issues. The following mitigation is required as a means to address potential tree removal impacts:

*Mitigation Measure 5 (Biological Resources Impacts).* The existing trees will be replaced pursuant to the Landscape Plans that will be submitted to the City for review and approval, which will include one tree per lot (78 trees) within the front yard setback and 10 trees within the common area for a total of 88 trees.

## 3.5 CULTURAL RESOURCES

### 3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The destruction of a unique paleontological resource, site or unique geologic feature; or
- The disturbance of any human remains, including those interred outside of formal cemeteries.

### 3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? Less than Significant Impact with Mitigation.*

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be

historically significant. Finally, the U. S. Department of Interior has established specific guidelines and criteria that indicates 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. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

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<sup>26</sup> U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- A property achieving significance within the past 50 years if it is of exceptional importance.<sup>27</sup>

Review of the State of California State Historic Preservation Office (SHPO) indicated there are no National Register designations listed, eligible properties or State landmarks located within or adjacent to the project site.<sup>28</sup> There are no historic structures or significant sites located within the project site.<sup>29</sup> The following structures have been identified as historically significant in the City's draft General Plan:<sup>30</sup>

- *Santa Fe District (Santa Fe Street between Bradford Avenue and Main Street).* Santa Fe Street was the first commercial street in the town site, extending from the train depot (now demolished) at Bradford Avenue to the two-story bank building at Main Street. The area included a Chamber of Commerce building, a grocery store, feed store, post office, a lumber yard, barber shop, blacksmith shop and livery stable, a reading and recreation room which grew into the library, a hardware store, a hotel and many other stores. This area will not be impacted by the proposed project.
- *Placentia Orange Growers Association (201 W Crowther Avenue).* The Placentia Orange Growers Association first incorporated in 1894, shipped fruit from Fullerton until 1911 when the association constructed its first packinghouse in Placentia. The modern building located at 207 West Crowther, now used as an office, was constructed in 1934 after a fire had damaged the earlier structure. This site will not be impacted by the proposed project.
- *Placentia Mutual Orange Association (341 South Melrose Street).* The Placentia Mutual Orange Association was organized October 12, 1910. The first packinghouse, constructed by Sam Kraemer at the corner of Bradford Avenue and Crowther, still stands. This site will not be impacted by the proposed project.
- *Bradford Brothers, Inc. (100 E. Santa Fe Street).* Hartwell and Warren Bradford, sons of A.S. Bradford, opened an independent citrus packinghouse in 1922. The building was constructed along Santa Fe Avenue and now houses the Placentia-Yorba Unified School District warehouse operation. Hartwell Bradford maintained the A.S. Bradford House as a residence until his death. This site will not be impacted by the proposed project.
- *Old City Library (143 S. Bradford Avenue).* The Edwin T. Powell Building is the former library building constructed by the Placentia Library District in 1926. The architect was Carlton Winslow who had gained worldwide recognition for his design of the Los Angeles City Library. This

<sup>27</sup> U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

<sup>28</sup> State of California State office of Historic Preservation. California Historical Resources. 2011.

<sup>29</sup> California Dept. of Conservation. State Office of Historic Preservation. 2006; and the City of Placentia.

<sup>30</sup> Placentia, City of. *Placentia General Plan, Chapter 6, Resource Management Element (Administrative Draft)*. November 2003.

building served the City until the new library was constructed in 1974. Currently, the senior center is housed in the City-owned building. This site will not be impacted by the proposed project.

- *Old City Hall (120 S. Bradford Avenue)*. The City Hall Building, in use until the new Civic Center was dedicated in 1974, was constructed in the 1940s and replaced a building on Bradford Avenue just north of Santa Fe. The City owns that portion of the site occupied by the fire station. This site will not be impacted by the proposed project.
- *Kraemer Memorial Park (Bradford Avenue, north of Chapman)*. Mr. and Mrs. Edward Backs donated this site for Kraemer Park to the City of Placentia in 1954. Trees planted throughout the park were donated by, and dedicated to, other City pioneers. This site will not be impacted by the proposed project.
- *Veteran's Memorial Fountain (Chapman Avenue and Walnut Street)*. The Veteran's Memorial Fountain was donated to the City by Edward and Angeline Backs. The sculptor was John Edward Svenson who cast the dolphins in Norway. Arthur Barton, landscape architect for Kraemer Park, designed the courtyard, which surrounds the fountain. This site will not be impacted by the proposed project.
- *Water Tower (Chapman Avenue and Main Street)*. The 50,000-gallon water tower, which today bears the markings of Placentia's All America City Award, remains in active service for the Golden State Water Company. The water tower was constructed in 1941. This site will not be impacted by the proposed project.
- *Valencia High School (500 N. Bradford Avenue)*. Valencia High School, the first high school in Placentia, was rebuilt (after a fire) in its present form in 1935 with some later additions. It is a good example of Art Deco architecture. Bradford Elementary School, constructed in 1912 as a replacement for the original Placentia school on Chapman and Placentia Avenues, previously occupied the site. One structure from the 1912 school remains behind the auditorium. This site will not be impacted by the proposed project.
- *Bradford House (136 Palm Circle)*. The Albert Sumner Bradford home in Bradford Park was constructed in 1902 in the modified Queen Anne Style. The home was located on the Tesoro (treasure) Ranch, which is now the site of the Town Center Shopping Mall. This site will not be impacted by the proposed project.
- *Nenno House (502 Palm Drive)*. The Nenno home was constructed in 1907-08 by John and Antionette Nenno. John was one of several citrus fumigators, and the house was the site of a small citrus ranch. The house has been recently restored as an office building with a similar architectural style to the freestanding office building on the north end of the property. This site will not be impacted by the proposed project.
- *George Key Home (625 W. Bastanchury Avenue)*. The George Key Home was constructed in 1898 and is an excellent example of ranch homes of that period, once found throughout the area.

In 1983, the County of Orange purchased the home and its contents to be operated as a museum. This site will not be impacted by the proposed project.

- *Tri-City Park (Kraemer Boulevard and Golden Avenue)*. Three cities that adjoin the site, Fullerton, Brea and Placentia, have joined together to develop this lake and its park. It was originally a storage reservoir on the ranch land of Colonel J.K. Tuffree who had surveyed ranch lands owned by Don Able Stearns. Tuffree took land in Placentia in lieu of cash payments for his services. This site will not be impacted by the proposed project.
- *Charles Wagner, Jr. House (903 E. Yorba Linda Boulevard)*. The Wagner home was constructed in 1920 by one of three Wagner brothers. It was recently used as a boutique and restaurant, and in spring 1991 was used as a backdrop for film production. This site will not be impacted by the proposed project.

The southwest corner of the proposed project site is currently occupied by a two-story, single-family residential unit with a detached two-car garage.<sup>31</sup> This existing home will be demolished as part of the project site improvements. The floor area of this existing residential unit is approximately 1,500 square feet. The residence is a wood frame structure with a gable type roof. To obtain additional information regarding this structure, the preparers of this report visited the "History Room" at the Placentia Public Library to see if there was any available information concerning this property and/or structure. The site was surveyed as part of a City-wide survey completed in the 1980s. A completed Historic Resources Survey form was completed and contains the following information regarding the existing building:

"W. Loftus and J. P. O'Brian once owned this corner of Morse and Kraemer Blvd. Although this house is very old, there is no record of its early owner. This was originally A. S. Bradford property. Dr. and Mrs. Brunemeier moved here in 1936 from their former home at 148 Primrose Avenue. The property is called a "ranch," so it must have had some land with it. Dr. and Mrs. Brunemeier appear to have led a rather fascinating life before coming to Placentia in 1927. They were missionaries in China and were forced to leave the country. Cora Brunemeier was a nurse by profession. The Brunemeier's lived and served Placentia for over 25 years. They were both active in community and civic affairs and Dr. Brunemeier had prominent status as a physician and surgeon, with offices at 229 S. Bradford. Mr. Brunemeier was the head of the Loyal Temperance Union for many years."

The project site and the existing residence are not identified as being historically significant according to Federal and State criteria. The following mitigation measure is required as a means to address demolition impacts:

- The project Applicant will take photographs of the residences' exterior and interior and preserve any available drawings and plans which will be placed in the History Room of the City of Placentia Library.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

<sup>31</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

*B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? No Impact.*

The project site was previously disturbed with the construction of the existing buildings and the former agricultural use. No archaeological resources were reported during previous grading and excavation activities in the area. The early anthropologist and ethnographer, J. P. Harrington, noted the presence of two Indian settlements located in what is now Buena Park along Coyote Creek. Modern references place both village sites along Coyote Creek in what is now Buena Park. Both sites are located at least five miles from the project site.<sup>32</sup> Another encampment was recorded in the Brea Canyon area. In addition, artifacts were collected in the West Coyote Hills development. In addition, human remains were discovered in the vicinity of the new park located at Pebble Beach Avenue just east of Idaho Street in the southern portion of the City of La Habra. The proposed project site is located more than five miles to the southeast. Given the previous on-site disturbance, no impacts on cultural resources are anticipated from the proposed project.

*C. Would the project directly or indirectly destroy a unique paleontological resource, site or unique geologic feature? No Impact.*

The potential for paleontological resources in the area is considered low due to the character of subsurface soils (recent alluvium) and the amount of disturbance associated with the past development. As a result, no significant adverse impacts are anticipated.

*D. Would the project disturb any human remains, including those interred outside of formal cemeteries? No Impact.*

There are no cemeteries located in the immediate area of the project site. The nearest cemetery to the project site is the Yorba Cemetery located 4.6 miles to the southeast. The project site was first developed in the 1880's so the likelihood of encountering a burial within the property is low. In the event human remains are encountered during grading and excavation activities, the requirements outlined in Appendix K of the CEQA Guidelines will apply. As a result, no significant adverse impacts are anticipated.

### **3.5.3 CUMULATIVE IMPACTS**

The potential environmental impacts related to cultural resources are site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the implementation of the proposed project.

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<sup>32</sup> McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.

### 3.5.4 MITIGATION MEASURES

The following mitigation is required as a means to address potential impacts related to the potential demolition of the existing residence and garage:

*Mitigation Measure 6 (Cultural Resources Impacts).* The project Applicant will take photographs of the residences' exterior and interior and preserve any available drawings and plans which will be placed in the History Room of the City of Placentia Library.

## 3.6 GEOLOGY

### 3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to 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), ground-shaking, liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;
- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a 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;
- Locating a project on an expansive soil, as defined in the California Building Code (2010), creating substantial risks to life or property; or
- Locating a project in, or exposing people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

### 3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project expose people or structures to 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), ground-shaking, liquefaction, or landslides? Less than Significant Impact.*

The project area is located within a seismically active region (refer to Exhibit 3-3).<sup>33</sup> The Whittier Fault is located north of the City and is included within an Alquist-Priolo Special Studies Zone indicating this portion of the fault has been active in relatively recent geological times (since the Pleistocene). The Whittier fault extends over 20 miles from the Whittier Narrows area continuing southeasterly to the Santa Ana River where it merges with the southeasterly trending Elsinore fault. These two faults, combined with smaller faults, form the Whittier-Elsinore fault zone. Other nearby significant faults include the Norwalk fault and numerous, relatively short, unnamed faults within and adjoining the West Coyote Oil Field located in neighboring La Habra. Because of their relatively recent displacement or suspected earthquake activity, these latter faults are also considered active or potentially active.

The project site is not located within an area designated as an Alquist-Priolo Special Studies Zone (refer to Exhibit 3-4).<sup>34</sup> There are no fault rupture hazards that are anticipated to impact the proposed project site. The site is located within a seismically active region and, as a result, the potential impacts are less than significant.

The Puente Hills Blind Thrust Fault is located to the northeast of the City of Placentia. This fault produced the 5.9 magnitude Whittier Narrows earthquake, though it was only discovered in 1999. A 2003 study led by the Southern California Earthquake Center (SCEC) researchers found that the fault had ruptured at least four times in the last 11,000 years, with magnitudes ranging from 7.2 to 7.5. This fault is a blind thrust fault that extends from the Puente Hills into downtown Los Angeles. This blind thrust fault is located deep below the ground surface and, as a result, no surface expression from previous earthquakes is visible. An earthquake associated with the Puente Hills fault would potentially generate strong ground-shaking in the project area. However, the new homes would be constructed to meet the most current building codes and, as a result, the impacts would be less than significant.

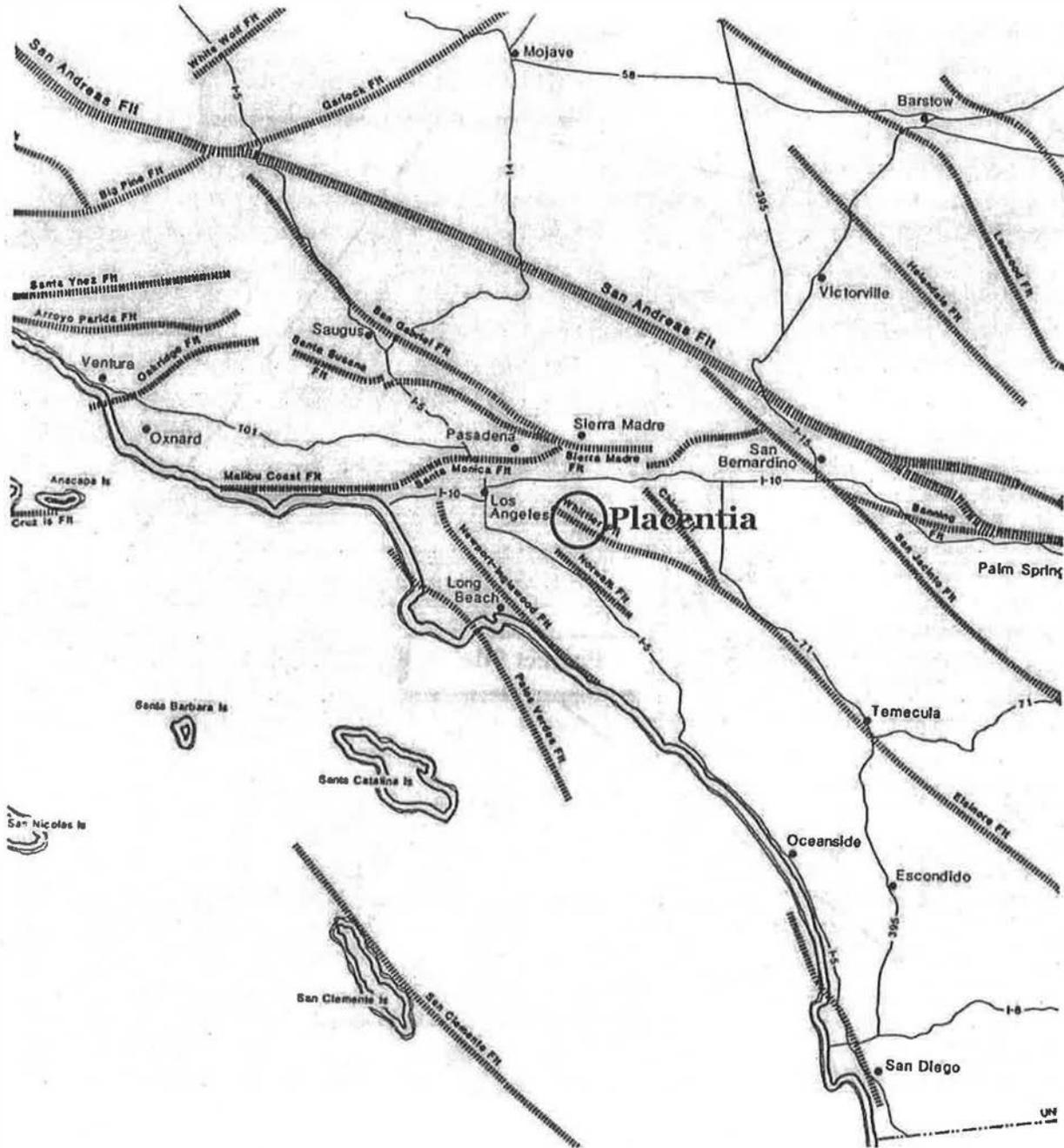
Liquefaction is the result of strong ground-shaking of water-saturated, loose to moderately dense sand and silty sand. Strong ground-shaking causes sediment, saturated with groundwater, to lose strength and behave as though it was a liquid. Liquefaction occurs where the water table is high and soils are generally loose. Liquefaction is generally associated with the presence of shallow (near surface) ground water and loose and sandy soils or alluvial deposits. The California Geological Survey provides mapping of liquefaction hazard zones for the City of Placentia.

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<sup>33</sup> U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective*, USGS Professional Paper 1360, 1985.

<sup>34</sup> Fault rupture refers to the actual vertical or lateral displacement that may occur along a fault trace in the event of an earthquake.

CITY OF PLACENTIA • MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY  
1128 N. KRAEMER BOULEVARD • SCHANER RANCH HOUSING DEVELOPMENT



**EXHIBIT 3-3**  
**REGIONAL FAULT MAP**  
Source: United States Geological Survey



**EXHIBIT 3-4**  
**ALQUIST-PRIOLO SPECIAL STUDIES ZONE FOR THE**  
**WHITTIER-ELSINORE FAULT ZONE**

Source: California Geological Survey

Recent studies have been completed by the California Geological Survey (CGS) Seismic Hazard Zones Mapping Program. According to the Seismic Hazard Evaluations of the Yorba Linda 7.5 Minute Quadrangle prepared by the USGS, the project site is within a potential liquefaction hazard zone (refer to Exhibit 3-5). As a result, the project site will continue to be exposed to potential liquefaction and ground shaking in the event of an earthquake. However, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, the potential adverse impacts are anticipated to be less than significant.

*B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? No Impact.*

The City's topography is generally level.<sup>35</sup> The proposed project's implementation will not result in any significant soil erosion. The proposed residential development will involve the continued covering over of the site with impervious surfaces (buildings, parking areas, etc.). Mitigation measures have been identified in Section 3.9.4 as a means to control storm water runoff and potential erosion related impacts. As a result, the potential impacts are considered to be less than significant.

*C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a 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? No Impact.*

The project site is located within an area subject to potential liquefaction (refer to Exhibit 3-5). The soils that underlie the existing project site have been identified by the United States Soil Conservation Service as belonging to the Myford Sandy Loam Association. These soils do not present a constraint to development. As a result, no significant expansive soil impacts are anticipated.

*D. Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2010) creating substantial risks to life or property? No Impact.*

The impacts of expansive soils are addressed in the previous section along with the requisite mitigation. No further impacts and mitigation are identified in this subsection.

*E. Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? No Impact.*

No septic tanks will be used as part of the future residential development. The proposed development will be connected to the sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

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<sup>35</sup> United States Geological Survey. TerraServer USA. *The National Map - Placentia, California*. July 1, 1979.



**EXHIBIT 3-5**  
**LIQUEFACTION POTENTIAL**  
Source: California Geological Survey

### **3.6.3 CUMULATIVE IMPACTS**

The potential cumulative impacts related to earth and geology is site specific. Furthermore, the analysis herein determined that the implementation of the proposed project would not result in significant adverse impacts related to landform modification, grading or the destruction of a geologically significant landform or feature. As a result, no cumulative earth and geology impacts will occur as part of the proposed project's implementation.

### **3.6.4 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant impacts. As a result, no mitigation is required.

## **3.7 GREENHOUSE GAS EMISSIONS**

### **3.7.1 THRESHOLDS OF SIGNIFICANCE**

According to the California Department of Conservation, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gasses.

### **3.7.2 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 passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.<sup>36</sup> The proposed project is an infill residential development on a site that was previously underutilized. The proposed project is also consistent with the City of Placentia Housing Element and the attendant housing strategies that are designed to help the City meet its Regional Housing Needs Allocation (RHNA). The State also supports such infill initiatives as a means to meet the State's sustainable development objectives. As a result, the impacts related to additional greenhouse gas emissions resulting from the proposed project's implementation are considered to be less than significant.

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<sup>36</sup> California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

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

The proposed project will be consistent with the California Environmental Protection Agency Climate Action Team's proposed early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the CARB Scoping Plan and are mandated under AB-32. A complete list of CARB Scoping Plan Measures/Recommended Actions needed to obtain AB-32 goals, as well as the Governor's Executive Order, are referenced in Table 3-4. Table 3-4 also identifies which CARB *Recommended Actions* apply to the proposed project, and of those, whether the proposed project is consistent.

**Table 3-4  
 Recommended Actions for Climate Change**

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	Yes	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	No	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No

**Table 3-4  
 Recommended Actions for Climate Change (continued)**

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
W-3	Water	Water System Energy Efficiency	Yes	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	Yes	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

Of the 39 measures identified, those that would be considered to be applicable to the proposed project include actions related to electricity and natural gas use and water conservation. AB-32 requires California to reduce its GHG emissions by approximately 28 to 33 percent below business as usual. Potential indirect GHG emissions could also be generated by incremental electricity consumption and waste generation. The proposed project would not be in conflict with adopted initiatives designed to control GHG emissions in the coming years. The project will also involve the reuse of an existing urban property and “infill development” which is seen as an important strategy in reducing regional GHG emissions. As a result, the proposed project is not expected to result in any significant impacts related to a conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gasses.

### **3.7.3 CUMULATIVE IMPACTS**

The analysis herein determined that the implementation of the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gasses. As a result, no significant adverse cumulative impacts will result from the proposed project’s implementation.

### **3.7.4 MITIGATION MEASURES**

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project’s implementation. As a result, no mitigation measures are required.

## **3.8 HAZARDS & HAZARDOUS MATERIALS**

### **3.8.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of Placentia, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- The creation of 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;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;

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- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- Locating the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

### 3.8.2 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 with Mitigation.*

AB Geoscience & Environmental Consultants performed a Phase I Environmental Site Assessment for the project site (1128 through 1280 North Kraemer Boulevard). The key findings of the Phase I analysis, which included a detailed record search of various governmental databases, are summarized below:<sup>37</sup>

- *US EPA National Priority List (NPL)* is the EPA's database of uncontrolled or abandoned hazardous waste sites identified for priority remedial actions under the Superfund program. No site was recorded in the NPL list within one mile of the project site.
- *Proposed National Priority List (PNPL)* is the EPA's database of uncontrolled or abandoned hazardous waste sites proposed for priority remedial actions under the Superfund program. No site was recorded in the PNPL list within a one-mile radius of the project site.
- *US EPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)* contains sites, which are either proposed to be or are on the NPL and sites, which are in the screening assessment phase for possible inclusion on the NPL. No site was recorded in CERCLIS list within 1/2-mile of the project site.
- *US EPA RCRA Corrective Actions (CORRACTS)* includes sites that are undergoing "corrective action." Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if predates RCRA. No site was recorded in CORRACTS list within one mile of the project site.

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<sup>37</sup> AB Geosciences and Environmental Consultants, Inc. Phase I Environmental Assessment [prepared for] 1128 through 1280 N. Kraemer Boulevard. Placentia, California. April 17, 2006.

- *Resource Conservation and Recovery Information System (RCRIS-TSD)* includes selective information on a site, which generate, transport, stores, treats, and /or dispose of hazardous waste as defined by RCRA. No site was recorded in RCRIS-TDS list within ½-mile of the project site.
- *Resource Conservation and Recovery Information System (RCRIS-LQGs)* includes selective information on-site, which generate, transport, stores, treats, and /or dispose of hazardous waste in quantity of over 1,000 kilograms per month. No site was recorded in the RCRIS-LQGs list within ¼-mile of the project site.
- *Resource Conservation and Recovery Information System (RCRIS)* includes selective information on-site, which generate, transport, stores, treats, and /or dispose of hazardous waste in quantity of 100 to 1,000 kilograms per month. No sites were recorded in RCRIS list within ¼-mile of the project site.
- *Emergency Response Notification System (ERNS)* is a national database used to collect information on reported releases of oil and hazardous substances. The project site is not reported in the ERNS list.
- *Biennial Reporting System (BRS)* is a National system administered by the EPA that collects data on the generation of management of hazardous waste. BRS captures detailed data from two sources: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities. No site was reported under the BRS list that is located within one mile of the project site.
- *Superfund (CERCLIS) Consent Decrees (CONSENT)* includes major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites, released periodically by United States District Courts after settlement by parties to litigation matters. No site was reported under the CONSENT list that is located within one mile of the project site.
- *Records of Decision (ROD)* documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup. No site was reported in the ROD list that is located within one mile of the project site.
- *National Priority List Deletions (DELISTED NPL)* contains site, which has been deleted from NPL. In accordance with 40 CFR 300.425. (e), sites may be deleted from the NPL, where no further response is appropriate. No site was reported in the DELISTED NPL list that is located within one mile of the project site.
- *Facility Index System/Facility Identification Initiative Program Summary Report (FINDS)* contains both facility information and other sources of information that contain more detail. Databases include: PCS, AIRS, DOCKET, C-DOCKET, FURS, FFIS, STATE, and PADs. The project site is not reported in the FINDS list.

- *Hazardous Materials Information Reporting System (HMIRS)* contains hazardous material spill incidents reported to the Department of Transportation (DOT). The project site is not reported in the HMIRS list.
- *PCB Activity Database System (PADS)* identifies generators, transporters, commercial storers, and/or brokers and disposers of PCBs who are required to notify the EPA of such activities. The project site is not reported in the PADS list.
- *Brownfields Sites (US BROWNFIELDS)* list includes listing of Brownfields properties addressed by cooperative agreement recipients and Brownfields properties addressed by Targeted Brownfields Assessments (TBA). No site was reported in the US BROWNFIELDS list that is located within 1/2-mile of the project site.
- *Risk Management Plans (RMP)* includes companies with existing Risk Management Plan. Under the Clean Air Act Amendments of 1990, the Risk Management Program Rules (RPM Rule), requires that all companies that use certain flammable and toxic substances develop a Risk Management Plan. No site was reported under the RMP list that is located within one mile of the project site.
- *Toxic Chemical Release Inventory System (TRIS)* is a National US EPA database used to collect information on sites reported with releases of toxic materials to the air, land, and water in reportable quantities. The project site is not reported in the TRIS list.
- *Toxic Substance Control Act (TSCA)* identifies manufacturers and importers of chemical substances by plant sites. The project site is not reported in the TSCA list.
- *Annual Workplan Sites (AWP)*, California DTSC's AWP identifies known hazardous substance sites targeted for cleanup. No site was reported under the AWP list that is located within one mile of the project site.
- *CalSites Database (CAL-SITES)* database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the CAL-SITES database. No site was reported under the CAL-SITE list that is located within one mile of the project site.
- *California Hazardous Material Incident Report System (CHMIRS)* contains information on reported hazardous material incidents (accidental releases or spill). The project site is not reported in the CHMIRS list.
- *Hazardous Wastes & Substances Sites List (CORTESE)* is a State database used to collect information on-site with reported hazardous waste. One site was reported under the CORTESE list, within 1/2-mile of the site (Texaco Service Station 3370 Yorba Linda Boulevard, Fullerton).

- *Proposition 65 Records (NOTIFY 65)* contains facility notifications about any release, which could impact drinking water and thereby expose the public to a potential health risk. One site was reported in the NOTIFY 65 list as being within one mile of the site (Sad Performance 101 South Bradford Avenue, Placentia).
- *Solid Waste Information System (SWIS)* is an inventory of active, closed, and inactive landfills records typically contain an inventory of solid waste disposal facilities or landfills. No site was reported in the SWIS list as being within 1/2-mile of the project site.
- *Waste Management Unit Database (MMUDS/SWAT)* is used by the State Water Resources Control Board staff and the Regional Water Quality Control Board for program tracking and inventory of waste management units. No site was reported under the WMUDS/SWAT list as being located within 1/2-mile of the project site.
- *Leaking Underground Storage Tank Information System (LUST)* databases are provided by the Cal EPA and Regional Water Quality Control Board. Five sites were reported under the LUST list as being within 1/2-mile of the site: USPS Placentia Post Office (1400 N. Kraemer Boulevard, Placentia), ARCO #6226 (102 E. Yorba Linda Boulevard, Placentia), Texaco Service Station (3370 Yorba Linda Boulevard, Fullerton), Unocal # 5483 (8013 Kraemer Avenue, Placentia), and TOSCO - 76 #5483 (801 S. Kraemer Boulevard, Placentia).
- *California Bond Expenditure Plan (CA BOND EXP. PLAN)*. The Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. No site was reported under the CA BOND EXP. PLAN list as being located within one mile of the project site.
- *Active UST Facilities (CA UST)* is a database gathered from local regulatory agencies. Four sites were reported under the CA UST list as being within 1/4-mile of the site: USPS Placentia Post Office (1400 N. Kraemer Boulevard, Placentia), ARCO #6226 (102 E. Yorba Linda Boulevard, Placentia), Texaco Service Station (3370 Yorba Linda Boulevard, Fullerton), and Unocal #5483 (8013 Kraemer Avenue, Placentia).
- *Voluntary Cleanup Program Properties (VCP)* contains low-threat level properties with either confirmed or unconfirmed releases and project proponents have requested that DTSC oversee investigation and/or cleanup activities. No site was reported under the VCP list as being located within 1/2-mile of the project site.
- *CA FED UST* contains a historical listing of active and inactive underground storage tanks from the State Water Resources Control Board. No site was reported under the CA FID UST list as being located within 1/4-mile of the project site.
- *Hazardous Substance Storage Container Database (HIST UST)* contains a historical listing of UST sites. Refer to local/County source for current data. No site was reported under the HIST UST list as being located within 1/4-mile of the project site.

- *Above-ground Storage Tank Facilities (AST)* contains all registered above-ground storage tanks. The project site is not reported in the AST list.
- *Cleaner Facilities (CLEANERS)* contains a list of drycleaner related facilities that have EPA ID numbers. No site was reported under the CLEARERS list as being located within ¼-mile of the project site.
- *Discharge System (CAWDS)* is a list of sites, which have been issued waste discharge requirements. The project site is not reported in the CAWDS list.
- *List of Deed Restriction (DEED)*. The use of recorded land use restrictions is one of the methods the DSTC uses to protect the public from unsafe exposure to hazardous substances and wastes. The project site is not reported in the DEED list.
- *Emission Inventory Data (EMI)* contains toxics and criteria pollutant emissions data collected by the ARB and local air pollutant agencies. The project site is not reported under the EMI list.
- *Properties Needing Further Evaluation (NFE)* contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process. PEA in progress indicates properties where DSTC is currently conducting a PEA. PEA indicates properties where DTSC has determined a PEA is required, but not currently underway. No site was reported under the NFE list that is located within ¼-mile of the project site.
- *Facility and Manifest Data (HAZNET)* is extracted from the copies of hazardous waste manifests received each year by the DSTC. The project site is not reported in the HAZNET list.
- *California Regional Water Quality Control Board (RWQCB)* maintains a regional file for leaks, investigation, and cleanup cost recovery. No site was reported under this list that is located within ½-mile of the project site.<sup>38</sup>

The project will involve the demolition of the existing single-family unit and the removal of the existing debris (abandoned vehicles, containers, machinery, etc.) located throughout the site. During these activities, lead and/or asbestos containing materials may be encountered. As a result, the following mitigation is required:

- The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type of, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the

<sup>38</sup> AB Geosciences and Environmental Consultants, Inc. Phase I Environmental Assessment [prepared for] 1128 through 1280 N. Kraemer Boulevard. Placentia, California. April 17, 2006.

demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with State and Federal law prior to the issuance of any building permit.

The aforementioned mitigation will reduce the potential impact to levels that are considered to be less than significant.

*B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Less than Significant Impact.*

Future on-site demolition and site clean-up activities must comply with all pertinent requirements of the Fire Department, SCAQMD, Regional Water Quality Control Board, California Department of Toxic Substances Control, and other pertinent regulatory agencies. Compliance with the regulations of these agencies will reduce the potential risk to levels that are less than significant (refer to Subsection A). The use of any hazardous materials will be limited to those that are commercially available and typically used in a household setting. As a result, the impacts will be less than significant.

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

Single-family residential units abut the project site on the north, east, and south sides. The Blessed Sacrament Church and commercial development are located immediately north of the project site, on the north side of Morse Avenue. Morse Elementary School and Kraemer Middle School are located approximately 880 feet northeast and 2,500 feet southwest of the site, respectively. Because of the nature of the proposed use (residential), no hazardous or acutely hazardous materials will be emitted that may affect a school site. As a result, no impacts from the future uses are anticipated. The project will involve the demolition of the existing single-family unit and the removal of the existing trees. During these activities, lead and/or asbestos containing materials may be encountered. The mitigation identified in Subsection A addresses potential impacts associated with demolition and site preparation activities. As a result, the potential impacts will be less than significant.

*D. Would the project be located on a site, which is included on a list of hazardous material 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 proposed project site is not included on a hazardous sites list compiled pursuant to Government Code Section 65962.5. In fact, no Cortese sites are found in the City of Placentia.<sup>39</sup> One site was reported under the CORTESE list, within 1/2-mile of the site (Texaco Service Station 3370 Yorba Linda Boulevard, Fullerton). As a result, no impacts will occur with respect to locating a potential development on a site included on a hazardous list pursuant to the Government Code.

<sup>39</sup> California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

*E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? No Impact.*

The City of Placentia is not located within two miles of an operational public airport. The nearest airport, Fullerton Airport, is located approximately seven miles to the southwest. The John Wayne Airport is located approximately 16 miles to the south, and the Los Angeles International Airport (LAX) is located approximately 32 miles to the west.<sup>40</sup> As a result, the proposed project's implementation will not present a safety hazard to aircraft and/or airport operations at a public use airport.

*F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? No Impact.*

The City of Placentia is not located within two miles of an operational private airport or airstrip.<sup>41</sup> As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

*G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact.*

At no time will any designated emergency evacuation routes be closed to vehicular traffic as a result of the proposed project's implementation. The project contractors will be required to submit a construction and staging plan to the City for approval. Thus, no impacts on emergency response or evacuation plans will result from the project's construction.

*H. Would the project expose people or structures to a significant risk of loss, injury or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? No Impact.*

The adjacent properties are developed and the site's development will result in the elimination of debris and unmaintained landscaping that currently presents a fire risk.<sup>42</sup> There are no areas of *native* vegetation found within the properties located adjacent to the project site. As a result, there is no wildfire risk from the project site or the adjacent properties.

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<sup>40</sup> United States Geological Survey. TerraServer USA. *The National Map – Placentia, California*. July 1, 1979.

<sup>41</sup> Google Maps. 2011.

<sup>42</sup> United States Geological Survey. TerraServer USA. *The National Map – Placentia, California*. July 1, 1979.

### 3.8.3 CUMULATIVE IMPACTS

The potential impact related to hazardous materials is site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant unmitigable impacts related to hazards and/or hazardous materials. As a result, no significant adverse cumulative impacts will result from the proposed project's implementation.

### 3.8.4 MITIGATION MEASURES

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the demolition and land clearance phases of development. As a result, the following mitigation measure is required:

*Mitigation Measure 7 (Hazardous Materials Impacts).* The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with State and Federal law prior to the issuance of the building permit.

The aforementioned mitigation measure will reduce the potential hazardous materials impacts to levels that are less than significant.

## 3.9 HYDROLOGY & WATER QUALITY

### 3.9.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;

- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or
- The exposure of a project to inundation by seiche, tsunami or mudflow.

### 3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

#### A. *Would the project violate any water quality standards or waste discharge requirements? Less than Significant Impact with Mitigation.*

The project is considering the approval of a 78-unit, single-family residential development. The project site is currently developed, though the majority of the property consists of pervious land cover (the yard area and the former agricultural use). Pre-development, this site is approximately 95% pervious and 5% impervious. Following the site's development, this site will be approximately 21% pervious and 79% impervious. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's redevelopment could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.<sup>43</sup> These pollutants may enter the storm drain system during periods of rainfall.

The proposed project will be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant will be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices (BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction BMPs that will be the responsibility of the homeowners association to implement over the life of the project.

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<sup>43</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres 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 or other proof of filing shall be provided to the Chief Building Official and the City Engineer.
- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the aforementioned mitigation, the impacts will be less than significant.

*B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? No Impact.*

Soil deposits within the project area consist of Holocene alluvium, beach sand, and artificial fill. This Holocene alluvium is described as unconsolidated and poorly consolidated sand, silt, and clay deposited as stream channels and the depth of these deposits range up to 175 feet in thickness. The Pleistocene stream terrace and alluvial deposits are reddish-brown, semi-consolidated silt, sand, and gravel. The lower part of the Holocene alluvium sediments consists of inter-fingering lenses of coarse sand and gravel overlain by a relatively impermeable clay cap. This area of inter-fingering lenses of coarse sand and gravel is part of the Upper Aquifer. The Upper Aquifer ranges from 100 to 200 feet thick and includes the Talbert aquifer and numerous semi-perched aquifers of limited extent. The Talbert aquifer contains geographically confined water that is yielded freely to many wells in the area. The Middle Aquifer system ranges from 50 to over 1,600 feet thick, and includes the Main aquifer, which yields large quantities of fresh water to wells.<sup>44</sup>

The proposed project's implementation will not involve any excavation that would affect a local aquifer. In addition, the proposed project will not affect any existing water well. As a result, no significant adverse impacts are anticipated.

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<sup>44</sup> AB Geosciences and Environmental Consultants, Inc. Phase I Environmental Assessment [prepared for] 1128 through 1280 N. Kraemer Boulevard. Placentia, California. April 17, 2006.

- 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, in a manner, which would result in substantial erosion or siltation on- or off-site? No Impact.*

There are no designated “blue line streams” or “Waters of the U. S.” located within the project site. The project will not affect or alter any existing drainage pattern of a stream or river.<sup>45</sup> No changes to any existing stream bed will occur as a result of the proposed project’s implementation and, as a result, no significant adverse impacts are anticipated.

- D. *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, in a manner, which would result in flooding on- or off-site? No Impact.*

The proposed project’s implementation will not impact any designated blue-line stream, drainage course, or “Waters of the U. S.” as indicated in the previous section. No other natural stream channels remain within the affected area. As a result, no impacts are anticipated.

- E. *Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? Less Than Significant Impact with Mitigation.*

The project will involve the demolition of the existing single-family unit and the removal of the existing debris (abandoned vehicles, containers, machinery, etc.). In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site’s development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.<sup>46</sup> The following measures are required as a means to address potential storm water impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.
- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

No surface water bodies are found within the project site, or in the immediate vicinity, that would be affected by the project.<sup>47</sup> The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

<sup>45</sup> United States Geological Survey. TerraServer USA. *The National Map – Placentia, California*. July 1, 1979.

<sup>46</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

<sup>47</sup> United States Geological Survey. TerraServer USA. *The National Map. Placentia, California*. July 1, 1979.

*F. Would the project otherwise substantially degrade water quality? No Impact.*

In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.<sup>48</sup> Previous mitigation will address this issue. As a result, no significant adverse impacts are anticipated.

*G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? No Impact.*

The proposed project site is located outside of a designated 100-year flood zone (Zone X) according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps.<sup>49</sup> Therefore, no flood-related impacts with respect to the placement of housing within a 100-year flood zone will occur.

*H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? No Impact.*

The proposed project site is not located within a designated 100-year flood hazard area as defined by FEMA.<sup>50</sup> As a result, the future development contemplated as part of the proposed project's implementation will not impede or redirect the flows of potential floodwater, since the proposed project site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated.

*I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? Less than Significant Impact.*

The City is located within the potential inundation area of the Carbon Canyon Dam and the Prado Dam. The Carbon Canyon Dam, an earthen structure with a capacity of 6,614 acre-feet, is located approximately one mile north of Placentia. The structure provides flood protection to the Cities of Placentia, Brea, Yorba Linda, Anaheim, Fullerton, Buena Park and unincorporated areas of the County of Orange. If an inundation event should occur as a result of dam failure, floodwaters are expected to generally follow the path of the Carbon Canyon Creek Channel. Floodwaters may potentially reach the SR-91 Freeway in the southern portion of the City. Prado Dam, designed in the 1930s, is located approximately 18 miles east of Placentia in Riverside County. The functioning capability of the Dam was increased (as of November 1999) due to the completion of the Seven Oaks Dam located approximately 40 miles upstream on the Santa Ana River. During a flood, the Seven Oaks Dam will store water intended for Prado Dam. Once the flood threat at Prado Dam passes, Seven Oaks Dam will begin to release its stored floodwater at a rate that does not exceed the downstream channel capacity. Working in tandem, the Prado and Seven Oaks Dams provide increased flood protection to Orange County.<sup>51</sup> The level of risk is comparable to that of the entire City and, as a result, the impacts to the project site are less than significant.

<sup>48</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

<sup>49</sup> Federal Emergency Management Agency. *Flood Insurance Rate Maps*. 2010 (as amended).

<sup>50</sup> Ibid.

<sup>51</sup> Placentia, City of. *Placentia General Plan, Safety Element (Administrative Draft)*. November 2003.

J. *Would the project result in inundation by seiche, tsunami, or mudflow? No Impact.*

The City of Placentia is located inland approximately 16 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami. There are no naturally-occurring permanent surface water features located within the City. The Tri-City Park, located in the northern portion of Placentia contains a 10-acre manmade lake. In addition, a number of other smaller man-made lakes are found within the Alta Vista Country Club golf course.<sup>52</sup> No surface water bodies, reservoirs, or volcanoes are located near the project site that would present seiche or volcanic hazards. As a result, no impacts related to seiche, tsunami, or mudflows will result from the implementation of the proposed project.

### 3.9.3 CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site specific. The implementation of the proposed project will not result in any significant adverse impacts related to hydrology. As a result, no cumulative impacts are anticipated.

### 3.9.4 MITIGATION MEASURES

In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

*Mitigation Measure 8 (Hydrology and Water Quality Impacts).* Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres 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 or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

*Mitigation Measure 9 (Hydrology and Water Quality Impacts).* The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

The following measures are required as a means to address potential storm water impacts:

*Mitigation Measure 10 (Hydrology and Water Quality Impacts).* All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

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<sup>52</sup> Placentia, City of. *Placentia General Plan, Safety Element (Administrative Draft)*. November 2003.

*Mitigation Measure 11 (Hydrology and Water Quality Impacts).* The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

### 3.10 LAND USE

#### 3.10.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy or regulation of the agency with jurisdiction over the project; or
- A conflict with any applicable conservation plan or natural community conservation plan.

#### 3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? No Impact.*

The project site is one of the few remaining underutilized properties in Placentia. The southwest corner of the site is currently occupied by a two-story, single-family residential unit with a detached two-car garage. The northern half of the property is poorly maintained with debris, consisting of inoperable vehicles, trailers, building materials, and old equipment, scattered throughout this portion of the property. The southern half of the property, which includes the residence, is in a better state of maintenance.<sup>53</sup> The floor area of the existing residential unit is approximately 1,500 square feet. The residence is a wood frame structure with a gable type roof. This existing home will be demolished as part of the project site improvements.<sup>54</sup> The project site is located along the Kraemer Boulevard corridor that includes a mix of commercial retail, single-family, and multiple-family uses. Land uses immediately adjacent to the project are as follows:

- *North.* Single-family homes are located to the north of the site. These homes have frontage on the south side of Morse Avenue and their rear property lines abut the project site.
- *East.* Single-family homes with frontage along Cypress Point Drive, are located to the east of the site. The rear property lines of these homes abut the project site.
- *South.* Single-family homes abut the project site's south side. These homes have frontage along Fairway Lane. The rear property line of these units abut the project site.

<sup>53</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

<sup>54</sup> United States Geological Survey. TerraServer USA. *The National Map – Placentia, California.* July 1, 1979.

- *West.* Kraemer Boulevard and Angelina Drive are located immediately to the west. The uses located opposite the project site along Kraemer Boulevard and Angelina Drive consists of single-family residential, multi-family residential and commercial/retail uses.

Land uses around the project site are shown in Exhibit 3-6. The proposed development will be confined to the project site. No additional land area will be required to accommodate the proposed use and no division of an existing residential neighborhood will occur as part of the proposed project's implementation. As a result, no significant adverse impacts are anticipated.

*B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, proposed project, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Less than Significant Impact.*

The proposed project involves the approval of a 78-unit, single-family residential development. The project site is currently designated as *Low-Density Residential* in the City of Placentia General Plan and the corresponding Zoning designation that is applicable to the project site is *Low-Density Residential (R-1)*.<sup>55</sup> The General Plan and Zoning designations that are applicable to the site and the surrounding area are shown in Exhibits 3-7 and 3-8, respectively.

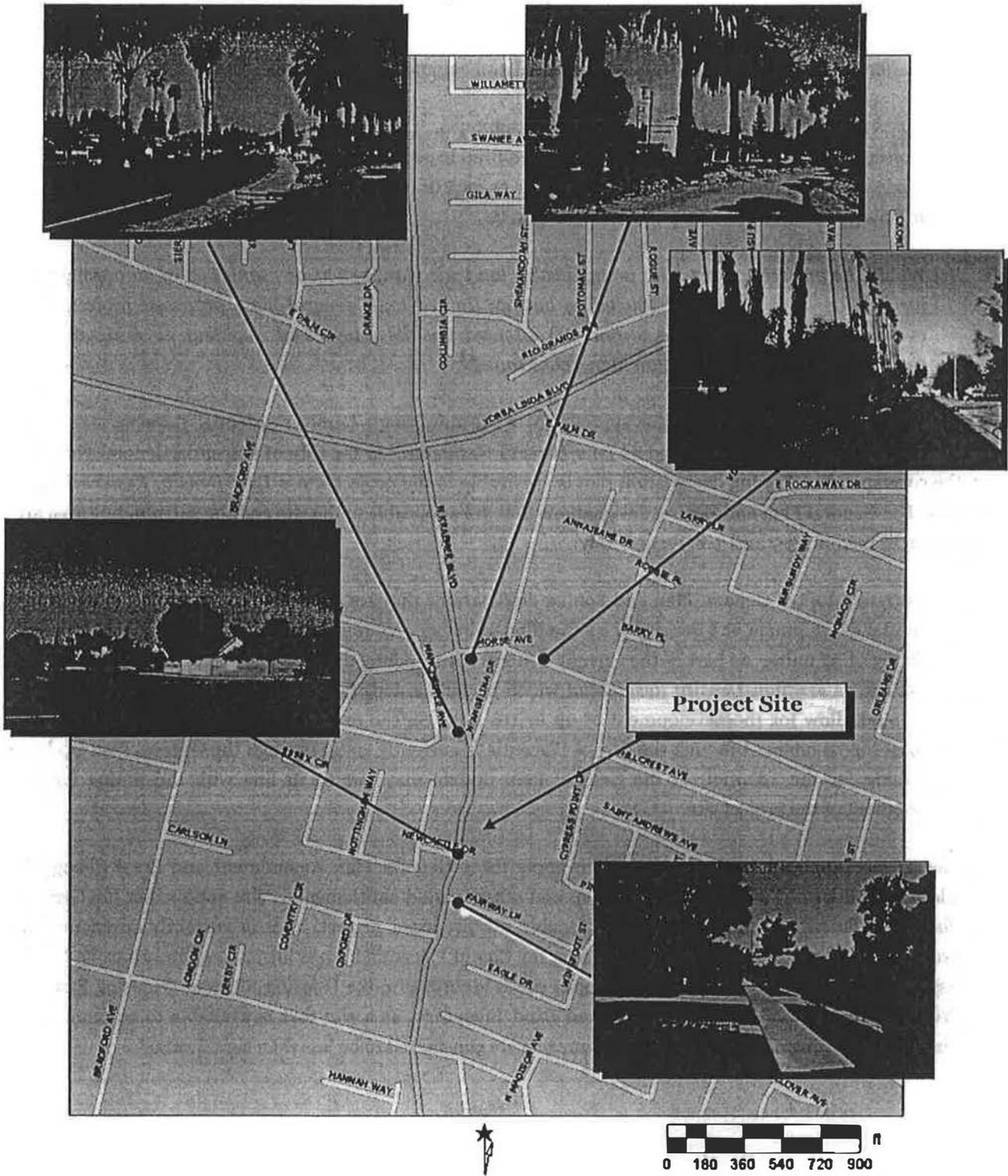
The current adopted General Plan and Zoning designations that are applicable to the project site permits residential development at a density of six dwelling units per acre translating into a potential development consisting of 47 units. As part of the current General Plan Update, the City is considering designating the project site as *Medium-Density Residential* which permits a density of up to 15 dwelling units per acre. This would allow for the development of up to 118 units on the project site which exceeds the current proposal for 78 units. Although the City of Placentia is currently going through the General Plan Update, the timing for the adoption of the General Plan update may not be in line with the timing for the development of the project site.

The project Applicant will be required to apply for a General Plan Amendment and Zone Change in addition to approval of a Tract/Parcel Map and other related entitlements. The approval of the General Plan Amendment and Zone Change will enable the proposed project, as it is currently envisioned, to proceed. The proposed project will also assist the City of Placentia in meeting its Regional Housing Needs Assessment (RHNA).<sup>56</sup> The proposed project site is identified in the Housing Element (Housing Element Program HE-1.7: Vacant and Underutilized Land Inventory) as a site that is available to accommodate Placentia's housing need. As a result, the impacts are considered to be less than significant.

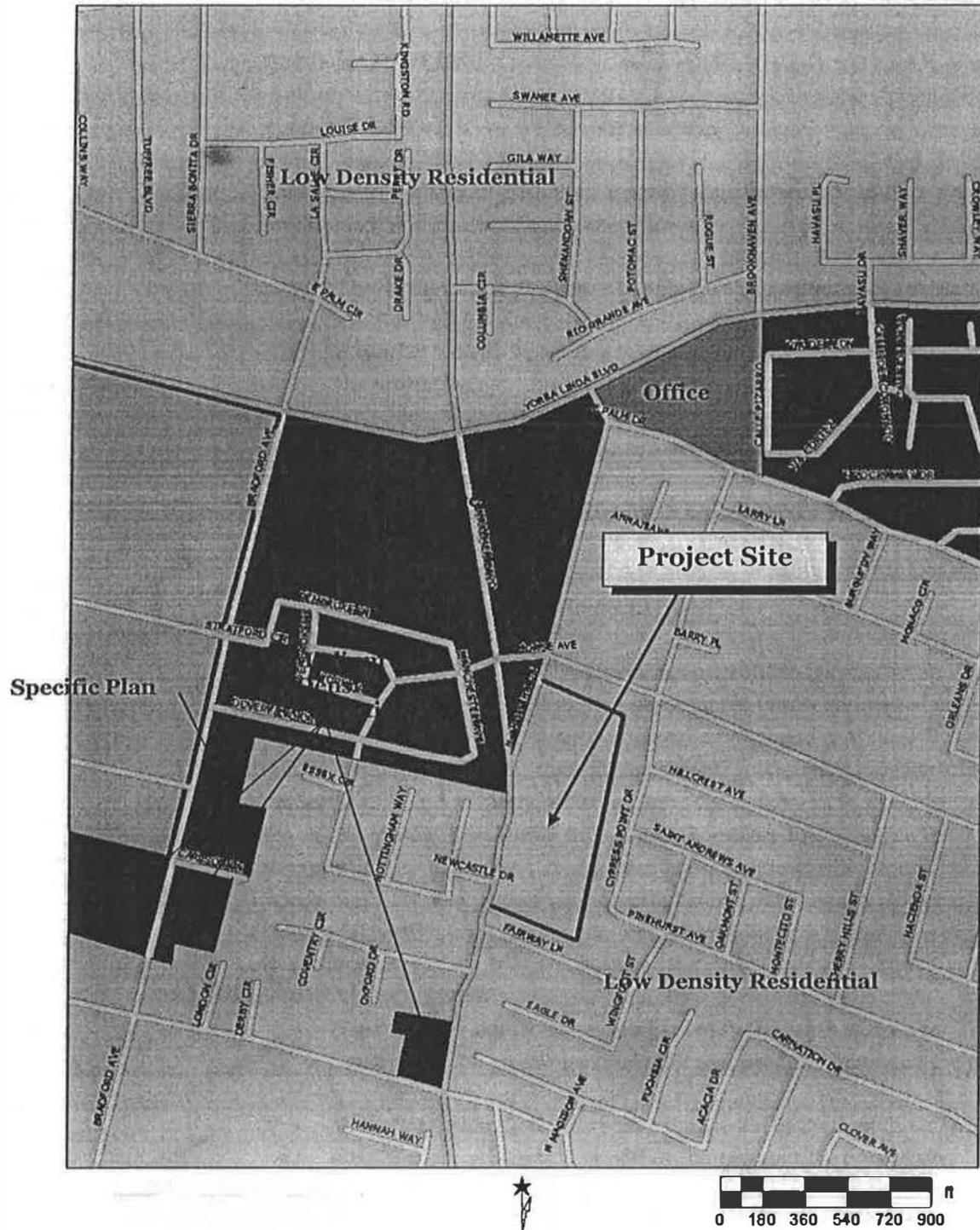
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<sup>55</sup> Tierra West Advisors, Inc. Initial Study/Initial Study Checklist [prepared for the] HQT Homes Schaner Ranch Housing Development. April 2012. (The document was not intended for public circulation).

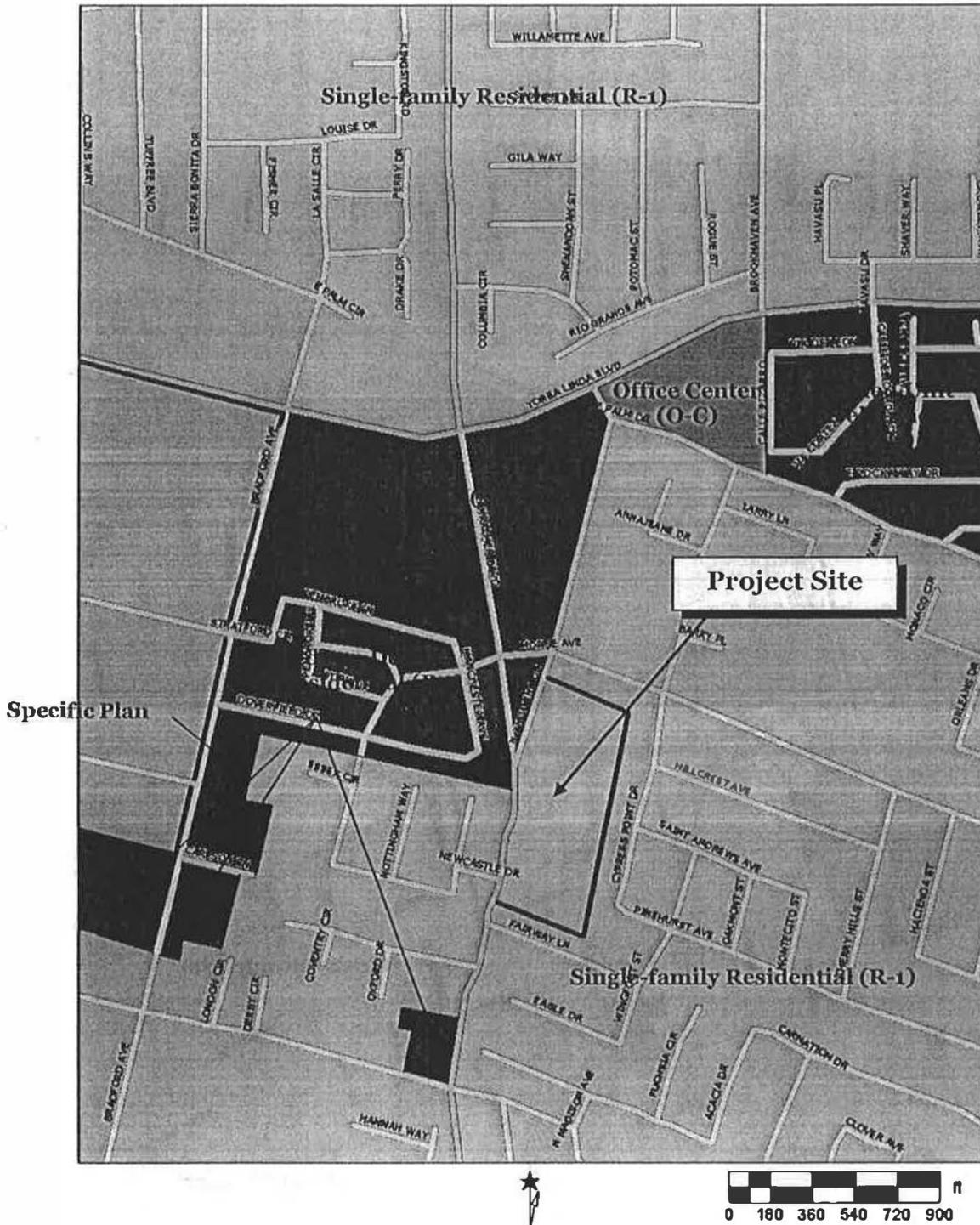
<sup>56</sup> Tierra West Advisors, Inc. Initial Study/Initial Study Checklist [prepared for the] HQT Homes Schaner Ranch Housing Development. April 2012. (The document was not intended for public circulation).



**EXHIBIT 3-6**  
**EXISTING LAND USES IN THE AREA**  
Source: Blodgett/Baylosis Associates



**EXHIBIT 3-7**  
**GENERAL PLAN DESIGNATIONS**  
 Source: City of Placentia



**EXHIBIT 3-8**  
**ZONING DESIGNATIONS**  
 Source: City of Placentia

*C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? No Impact.*

No natural open space areas are located within the proposed project site.<sup>57</sup> In addition, the project site is surrounded by urban development and roadways. Kraemer Boulevard and Angelina Drive extend along the site's western side. Residential development abuts the site on the north, east and south side. The project site and the adjacent parcels are not included within areas that are subject to a habitat conservation plan or a local coastal plan (LCP). As a result, no adverse impacts on local, regional, or State habitat conservation plans will result from the implementation of the proposed project.

### **3.10.3 CUMULATIVE IMPACTS**

The analysis determined that the proposed project would not result in any significant adverse land use impacts. As a result, no significant adverse cumulative land use impacts will occur.

### **3.10.4 MITIGATION MEASURES**

The analysis of land use and development impacts indicated that no significant adverse impacts on land use and development would result from the implementation of the proposed project. As a result, no mitigation measures are required.

## **3.11 MINERAL RESOURCES**

### **3.11.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of Placentia, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or
- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project, or other land use plan.

### **3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

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<sup>57</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

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.*

No active or abandoned oil or gas well is located within the project site, though an abandoned dry well is located approximately 250 feet to the west of the project site.<sup>58</sup> The project site is not located within a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

B. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, proposed project or other land use plan? No Impact.*

There are no mineral, oil or energy extraction and/or generation activities located within the project site. Review of maps provided by the State Department of Conservation indicated that there are no oil wells located within the project site (refer to the previous discussion).<sup>59</sup> As a result, the project's implementation will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any significant adverse effects on mineral resources in the region.

### **3.11.3 CUMULATIVE IMPACTS**

The potential impacts on mineral resources are site specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any impacts on mineral resources and no cumulative impacts will occur.

### **3.11.4 MITIGATION MEASURES**

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

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<sup>58</sup> AB Geosciences and Environmental Consultants, Inc. Phase I Environmental Assessment [prepared for] 1128 through 1280 N. Kraemer Boulevard. Placentia, California. April 17, 2006.

<sup>59</sup> Ibid.

## 3.12 NOISE

### 3.12.1 THRESHOLDS OF SIGNIFICANCE

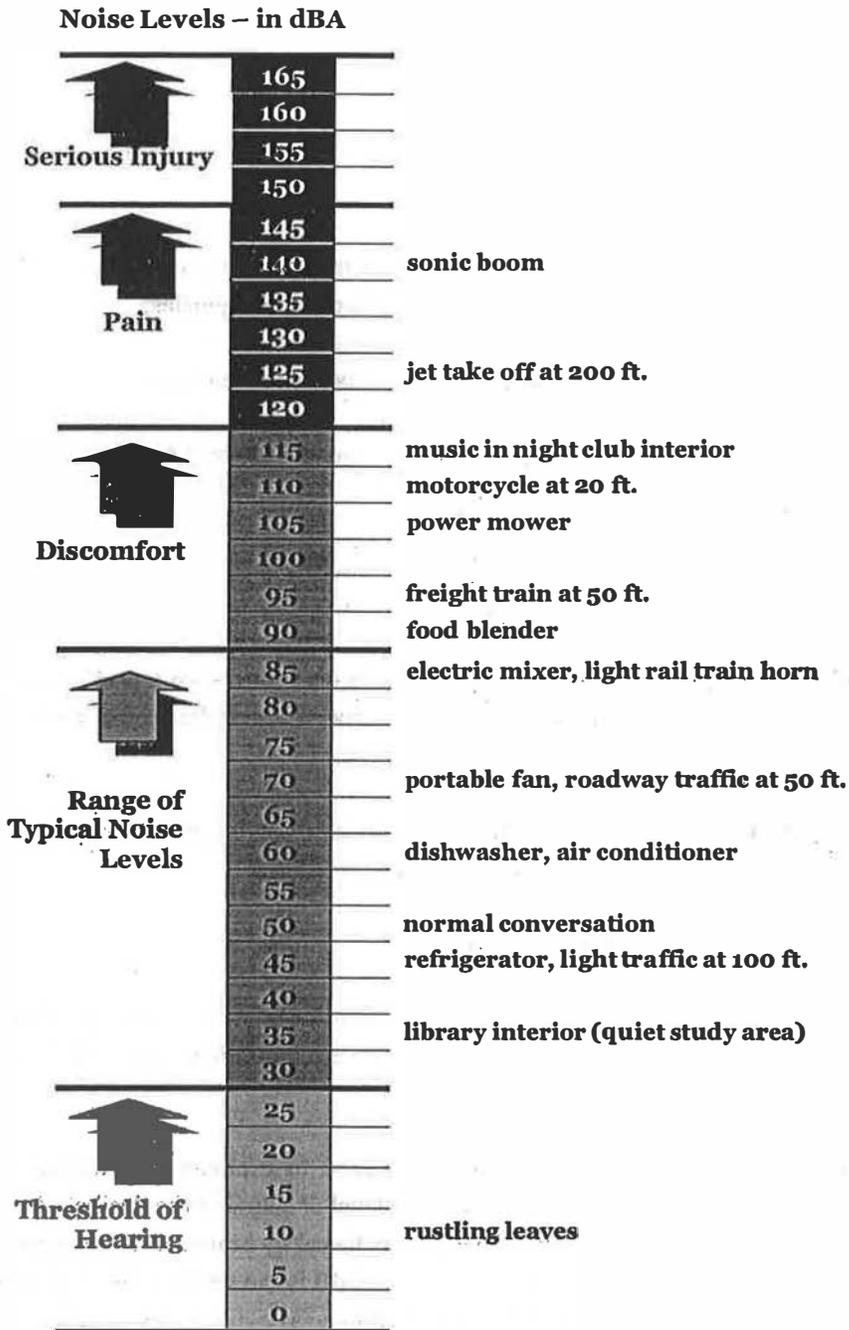
According to the City of Placentia, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

### 3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Less than Significant Impact with Mitigation.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. 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. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB is the ambient noise level that 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. Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-9.



**EXHIBIT 3-9**  
**TYPICAL NOISE SOURCES AND LOUDNESS SCALE**

Source: Blodgett/Baylosis Associates

Section 23.76.050 (Exterior Noise Standards) of the City of Placentia Municipal Code has established the following *exterior* noise standards for residential zones: 55 dBA between 7:00 AM and 10:00 PM and 50 dBA between 10:00 PM and 7:00 AM. In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination, each of the above noise levels shall be reduced by 5 dBA. It is unlawful for any person at any location within the incorporated area of the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential, commercial, or industrial property, either incorporated or unincorporated to exceed:

- The noise standards for a cumulative period of time more than 30 minutes in any hour;
- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour;
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
- The noise standard plus 20 dBA for any period of time.

In the event the ambient noise level exceeds any of the first four aforementioned noise limit categories mentioned above, the cumulative period applicable to a category shall be increased to reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level for the residential zones shall be increased to reflect the maximum ambient noise level.

Section 23.76.060 (Interior Noise Standards) of the City's Municipal Code has established the following *interior* noise standards for residential zones: 55 dBA between 7:00 AM and 10:00 PM and 45 dBA between 10:00 PM and 7:00 AM. In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by 5 dBA. It is unlawful for any person at any location within the incorporated area of the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

- The interior noise standard for a cumulative period of more than 5 minutes in any hour;
- The interior noise standard plus 5 dBA for a cumulative period of more than one minute in any hour; or
- The interior noise standard plus 10 dBA for any period of time.

In the event the ambient noise level exceeds either of the first two noise limit categories mentioned above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In

the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. To characterize ambient noise levels, a field study was conducted within the project site. Noise monitoring was conducted using a Sper Scientific digital sound level meter Model 840029. Noise measurements were taken on the project site's front property line along Kraemer Boulevard. Measurements were taken at 12:00 PM on a Monday (November 26, 2012). The average noise level for the measurement period was 63.03 dBA. The cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant. The following measure will further ensure that on-site activities related to the project's occupancy activities do not adversely impact noise sensitive land uses located to the north of the project area:

- Project site activities and uses must conform to the City of Placentia Noise Control Ordinance.

The aforementioned mitigation measure is identified in Section 3.12.4. This measure will reduce the potential impacts to levels that are less than significant.

*B. Would the project result in exposure of people to, or generation of, excessive ground-borne noise levels? Less than Significant Impact with Mitigation.*

The current noise environment within the area surrounding the project site is dominated by traffic from Kraemer Boulevard. Based on the Federal Highway Administration's (FHWA) traffic noise prediction model, the following noise levels have been projected assuming no noise attenuation measures (sound walls, etc.):

- The 75 dBA contour extends approximately 50 feet from the centerline of Kraemer Boulevard;
- The 71 dBA contour extends approximately 100 feet from the centerline of Kraemer Boulevard;
- The 66 dBA contour extends approximately 200 feet from the centerline of Kraemer Boulevard;
- The 63 dBA contour extends approximately 300 feet from the centerline of Kraemer Boulevard; and,
- The 60 dBA contour extends approximately 500 feet from the freeway's centerline.

The majority of the project site's land area (approximately 75%) is located in an area where the ambient noise levels are 65 dBA or greater.

Based on the Federal Highway Administration (FHWA) traffic noise prediction model, the future *unmitigated exterior* noise levels forecasted for the dwelling units will range from 60 dBA to 65 dBA, depending on the distance from Kraemer Boulevard and the "line of sight" obstructions provided by the new buildings that will be constructed. The following mitigation is required as a means to address the exterior ambient noise levels:

- The Applicant shall provide a "windows closed" (i.e., mechanical ventilation) in each of the residential dwelling units abutting Kraemer Avenue.
- Each dwelling unit will be constructed with weather-stripped solid core exterior doors and exterior wall/roof assemblies shall be insulated to further reduce interior ambient noise levels.
- The Applicant shall ensure that double-paned windows are installed within each of the residential units that have an unobstructed view of Kraemer Boulevard.

These measures will reduce the potential impacts to levels that are less than significant.

*C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Less than Significant Impact.*

The cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

*D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Less than Significant Impact with Mitigation.*

The construction activities related to site preparation and building construction may lead to relatively high noise levels during the construction period. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-10. The noise levels described in Exhibit 3-10 are those that would be expected at a distance of 50 feet from the noise source.

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. 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. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 70 dBA at the property line.

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Typical noise levels 50-ft. from source

			70	80	90	100
<i>Equipment Powered by Internal Combustion Engines</i>	<i>Earth Moving Equipment</i>	Compactors (Rollers)		■		
		Front Loaders		■	■	
		Backhoes		■	■	■
		Tractors			■	
		Scrapers, Graders			■	
		Pavers			■	
		Trucks				■
	<i>Materials Handling Equipment</i>	Concrete Mixers		■	■	
		Concrete Pumps			■	
		Cranes (Movable)		■	■	
		Cranes (Derrick)		■	■	
	<i>Stationary Equipment</i>	Pumps	■			
		Generators		■		
		Compressors			■	
<i>Impact Equipment</i>	Pneumatic Wrenches			■		
	Jack Hammers			■	■	
	Pile Drivers				■	
<i>Other Equipment</i>	Vibrators	■	■			
	Saws		■			

**EXHIBIT 3-10**  
**TYPICAL CONSTRUCTION NOISE LEVELS**

Source: Blodgett/Baylosis Associates

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The following mitigation measures are required to mitigate potential construction noise impacts:

- The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.
- The contractors shall notify the nearby schools as to the times and duration of construction activities.

The mitigation measures identified in the preceding section under 3.12.2.C will also address the potential long-term noise impacts.

*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 expose people residing or working in the project area to excessive noise levels? No Impact.*

The City of Placentia is not located within two miles of an operational public airport. The nearest airport, Fullerton Airport, is located approximately seven miles to the southwest. The John Wayne Airport is located approximately 16 miles to the south and the Los Angeles International Airport (LAX) is located approximately 32 miles to the west.<sup>60</sup> As a result, the proposed project's implementation will not result in any aircraft noise exposure impacts.

*F. Within the vicinity of a private airstrip, 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 an operational private airport. As a result, no impacts related to the exposure of persons to aircraft noise from a private airstrip will result.

### **3.12.3 CUMULATIVE IMPACTS**

The analysis indicated the implementation of the proposed project would not result in any significant unmitigable adverse cumulative noise impacts. As a result, no significant adverse cumulative noise impacts will occur.

### **3.12.4 MITIGATION MEASURES**

The following measures will further ensure that on-site project activities do not adversely impact noise sensitive land uses located to the north of the project area:

*Mitigation Measure 12 (Noise Impacts).* Project site activities and uses must conform to the City of Placentia Noise Control Ordinance.

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<sup>60</sup> United States Geological Survey. TerraServer USA. *The National Map -- Placentia, California*. July 1, 1979.

*Mitigation Measure 13 (Noise Impacts).* The Applicant shall provide a "windows closed" (i.e., mechanical ventilation) in each of the residential dwelling units abutting Kraemer Avenue.

*Mitigation Measure 14 (Noise Impacts).* Each dwelling unit will be constructed with weather-stripped solid core exterior doors and exterior wall/roof assemblies shall be insulated to further reduce interior ambient noise levels.

*Mitigation Measure 15 (Noise Impacts).* The Applicant shall ensure that double-paned windows are installed within each of the residential units that have an unobstructed view of Kraemer Boulevard.

The following mitigation measures are required to mitigate potential construction noise impacts:

*Mitigation Measure 16 (Stationary Noise).* The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

*Mitigation Measure 17 (Stationary Noise).* The contractors shall notify the nearby school administration as to the times and duration of construction activities.

### **3.13 POPULATION & HOUSING**

#### **3.13.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of Placentia, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

#### **3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? No Impact.*

According to the 2010 U. S. Census, the City's population is 51,302 persons. The average household size was 3.16 persons per household. Assuming an average household size of 3.16 persons per unit, the potential build-out population of the 78-unit development will be 247 persons. Table 3-5 also provides an alternate estimate for the potential residential population based on the number of bedrooms. The figures

shown in Table 3-5 assume four persons per unit in the three bedroom floor plan and five persons per unit in the four bedroom floor plan. Using this technique, the ultimate population is projected to be 353 persons.

**Table 3-5  
 Population and Housing Projections**

Projection Method	Description	Total No. Units	Potential Population	
			Persons/Unit	Population
Average Household Size	3.16 persons/unit	78 units	3.16 persons/unit	247 persons
Plan 1	3 bedrooms	16 units	4 persons/unit	64 persons
Plan 2	3 bedrooms	21 units	4 persons/unit	84 persons
Plan 3	4 bedrooms	26 units	5 persons/unit	130 persons
Plan 4	4 bedrooms	15 units	5 persons/unit	75 persons
<b>Total</b>		<b>78 units</b>		<b>353 persons</b>

Source: Blodgett/Baylosis Associates. 2014

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts, and the project's potential growth-inducing impacts, are identified in Table 3-6. As indicated in the table, the proposed 78-unit residential development would not result in any growth inducing impacts.

**Table 3-6  
 Potential Growth-Inducing Impacts**

Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
New development in an area presently undeveloped.	The proposed project will promote development of an underutilized parcel.	The project will promote development consistent with the draft General Plan.
Extension of roadways and other transportation facilities.	The project will not involve the extension or modification of any off-site roadways.	The only off-site improvements include those required to facilitate access.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are anticipated.	The only infrastructure improvements will serve the proposed project site only.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time.	No off-site facilities will be required to accommodate the projected demand.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of existing affordable or subsidized units.	No affordable housing will be affected by the proposed project.
Additional population growth leading to increased demand for services.	The proposed project will not result in any long-term growth in employment.	No long-term employment will be provided by the proposed residential development.
Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment is a beneficial impact.

Source: Blodgett/Baylosis Associates. 2014.

Based on the analysis herein, no significant adverse growth-inducing impacts are anticipated. As part of the Development Agreement (DA) for the project, the developer will be required to contribute to a Low and Moderate Housing Mitigation Fee.

*B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Less than Significant Impact.*

The southwest corner of the site is currently occupied by a two-story, single-family residential unit with a detached two-car garage.<sup>61</sup> The floor area of the existing residential unit is approximately 1,500 square feet and will be demolished as part of the project site improvements. The unit that will be demolished will be replaced by 78 new residential units. As a result, the potential impacts related to housing dislocation will be less than significant.

*C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No Impact.*

As indicated in the previous subsection, the existing residential unit will be demolished to accommodate the proposed project. This existing unit is privately owned and is not subsidized or considered to be an affordable unit. As a result, the potential population displacement impacts are considered to be less than significant.

### **3.13.3 CUMULATIVE IMPACTS**

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no significant adverse cumulative housing and population impacts will occur.

### **3.13.4 MITIGATION MEASURES**

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's implementation.

## **3.14 PUBLIC SERVICES**

### **3.14.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of Placentia, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services;

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<sup>61</sup> Blodgett/Baylosis Associates. Site Survey (Site survey was conducted on November 26, 2012).

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to police protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to school services; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to other government services.

### 3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services? Less than Significant Impact.*

The Orange County Fire Authority (OCFA) provides emergency services to the City of Placentia under a joint powers agreement (JPA). The OCFA provides fire prevention, fire suppression, and emergency services to 22 jurisdictions within Orange County. The OCFA has served the City of Placentia since May 16, 1980. Two fire stations are located within the corporate boundaries of the City: Fire Station 34 is located at 1530 North Valencia and Fire Station 35 is located at 110 South Bradford. The first response station to the project site is Station 34. According to the OCFA, the standard response goal throughout the OCFA service area is for the first engine to reach an emergency scene within five minutes, 80% of the time and a paramedic to reach the scene within eight minutes, 90% of the time. This standard is met and exceeded in the City of Placentia. The current ISO rating for the City of Placentia is Class 3.<sup>62</sup>

The project's implementation would change the specific fire protection requirements for the site, though the impacts on the provision of fire protection services would be less than significant given the access to the site and availability of, and proximity to, the existing fire protection facilities. Future development would also be subject to any conditions prescribed by the OCFA (compliance with applicable codes and ordinances including those related to emergency access, fire flows, etc.). The proposed residential development will also be required to adhere to all pertinent site and building design regulations. As a result, the impacts to fire protection service and facilities are anticipated to be less than significant. As part of the Development Agreement (DA) for the project, the developer will be required to contribute to a Public Safety Mitigation fee. In addition, a Community Facilities District (CFD) will be established for the project. CFD fees will be based on the individual units.

<sup>62</sup> Placentia, City of. *Placentia General Plan, Safety Element (Administrative Draft)*. November 2003.

*B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to police protection? Less than Significant Impact with Mitigation.*

The City of Placentia operates its own police department out of its main facility located in the Civic Center. The Placentia Police Department (PPD) serves the City with a staff of 53 sworn full-time officers, 18 non-sworn full-time personnel (including civilians), seven non-sworn part-time personnel, (including civilian employees) and five volunteers. The PPD is divided into two divisions: Operations and Support Services. The PPD programs and services include fingerprinting, a bicycle safety program, Drug Abuse Resistance Education (DARE), a burglary prevention program and a robbery prevention program. The proposed project will place an incremental demand on local law enforcement services. As a result, the following mitigation measures are required:

- The Applicant shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) shall employ illumination in a manner that meets the approval of the Chief Building Official and Police Chief before Building Permits are issued.
- The Applicant's building and site improvements shall conform to the City of Placentia as required by the Police Chief and the Chief Building Official before Building Permits are issued.

With compliance to the aforementioned mitigation measures, the project's potential law enforcement impacts will be less than significant. As part of the Development Agreement (DA) for the project, the developer will be required to contribute to a Public Safety Mitigation fee. In addition, a Community Facilities District (CFD) will be established for the project. CFD fees will be based on the individual units.

*C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? Less than Significant Impact.*

Placentia's educational services for the proposed project will be provided by the Placentia-Yorba Linda Unified School District (PYLUSD). Communities served by PYLUSD include Placentia, Yorba Linda and parts of Anaheim, Brea, Fullerton and unincorporated territory. There are a total of 16 schools located within the City. Of these 16 schools, 10 are elementary schools, two are middle schools, three are high schools, and there is a District Education Center. Three school facilities (the Adult Education, the District Education Center, and Parkview School) provide for alternative education opportunities. The nearest schools to the project site include Morse Elementary School, Kraemer Middle School, and Valencia High School.<sup>63</sup>

<sup>63</sup> Placentia, City of. *Placentia General Plan, Land Use Element, Chapter 2 (Administrative Draft)*. November 2003.

A total of 78 residential units will be constructed as part of this project. Table 3-7 estimates the number of potential students using two types of projections. The first projection provides a worse case estimate of the potential student enrollment impacts associated with the proposed project. This worse case projection assumes that school-aged children will occupy the second, third, and fourth bedrooms of the units resulting in a potential for 197 students (two students for each of the three-bedroom units, and three students for each of the four bedroom units). The second projection was derived from the Orange County School Impact Fee Advisory Group study. These rates assumed a student generation rate of 0.527 students per unit, translating into a potential enrollment demand of 42 students. Orange County school districts use these later rates in developing fees.

**Table 3-7  
 Projected Enrollment Generation**

Factor	Total Students/Unit	Projected Students
3 bedrooms	37 units (2 students/unit)	74 students
4 bedrooms	41 units (3 students/unit)	123 students
Subtotal		197 students
Orange County <sup>2</sup>	0.527 students/unit	42 students

Sources:

1. Blodgett/Baylosis Associates. 2012.
2. Orange Co. School Impact Fee Advisory Group, Tindale-Oliver Associates, Inc. February 2006.

The following mitigation will be required to mitigate the proposed project's impacts on local schools:

- The Applicant will be required to pay school impact fees for construction of new facilities in accordance with AB-2926 to mitigate school impacts prior to issuance of Building Permits. Evidence of payment of the school fees shall be submitted to the Chief Building Official.

The payment of these fees will reduce the potential impacts to levels considered less than significant. As part of the Development Agreement (DA) for the project, the developer will be required to contribute to a Public Safety Mitigation fee. In addition, a Community Facilities District (CFD) will be established for the project. CFD fees will be based on the individual units.

*D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to other governmental services? No Impact.*

The proposed project's implementation is not expected to have any impact on existing governmental services other than those identified in the preceding sections. As a result, no significant impacts associated with the proposed project's implementation are anticipated.

### 3.14.3 CUMULATIVE IMPACTS

The proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. However, no new facilities will be required to accommodate the proposed use. As a result, no cumulative impacts are anticipated.

### 3.14.4 MITIGATION MEASURES

The following mitigation measures will further reduce the project's potential impacts on public services:

*Mitigation Measure 18 (Public Services).* The Applicant shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) shall employ illumination in a manner that meets the approval of the Chief Building Official and Police Chief before Building Permits are issued.

*Mitigation Measure 19 (Public Services).* The Applicant's building and site improvements shall conform to the City of Placentia as required by the Police Chief and the Chief Building Official before Building Permits are issued.

*Mitigation Measure 20 (Public Services).* The Applicant will be required to pay school impact fees for construction of new facilities in accordance with AB-2926 to mitigate school impacts prior to issuance of Building Permits. Evidence of payment of the school fees shall be submitted to the Chief Building Official.

## 3.15 RECREATION IMPACTS

### 3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- 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; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

### 3.15.2 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? Less than Significant Impact.*

The City of Placentia Recreational Services Division maintains and operates the City parks and oversees recreational services. Currently, Placentia owns 16 public parks totaling 82.5 acres of parkland. The nearest public park to the project site is Goldenrod Park (899 Goldenrod Street) located approximately

2,000 feet to the southeast. The City of Placentia Draft General Plan includes a park development standard of four acres per 1,000 residents.<sup>64</sup> The Municipal Code currently calls for 2.5 acres of parkland for every 1,000 residents. The proposed project's open space will include landscaping along the Kraemer Boulevard and Angelina Drive frontages, common open space areas, open space included in private yards, a linear park located at the northern end of the project site and a natural park located at the southwestern end of the site. A tot-lot (subject to permission from the utilities companies) with playground structures will be located in the northwest portion of the site and will consist of approximately 14,241 square feet (Lot C) and a passive open space area (the water quality planter box consisting of approximately 5,938 square feet (Lot B) will be located in the southernmost portion, south of the main entry.<sup>65</sup> Assuming a potential population of 247 persons (based on the average household size for the City), the proposed project will need 0.62 acres of parkland to accommodate the City standard of 2.5 acres of parkland per 1,000 residents.<sup>66</sup> The City of Placentia Municipal Code includes the following parkland dedication requirements for new residential development:

- **Requirements.** As a condition of approval of a final map or parcel map, the subdivider shall dedicate land, pay an in-lieu fee or both, at the option of the City, for park or recreational purposes.<sup>67</sup>
- **General standard.** The City requires that 2.5 acres of property for each one thousand (1,000) persons be devoted to Local Park and recreational purposes. (This standard is different from the four acres of parkland for every 1,000 persons identified in the City of Placentia General Plan).<sup>68</sup>
- **Standards and formula for dedication of land.** Where a park or recreational facility has been designated in the adopted Recreation and Parks Element of the General Plan and is to be located in whole or in part within the proposed subdivision to serve the immediate and future needs of the residents of the subdivision, the subdivider shall dedicate land sufficient in size and topography to serve the residents of the subdivision (the amount of land to be provided shall be determined using the 2.5 acres of parkland per 1,000 persons).<sup>69</sup>
- **Formula for fees in lieu of land dedication.** If there is no park or recreational facility designated in the adopted recreation and parks element, to be located in whole or in part within the proposed subdivision, the subdivider shall, in lieu of dedicating land, pay a fee that will be used for park and recreation facilities.<sup>70</sup>

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<sup>64</sup> Placentia, City of. *Placentia General Plan, Open Space and Recreation, Chapter 5 (Administrative Draft)*. November 2003.

<sup>65</sup> KTG Group, Inc. Architecture Package. November 13, 2013

<sup>66</sup> Placentia, City of. *Placentia General Plan, Open Space and Recreation, Chapter 5 (Administrative Draft)*. November 2003.

<sup>67</sup> Placentia, City of. *City of Placentia Municipal Code. Section 22.54.020*. As amended 2012.

<sup>68</sup> Ibid. Section 22.54.030.

<sup>69</sup> Ibid. Section 22.54.040.

<sup>70</sup> Ibid. Section 22.54.050.

- *Criteria for requiring both dedication and fee.* In subdivisions of over 50 lots, the subdivider may be required to dedicate both land and pay an in-lieu fee.<sup>71</sup>
- *Determination of land or fee.* Whether the City Council accepts land dedication or elects to require payment of a fee in lieu thereof, or a combination of both, shall be determined by consideration of the following:
  - (1) The adopted recreation and parks element of the general plan;
  - (2) The topography, geology, access and location of land in the subdivision available for dedication;
  - (3) The size and shape of the subdivision and land available for dedication;
  - (4) The feasibility of dedication;
  - (5) The compatibility of dedication with the adopted recreation and parks element;
  - (6) The availability of previously acquired park property; and,
  - (7) The determination of the City Council as to whether land shall be dedicated, or whether a fee shall be charged, or a combination thereof, shall be final and conclusive.<sup>72</sup>
- *Credits for private open space.* Planned developments, real estate developments, community apartment projects, condominium projects and stock cooperatives shall be eligible to receive a credit as determined by the City Council, against the amount of land required to be dedicated, or the amount of the fee imposed, pursuant to this chapter, for the value of private open space within the development which is useable for active recreational uses.<sup>73</sup>

The proposed project will be required to provide the necessary parkland and/or pay the in-lieu fees for new parkland. Assuming a potential population of 247 persons (based on average household size), the proposed project will need 0.62 acres of parkland to accommodate the City requirement for 2.5 acres of parkland per 1,000 residents.<sup>74</sup> The City, as part of the Development Agreement, will require the payment of in-lieu fees. As a result, the impact of the proposed project on recreational facilities will be less than significant.

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<sup>71</sup> Ibid. Section 22.54.060.

<sup>72</sup> Placentia, City of. *City of Placentia Municipal Code. Section 22.54.070.* As amended 2012.

<sup>73</sup> Ibid. Section 22.54.085.

<sup>74</sup> Ibid.

- B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? Less than Significant Impact.*

The proposed project's open space will include landscaping along the Kraemer Boulevard and Angelina Drive frontages, common open space areas, open space included in private yards, a linear park located at the northwest portion of the project site and a natural park located at the southwestern end of the site. A tot-lot with playground structures (subject to permission from the utilities companies) will be located in the northernmost portion of the site and will consist of approximately 14,241 square feet (Lot C) and a passive open space area (the water quality planter) box consisting of approximately 5,938 square feet (Lot B) will be located in the southernmost portion, south of the main entry.<sup>75</sup> These internal open space areas and the City's requirement in the development agreement for the payment of in-lieu fees and/or the dedication of parkland will result in the potential impacts being less than significant.

### **3.15.3 CUMULATIVE IMPACTS**

The analysis determined the proposed project would not result in any potential impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

### **3.15.4 MITIGATION MEASURES**

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

## **3.16 TRANSPORTATION & CIRCULATION**

### **3.16.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of Placentia, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways;

<sup>75</sup> KTG Group, Inc. Architecture Package. November 13, 2013

- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access; and,
- A conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

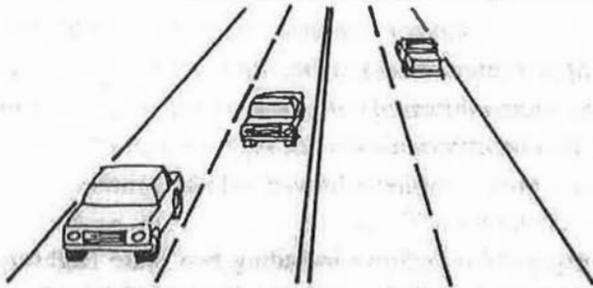
The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. Brief descriptions of the six levels of service for signalized intersections are shown in Table 3-8 and Exhibit 3-11 provide a visual description of the level of service definitions. Level of service analysis for signalized intersections is based on the Intersection Capacity Utilization (ICU) technique. A capacity of 1,700 vehicles per hour per lane is assumed together with a 0.05 clearance interval, based upon the guidelines in the Orange County Congestion Management Plan (CMP). The City of Placentia indicated that traffic studies should analyze all signalized intersections by the ICU method. The City also required all unsignalized intersections to be analyzed by the Highway Capacity Analysis (HCM) method. The methodology in the HCM is based upon measurements or forecasts of control delay for traffic utilizing all approaches to the intersection. Intersection average delay and poorest movement delay are reported for all unsignalized intersections.<sup>76</sup>

**Table 3-8  
Level of Service Descriptions**

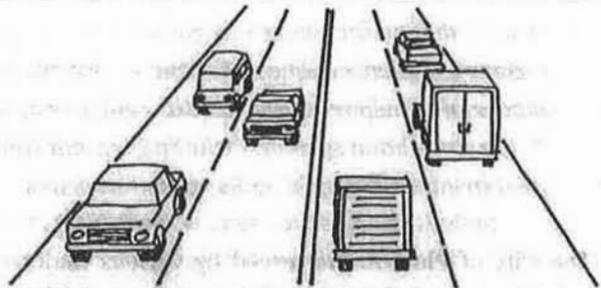
LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional 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.
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.
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.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

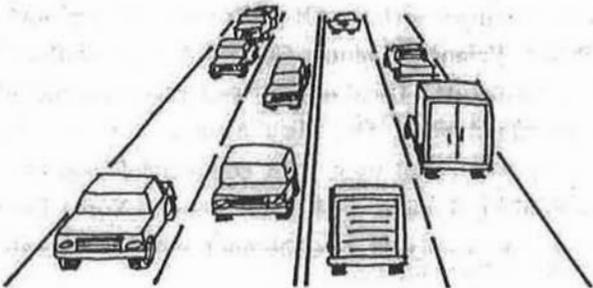
<sup>76</sup> KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (ITM 17145) in the City of Placentia*. February 5, 2013.



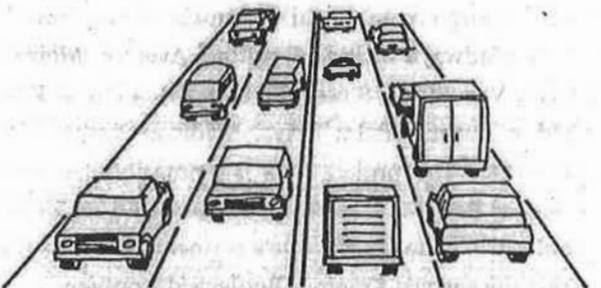
**Level of Service A**  
Free flow in which there is little or no restriction on speed or maneuverability.



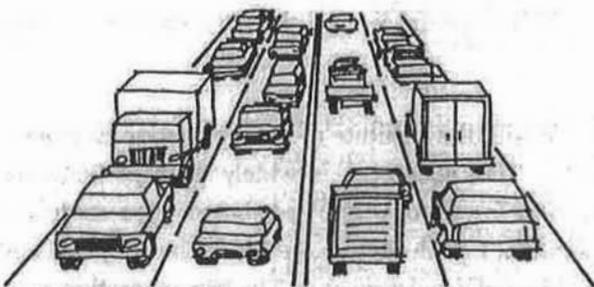
**Level of Service B**  
Stable flow though operating speed is beginning to be restricted by other traffic.



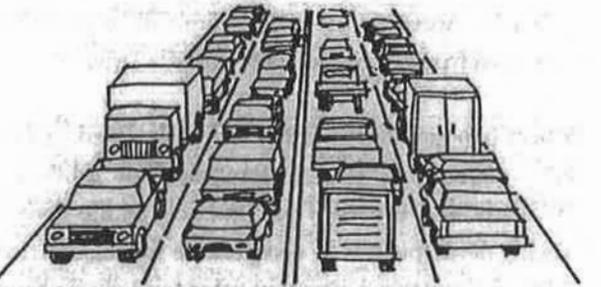
**Level of Service C**  
Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.



**Level of Service D**  
Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



**Level of Service E**  
Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.



**Level of Service F**  
Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.

## EXHIBIT 3-11 LEVEL OF SERVICE DEFINITIONS

Source: Blodgett/Baylosis Associates

### 3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Less than Significant Impact with Mitigation.*

The City of Placentia is served by various major transportation facilities including two State Highways (State Route 57 and State Route 90 [Imperial Highway]). Major north-south trending arterial roadways within the City include Placentia Avenue, Kraemer Boulevard and Rose Drive/Tustin Avenue. Major east-west trending arterial roadways within the City include Imperial Highway, Bastanchury Road, Yorba Linda Boulevard, Chapman Avenue and Orangethorpe Avenue. Imperial Highway, Yorba Linda Boulevard, Orangethorpe Avenue and Chapman Avenue have full interchanges with the SR-57 Freeway. Other north-south roadways include Bradford Avenue, Melrose Street, Valencia Avenue, Central Avenue, Jefferson Street, Van Buren Street, Richfield Road, and Kraemer Boulevard. Local east to west roadways include Golden Avenue, Palm Drive, Madison Avenue, Buena Vista Avenue, Alta Vista Avenue, and Crowther Avenue.<sup>77</sup> The project area is primarily characterized by residential uses, with commercial uses along Kraemer Boulevard at Morse Avenue and on Kraemer Boulevard north of Morse Avenue to Yorba Linda Boulevard. The project site's connection to the City street network would be the main entry/exit located along the eastern Kraemer Boulevard frontage.

Streets providing regional access for project traffic include Kraemer Boulevard, a four-lane divided Primary Arterial street running in a generally north-south direction in the project vicinity, and Yorba Linda Boulevard, a four-to-six lane divided Primary/Major Arterial street running in a generally east-west direction. Both of these streets are part of the County Master Plan of Arterial Highways (MPAH) network. Access to the project site will be provided by a driveway entry located along the eastern Kraemer Boulevard frontage, opposite Newcastle Drive.<sup>78</sup>

Project trip generation is typically calculated in accordance with the Institute of Transportation Engineers (ITE) publication Trip Generation (8th Edition, 2008). This document is widely used in Southern California and indicates the probable traffic generation rates for various land uses based upon studies of existing developments in comparable settings. Trip Generation, Eighth Edition, indicates the daily AM and PM peak hour trip generation rates for a single-family residential development.<sup>79</sup> The trip generation rates for this project are shown in Table 3-9 provided on the following page.<sup>80</sup>

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<sup>77</sup> KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (TTM 17145) in the City of Placentia.* January 10, 2014.

<sup>78</sup> Ibid.

<sup>79</sup> Ibid.

<sup>80</sup> Ibid.

**Table 3-9  
 Trip Generation Rates**

ITE Code	Project Description	Quantity	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
210	Single Family Detached Unit	DU	9.52	0.75	0.19	0.56	1.00	0.63	0.37

Notes: DU = Dwelling Units; TSF = Thousand Square Feet.

By applying these trip generation rates to the respective project land uses, the proposed 78-unit, single-family residential development would generate a total of 59 AM peak hour trips and 78 PM peak hour trips on weekdays, as shown in Table 3-10.<sup>81</sup>

**Table 3-10  
 Project Traffic Generation Summary**

ITE Code	Project Description	Quantity*	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
210	Single Family Detached Unit	78DU	743	59	15	44	78	49	29

Note: \* DU = Dwelling Units; TSF = Thousand Square Feet.

The study intersections were determined through consultation with City of Placentia staff. As shown in Exhibit 3-12, the study intersections are as follows:

- Kraemer Boulevard at Yorba Linda Boulevard.
- Kraemer Boulevard at Morse Avenue.
- Kraemer Boulevard at Newcastle Drive.
- Kraemer Boulevard at Madison Avenue.
- Morse Avenue at Angelina Drive.<sup>82</sup>

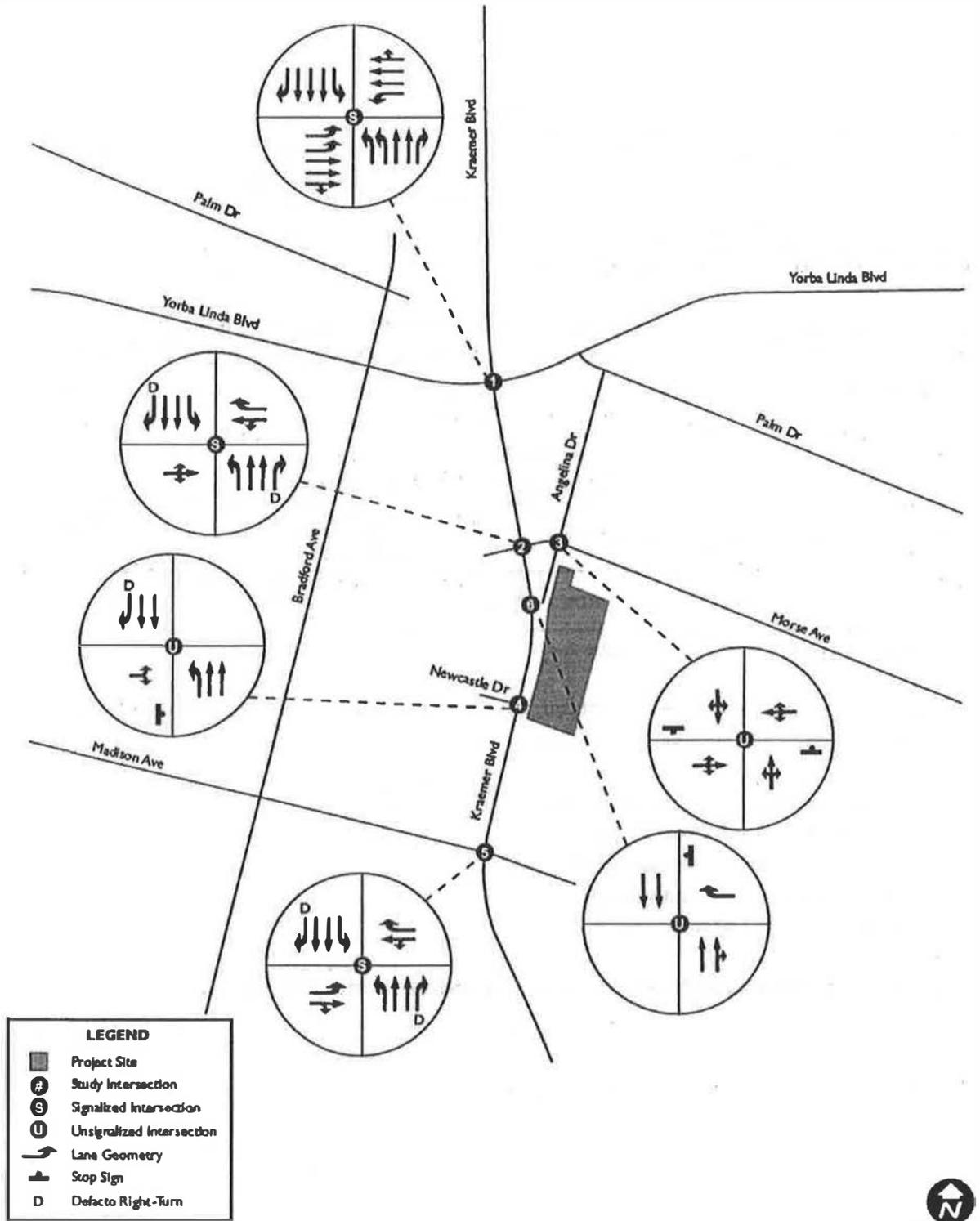
Exhibit 3-12 also illustrates the existing lane geometries for the study intersections.<sup>83</sup>

<sup>81</sup> KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (TTM 17145) in the City of Placentia*. January 10, 2014.

Ibid.

<sup>82</sup> Ibid.

<sup>83</sup> Ibid.



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**EXHIBIT 3-12**  
**STUDY INTERSECTIONS AND EXISTING LANE GEOMETRY**  
 Source: KOA Corporation

AM and PM peak period turning movement traffic counts for three of the study intersections were conducted in 2011 for the City of Placentia General Plan Circulation Element Update (Kraemer/Yorba Linda, Kraemer/Morse, and Kraemer/Madison). These counts were conducted prior to the closure of Kraemer Boulevard at Crowther Avenue for the OC Bridges grade separation project, and are therefore the most accurate and recent counts available for typical conditions. Additional counts were taken at Kraemer/Newcastle and Morse/Angelina to supplement the Circulation Element counts. Adjustments were made to the Kraemer/Newcastle and Morse/Angelina counts to account for the lower volumes on Kraemer due to the grade separation closure. The existing through volumes at these two intersections were adjusted upward to balance to nearby intersections. The existing AM and PM peak hour traffic volumes for the study intersections are illustrated on Exhibits 3-13 and 3-14. All traffic count data used in this study is compiled in Appendix A of the traffic report.<sup>84</sup> Table 3-11 summarizes the results of the level of service analysis for the existing conditions. As shown in the table, all intersections operate at acceptable levels of service (LOS C or better) under the existing conditions. The analysis worksheets for the Existing Conditions are included in Appendix B of the traffic study.

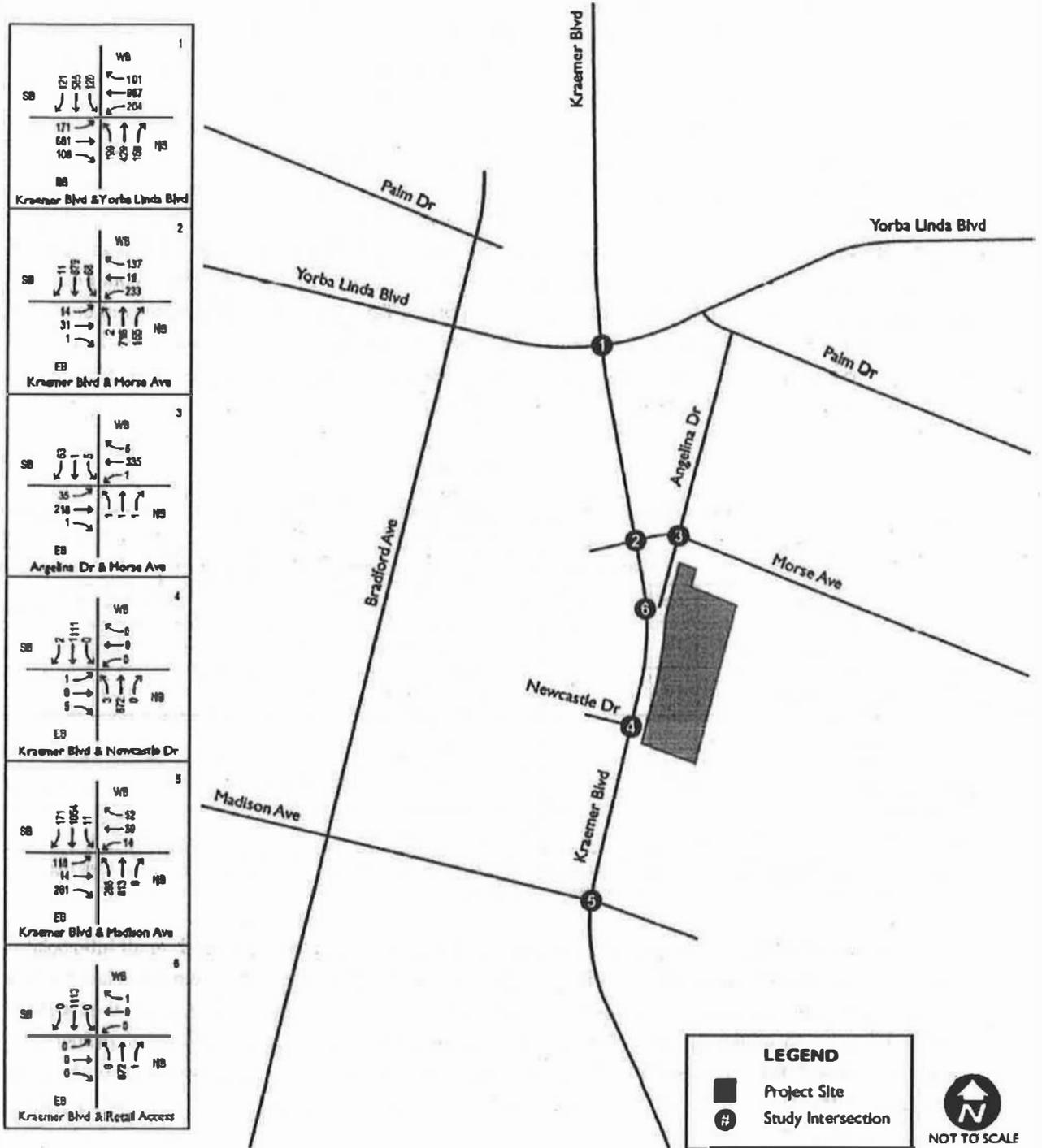
**Table 3-11**  
**Intersection Level of Service Analysis, Existing Conditions**

Intersection			Approach Lanes'												AM Peak Hour		PM Peak Hour	
			Northbound			Southbound			Eastbound			Westbound			Delay'	LOS	Delay'	LOS
No.	Name	TC'	L	T	R	L	T	R	L	T	R	L	T	R				
1	Kraemer BI / Yorba Linda BI	TS	2	2	1	1	3	1	2	3	0	1	3	0	29.9	C	31.1	C
2	Kraemer BI Morse Av	TS	1	2	0	1	2	0	0	1	0	0	1	1	15.0	B	13.4	B
3	Angelina Dr / Morse Av	CSS	0	1	0	0	1	0	1	1	0	0	1	0	13.7	B	12.1	B
4	Kraemer BI /Newcastle Dr	CSS	1	2	0	0	2	0	0	1	0	0	0	0	18.5	C	26.5	D
5	Kraemer BI Madison Av	TS	1	2	0	1	2	0	1	1	0	0	1	1	16.8	B	12.2	B

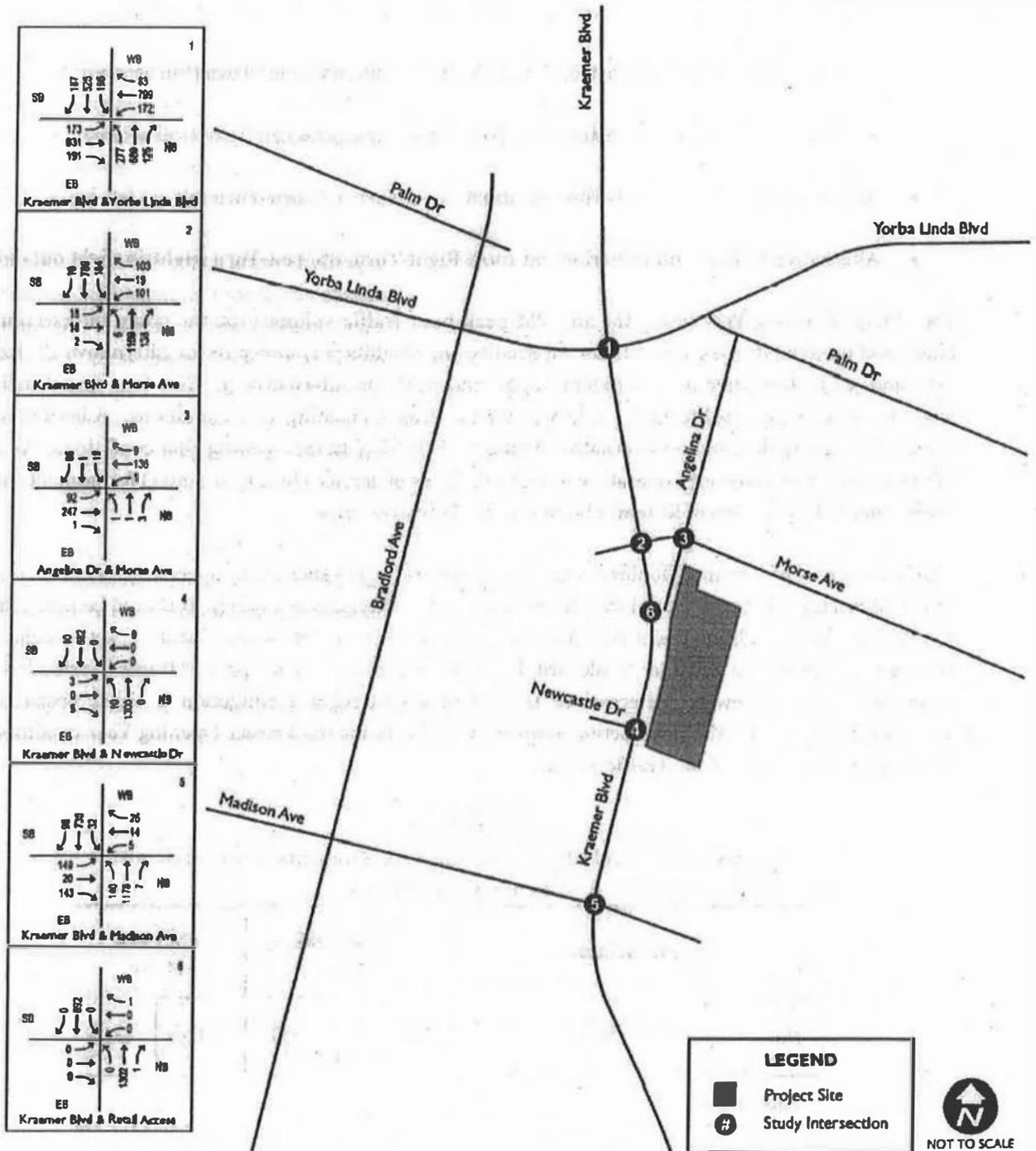
**Notes:** ' TC = Traffic Control; TS = Traffic Signal; CSS = Cross-Street Stop; L = Left Turn; T = Through; R = Right Turn Highway Capacity Manual (HCM) average control delay (seconds per vehicle).

Future traffic volumes for the Project Opening Year (Year 2014) scenario are based on an interpolation of existing intersection volumes and volumes derived from City of Placentia General Plan Circulation Element 2035 traffic forecast (developed from the OCTAM 3.4 model traffic forecast and the NCHRP-255 methodology). In addition, added traffic from the vacant building at the commercial property at the southeast corner of the intersection of Kraemer Boulevard and Morse Avenue was incorporated into the background traffic volume forecasts at each study intersection for the Opening Year (2014) and Long Range (2020) analyses to account for the vacant building.

<sup>84</sup> KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (TTM 17145) in the City of Placentia*. January 10, 2014.



**EXHIBIT 3-13**  
**EXISTING AM PEAK HOUR TRAFFIC VOLUMES**  
 Source: KOA Corporation



**EXHIBIT 3-14**  
**EXISTING PM PEAK HOUR TRAFFIC VOLUMES**  
 Source: KOA Corporation

Four project trip distribution alternatives were analyzed for the Opening Year conditions:

- Alternative 1A –Outbound Distribution 45% Right-Turn, 55% Left-Turn (full access);
- Alternative 1B –Outbound Distribution 70% Right-Turn, 30% Left-Turn (full access);
- Alternative 2 –Outbound Distribution 100% Right-Turn, 0% Left-Turn (allows left-in); and,
- Alternative 3 –Outbound Distribution 100% Right-Turn, 0% Left-Turn (right-in, right out only).

The Project Opening Year 2014 AM and PM peak hour traffic volumes for the study intersections are illustrated on Exhibits 3-15 and 3-16 for Alternative 1A, Exhibits 3-17 and 3-18 for Alternative 1B, Exhibits 3-19 and 3-21 Alternative 2, and Exhibits 3-22 and 3-23 for Alternative 3. The four trip distribution alternatives were analyzed for level of service for the Project Opening Year conditions. A level of service comparison of trip distribution alternatives is shown in Table 3-12 for Opening Year conditions. As shown in the tables, all intersections operate at acceptable levels of service (LOS C or better) for each alternative, except for the intersection of Kraemer Boulevard at Newcastle Drive.

The intersection of Kraemer Boulevard and Newcastle Drive is expected to operate at Level of Service F under Alternative 1A and 1B, and Level of Service B under Alternatives 2 and 3. It should be noted that the Level of Service F condition under Alternatives 1A and 1B does not have a significant impact on delay to the through movements on Kraemer Boulevard, but reflects a long delay for project traffic making left turns from the project driveway. Alternatives 1A and 1B would require mitigation if either project access alternative is allowed. The intersection analysis worksheets for the Project Opening Year conditions are included in Appendix C of the Traffic Report.

**Table 3-12  
 Intersection Level of Service Analysis, Opening Year 2014 with  
 Project Conditions**

Intersection		AM Peak Hour		PM Peak Hour	
No.	Name	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS
<b>Alternative 1A</b>					
1	Kraemer BI / Yorba Linda BI	30.1	C	32.6	C
2	Kraemer BI / Morse Av	15.3	B	13.2	B
3	Angelina Dr / Morse Av	13.8	B	12.2	B
4	Kraemer BI / Newcastle Dr	67.8	F	163.5	F
5	Kraemer BI / Madison Av	17.9	B	12.9	B

**Table 3-12**  
**Intersection Level of Service Analysis, Opening Year 2014 with**  
**Project Conditions (continued)**

Intersection		AM Peak Hour		PM Peak Hour	
No.	Name	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS

**Alternative 1B**

1	Kraemer BI / Yorba Linda BI	30.1	C	33.8	C
2	Kraemer BI / Morse Av	15.5	B	14.4	B
3	Angelina Dr / Morse Av	13.8	B	12.5	B
4	Kraemer BI / Newcastle Dr	58.4	F	183.3	F
5	Kraemer BI / Madison Av	17.8	B	13.5	B

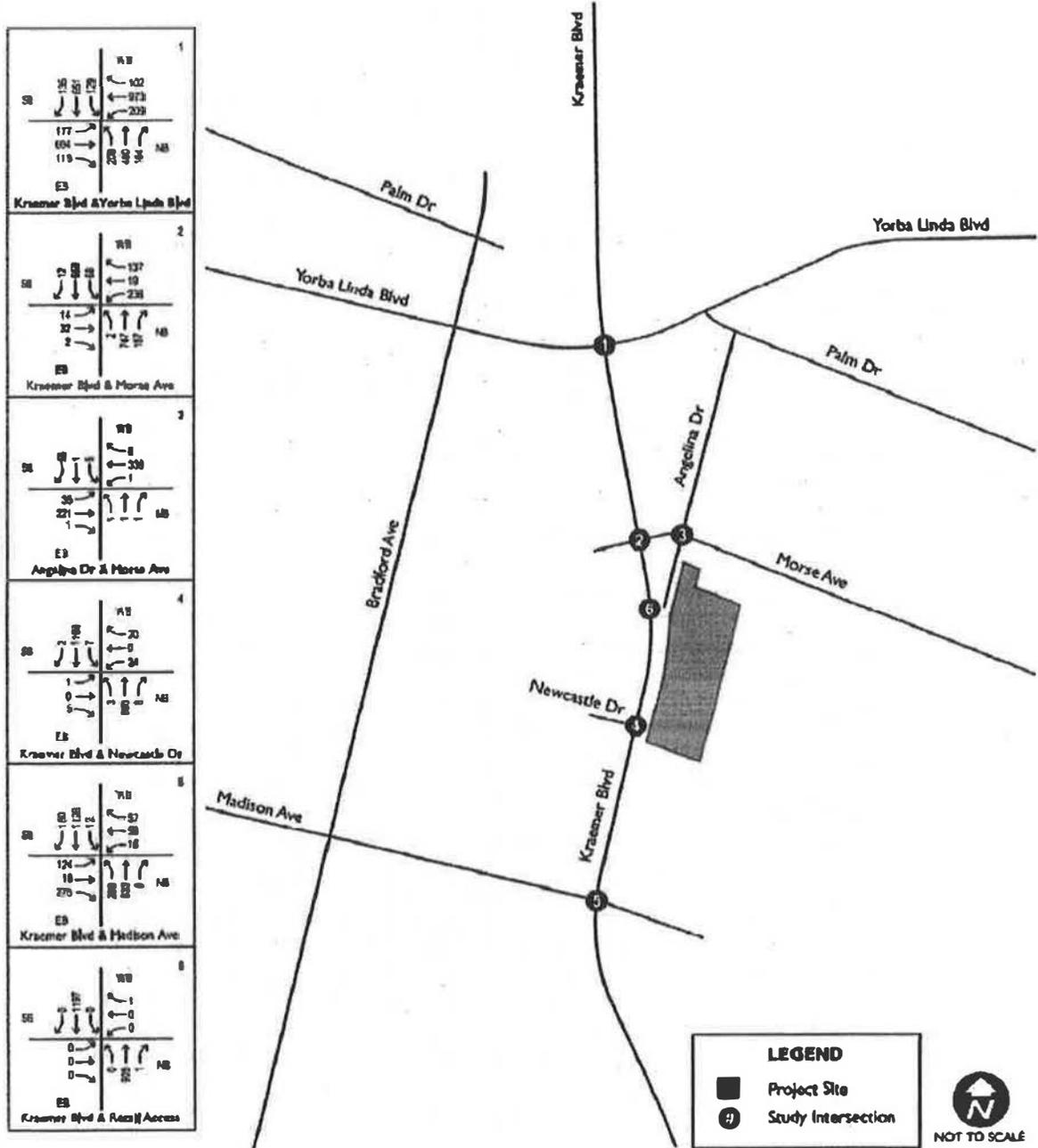
**Alternative 2**

1	Kraemer BI / Yorba Linda BI	30.1	C	32.7	C
2	Kraemer BI / Morse Av	15.5	B	13.3	B
3	Angelina Dr / Morse Av	13.8	B	12.2	B
4	Kraemer BI / Newcastle Dr	12.1	B	14.3	B
5	Kraemer BI / Madison Av	17.6	B	13.0	B

**Alternative 3**

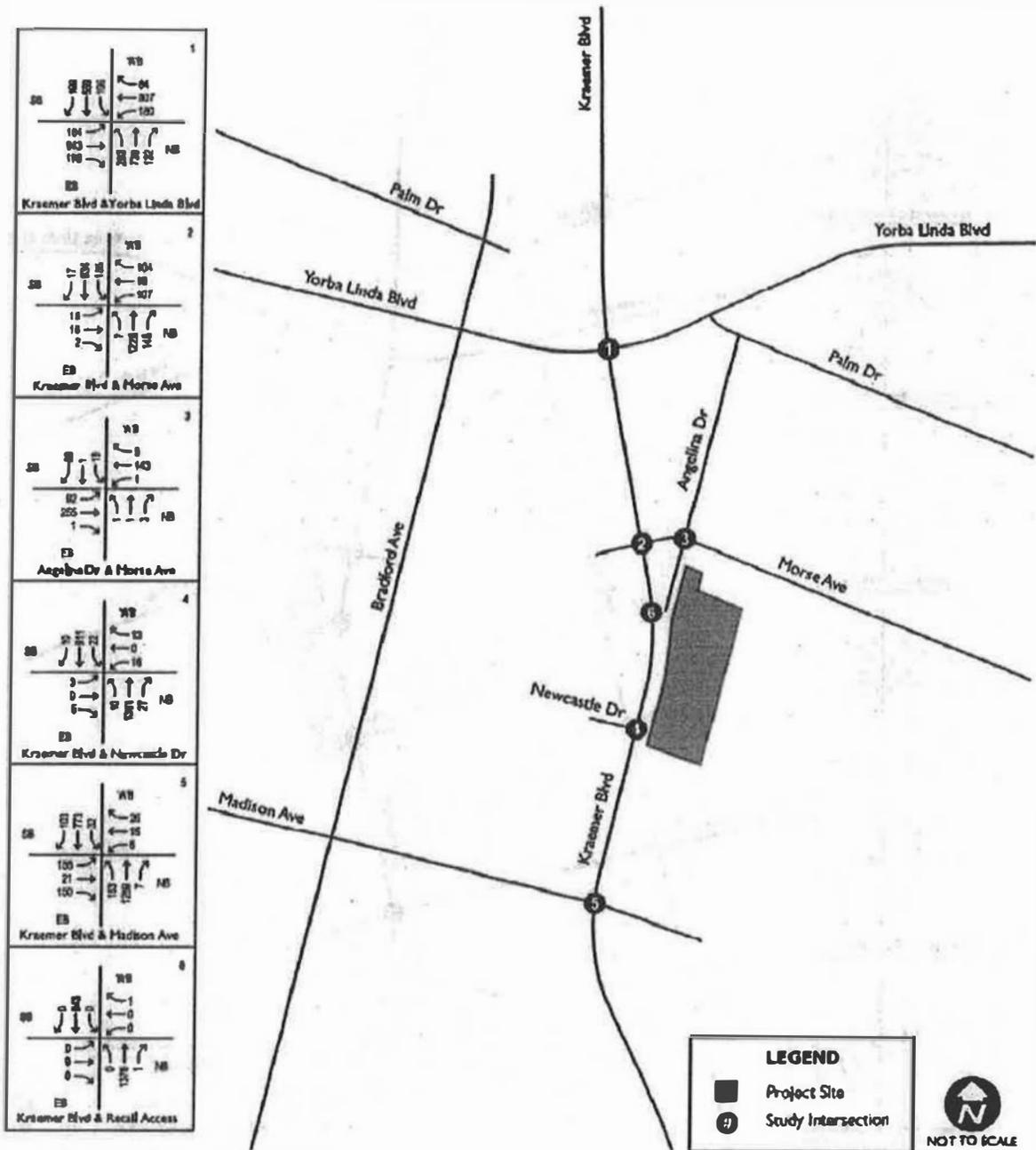
1	Kraemer BI / Yorba Linda BI	30.1	C	32.6	C
2	Kraemer BI / Morse Av	15.3	B	13.7	B
3	Angelina Dr / Morse Av	13.8	B	12.2	B
4	Kraemer BI / Newcastle Dr	12.0	B	13.1	B
5	Kraemer BI / Madison Av	17.4	B	12.3	B

KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (TTM 17145)*  
 in the City of Placentia. January 10, 2014.

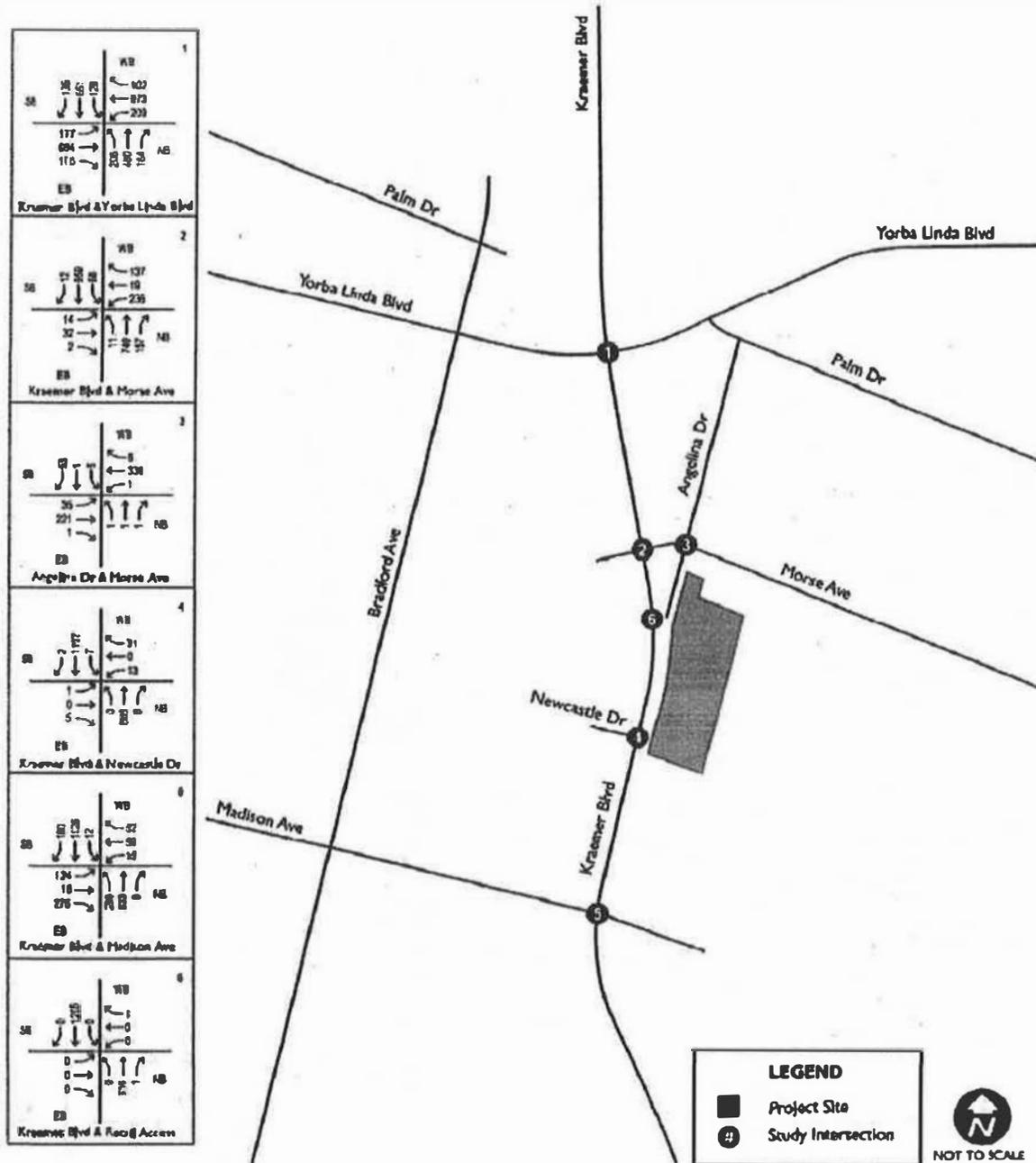


**EXHIBIT 3-15**  
**OPENING YEAR 2014 AM TRAFFIC VOLUMES (ALT. 1A)**

Source: KOA Corporation

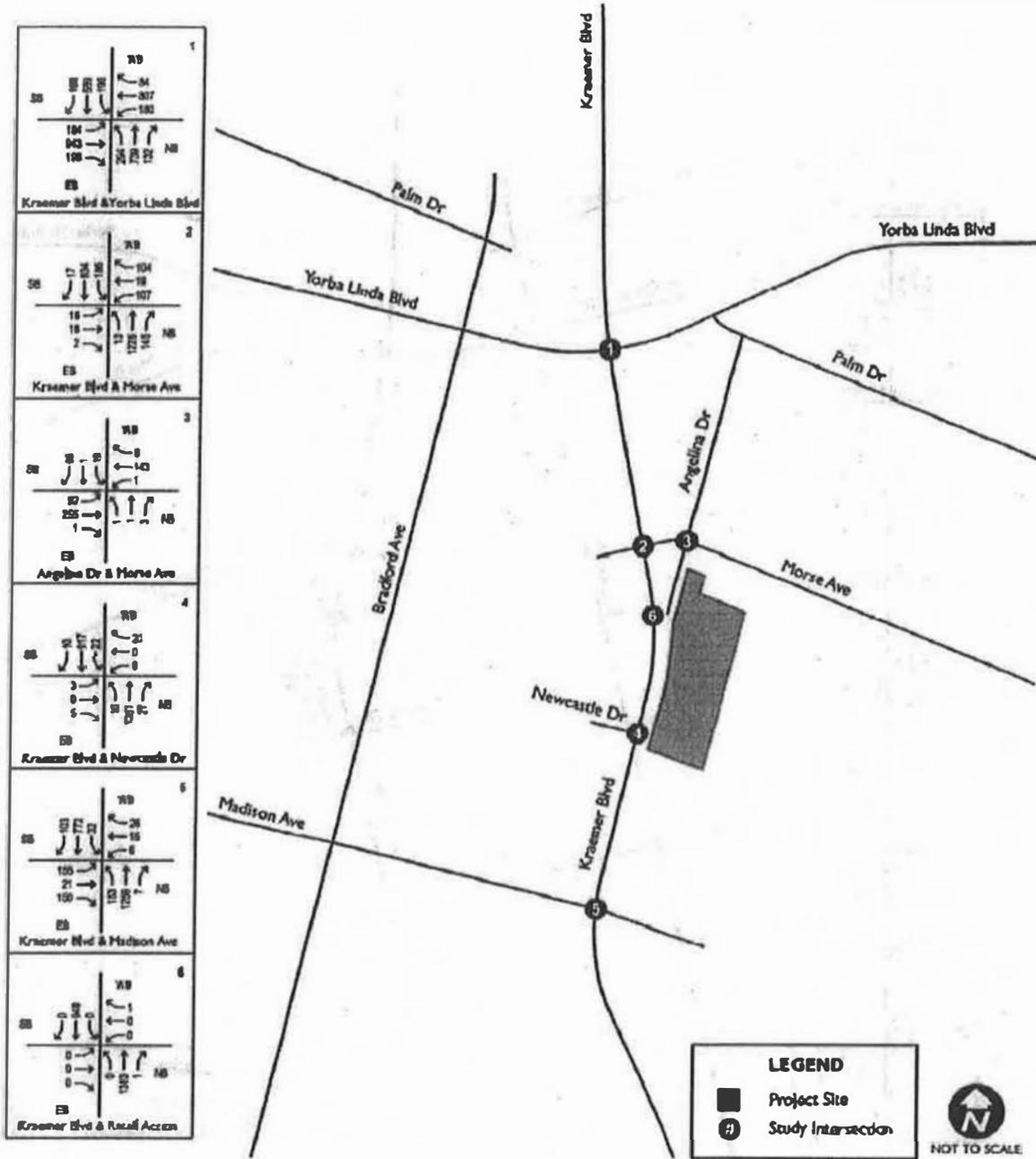


**EXHIBIT 3-16**  
**OPENING YEAR 2014 PM TRAFFIC VOLUMES (ALT. 1A)**  
 Source: KOA Corporation

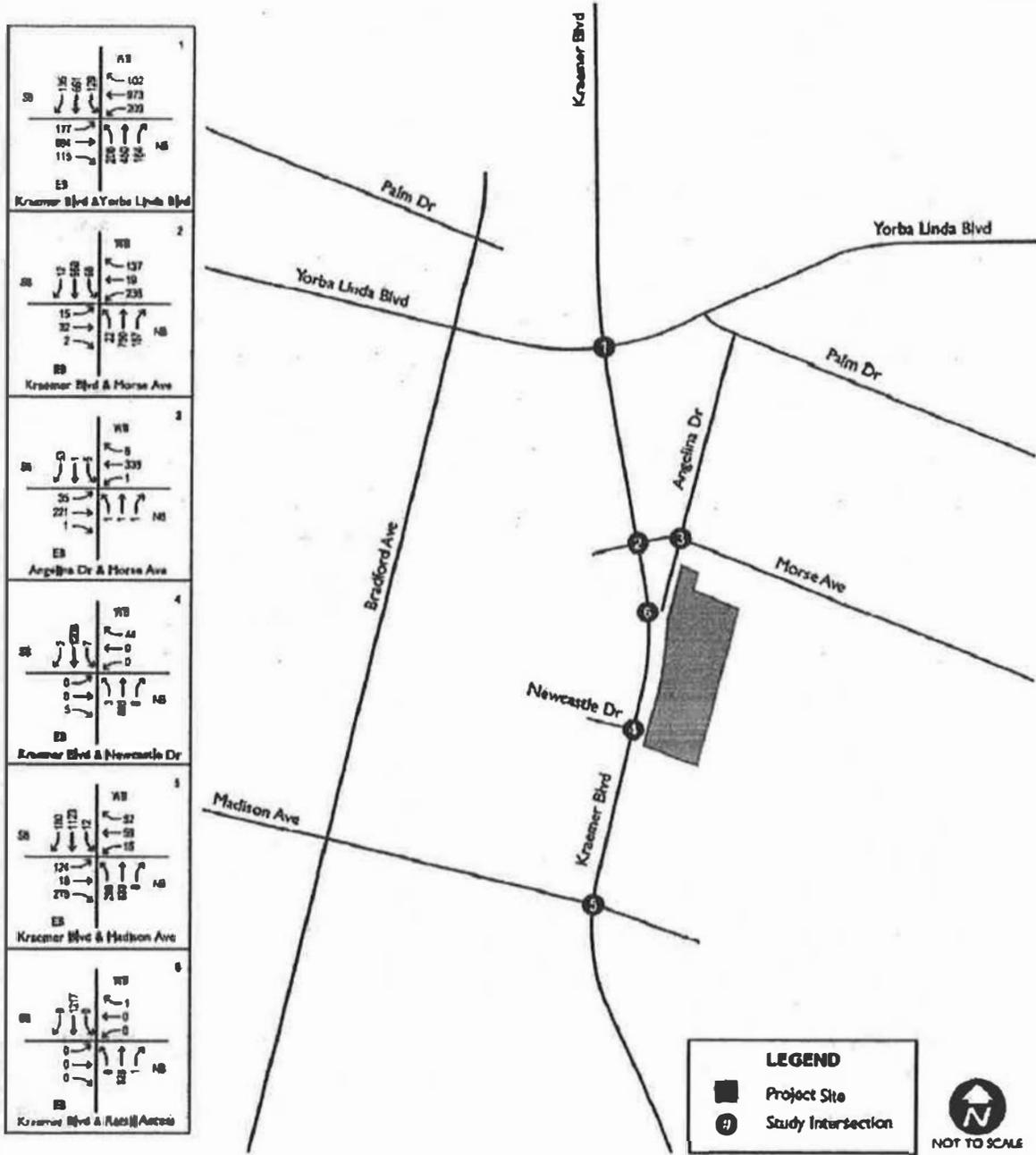


**EXHIBIT 3-17**  
**OPENING YEAR 2014 AM TRAFFIC VOLUMES (ALT. 1B)**

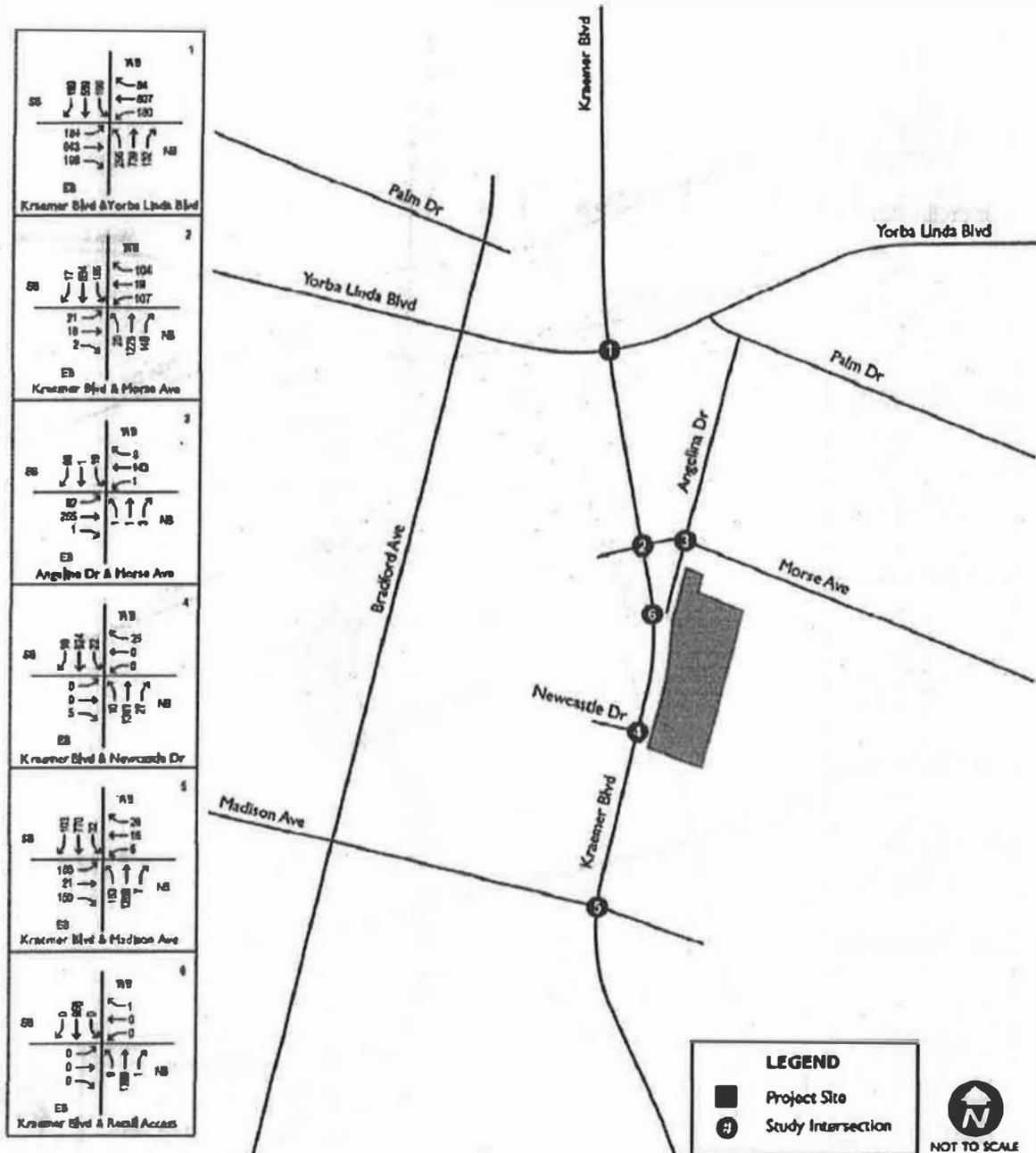
Source: KOA Corporation



**EXHIBIT 3-18**  
**OPENING YEAR 2014 PM TRAFFIC VOLUMES (ALT. 1B)**  
 Source: KOA Corporation

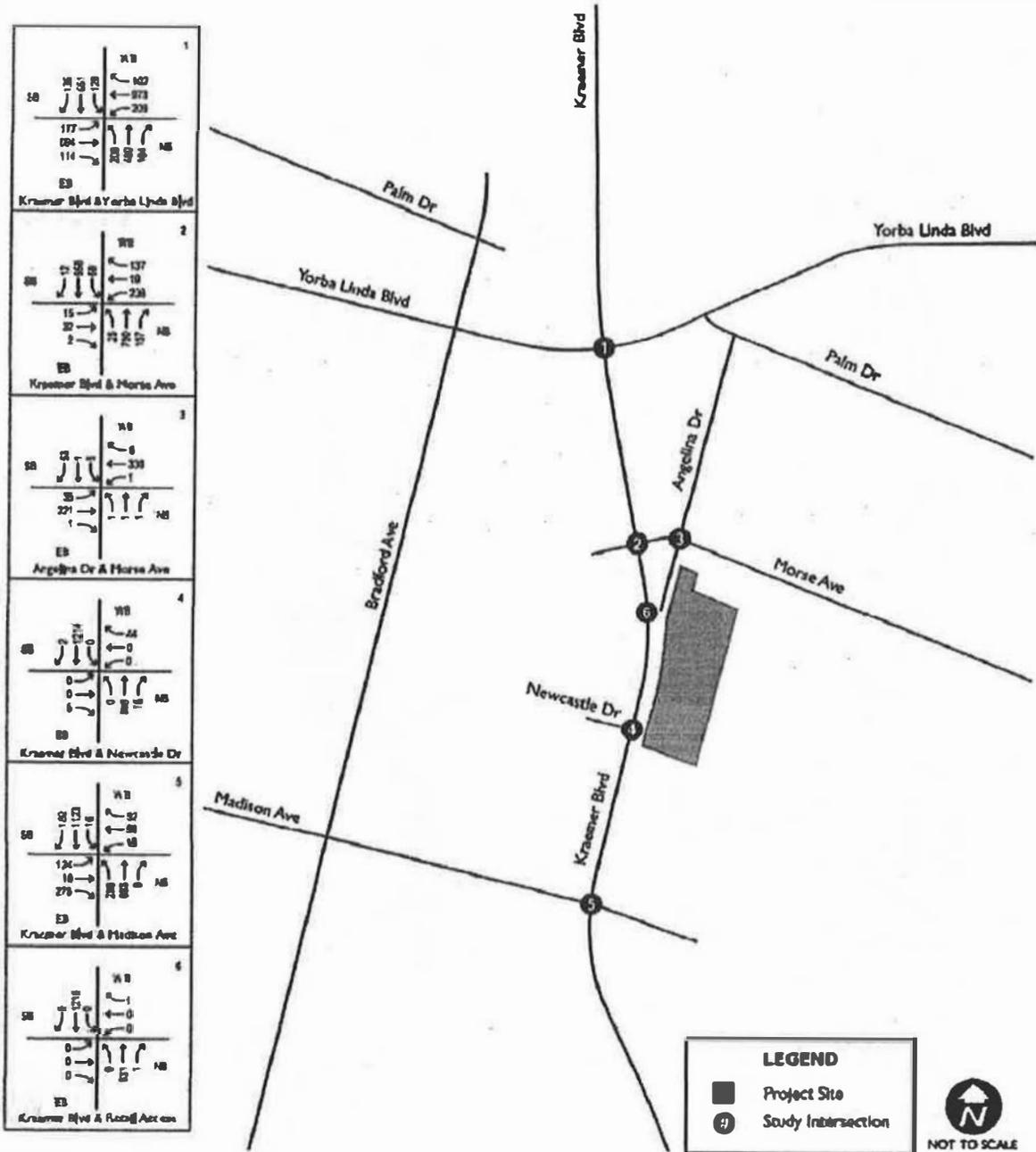


**EXHIBIT 3-19**  
**OPENING YEAR 2014 AM TRAFFIC VOLUMES (ALT. 2)**  
 Source: KOA Corporation



**EXHIBIT 3-20**  
**OPENING YEAR 2014 PM TRAFFIC VOLUMES (ALT. 2)**

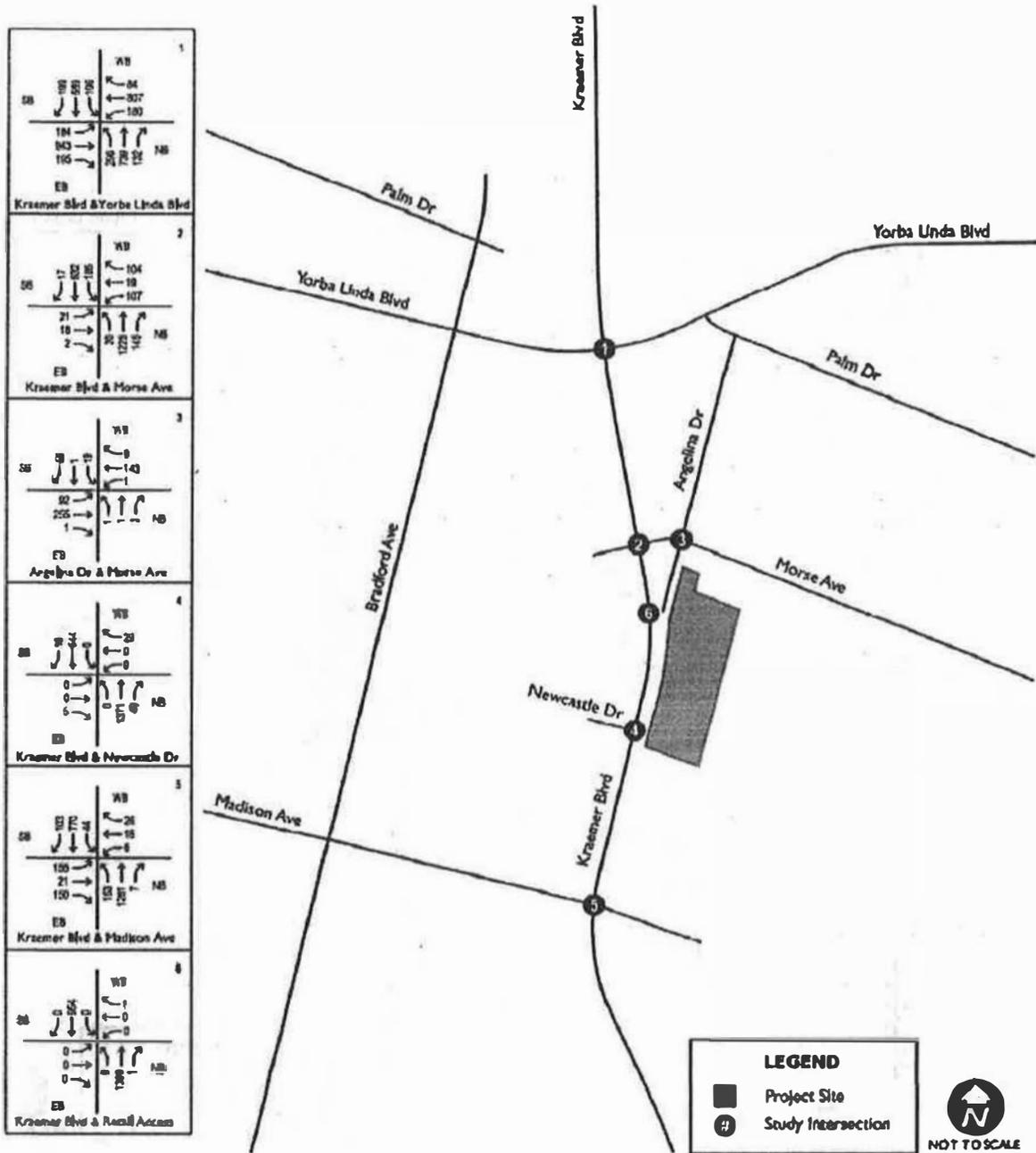
Source: KOA Corporation



**EXHIBIT 3-21**  
**OPENING YEAR 2014 AM TRAFFIC VOLUMES (ALT. 2)**  
 Source: KOA Corporation



CITY OF PLACENTIA • MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY  
 1128 N. KRAEMER BOULEVARD • SCHANER RANCH HOUSING/COMMERCIAL DEVELOPMENT



**EXHIBIT 3-23**  
**OPENING YEAR 2014 AM TRAFFIC VOLUMES (ALT. 3)**  
 Source: KOA Corporation

Future traffic volumes for the Long Range (Year 2020) scenario are based on volumes derived from City of Placentia General Plan Circulation Element 2035 traffic forecast (developed from the OCTAM 3.4 model traffic forecast and the NCHRP-255 methodology). The same four project trip distribution alternatives were analyzed as for the opening year. The Long Range 2020 AM and PM peak hour traffic volumes for the study intersections are illustrated on Exhibits 3-24 and 3-25 for Alternative 1A, Exhibits 3-26 and 3-27 for Alternative 1B, Exhibits 3-28 and 3-29 for Alternative 2, and Exhibits 3-30 and 3-31 for Alternative 3. The four trip distribution alternatives were analyzed for level of service for the Long Range conditions. Table 3-13 summarizes the results of the Long Range level of service analyses for the four alternatives. As shown in the table, all intersections operate at acceptable levels of service (LOS C or better) for each alternative, except the intersection of Kraemer Boulevard and Newcastle Drive. The intersection of Kraemer Boulevard and Newcastle Drive is expected to operate at Level of Service F under Alternatives 1A and 1B, and acceptable Level of Service (LOS C or better) under Alternatives 2 and 3.

**Table 3-13**

**Summary of Year 2020 Intersection Operations Analysis Results**

Intersection		AM Peak Hour		PM Peak Hour	
No.	Name	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS
<b>Alternative 1A</b>					
1	Kraemer BI / Yorba Linda BI	30.8	C	34.1	C
2	Kraemer BI / Morse Av	14.7	B	14.6	B
3	Angelina Dr / Morse Av	13.9	B	12.5	B
4	Kraemer BI / Newcastle Dr	86.3	F	252.1	F
5	Kraemer BI / Madison Av	20.9	C	12.9	B
<b>Alternative 1B</b>					
1	Kraemer BI / Yorba Linda BI	30.9	C	34.1	C
2	Kraemer BI / Morse Av	14.8	B	14.3	B
3	Angelina Dr / Morse Av	13.9	B	12.5	B
4	Kraemer BI / Newcastle Dr	71.6	F	183.1	F
5	Kraemer BI / Madison Av	20.8	C	12.9	B
<b>Alternative 2</b>					
1	Kraemer BI / Yorba Linda BI	30.9	C	34.2	C

**Table 3-13**  
**Summary of Year 2020 Intersection Operations Analysis Results**  
**(continued)**

Intersection		Intersection		Intersection	
No.	Name	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS
2	Kraemer BI / Morse Av	14.9	B	14.5	B
3	Angelina Dr / Morse Av	13.9	B	12.5	B
4	Kraemer BI / Newcastle Dr	13.6	B	16.2	C
5	Kraemer BI / Madison Av	20.6	C	12.9	B

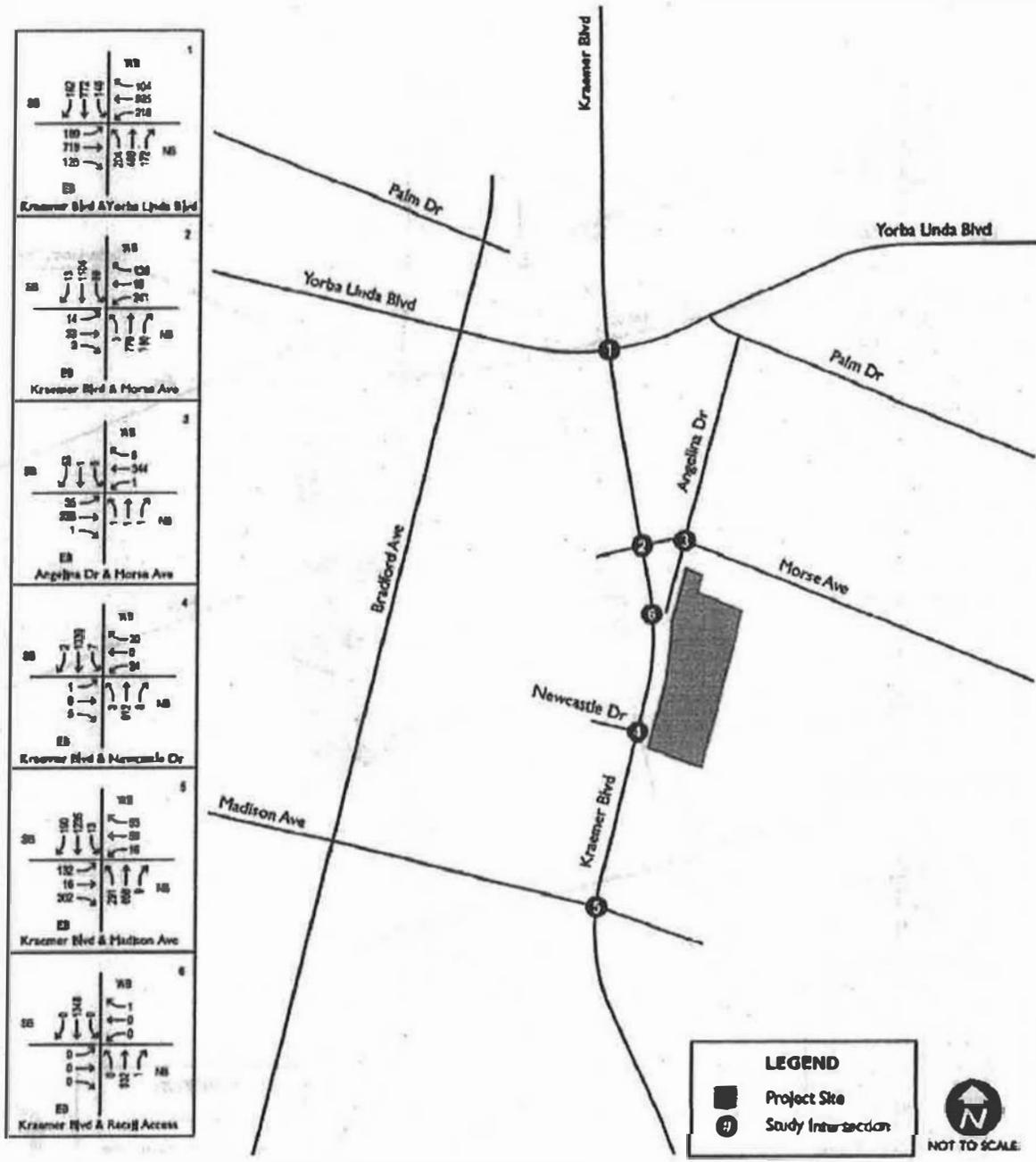
**Alternative 3**

1	Kraemer BI / Yorba Linda BI	30.9	C	34.1	C
2	Kraemer BI / Morse Av	14.8	B	14.2	B
3	Angelina Dr / Morse Av	13.9	B	12.5	B
4	Kraemer BI / Newcastle Dr	12.4	B	13.5	B
5	Kraemer BI / Madison Av	20.1	C	12.8	B

KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (TTM 17145) in the City of Placentia.* January 10, 2014.

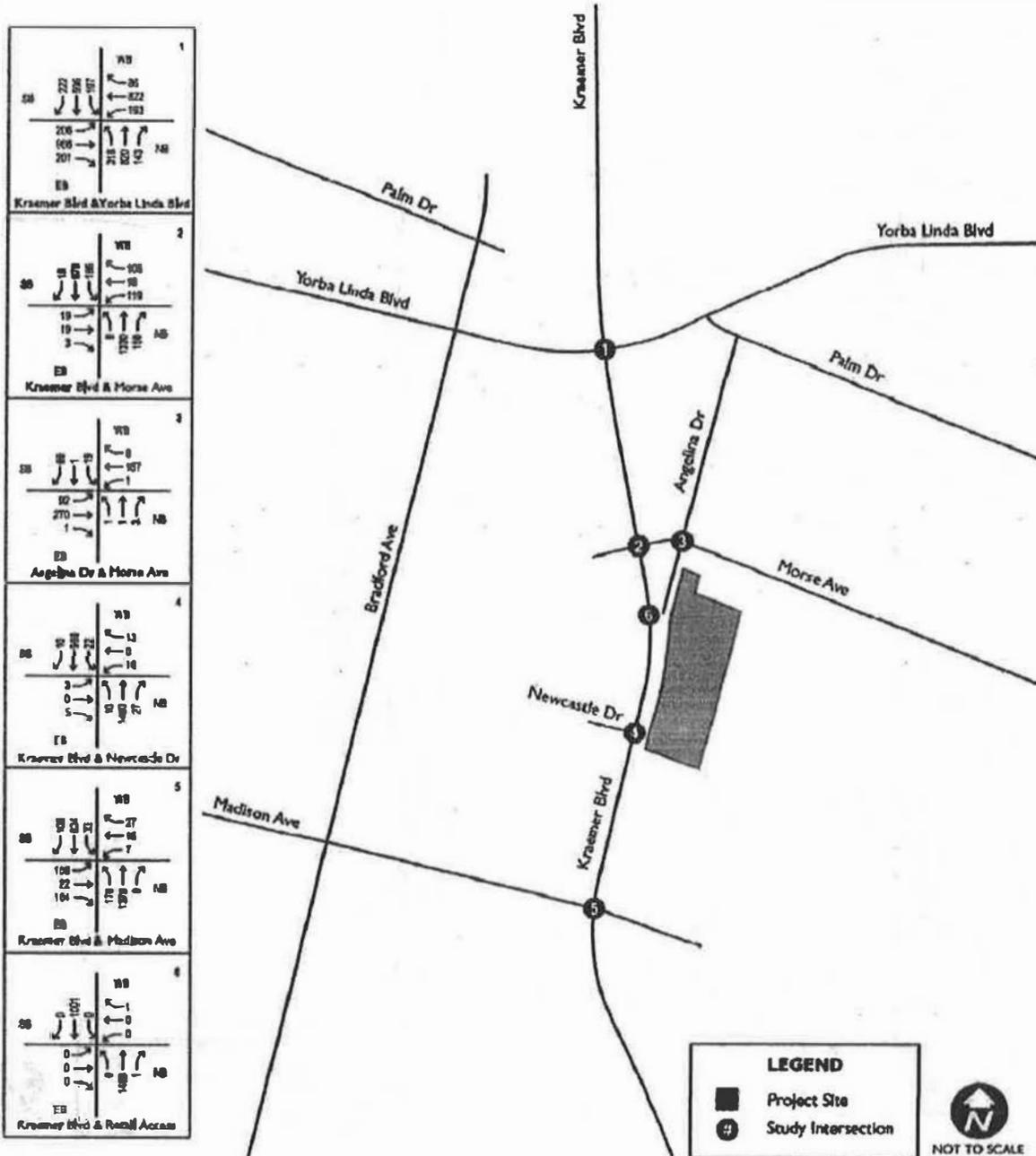
The Level of Service F condition under Alternative 1 A and 1B does not have a significant impact on delay to the through movements on Kraemer Boulevard, but reflects a long delay for project traffic making left turns from the project driveway. Alternatives 1A and 1B would require mitigation if either project access alternative is allowed. The analysis worksheets for the Long Range conditions are included in Appendix D of the traffic study. A queuing analysis was conducted for the project driveway for the 2014 with project and 2020 with project conditions, for each trip distribution scenario. The intersection of Kraemer Boulevard at Newcastle Drive is considered critical based on the expected trip distribution from the project site and was selected in consultation with the City. The stacking analyses determined that in both the Opening Year (2014) and Long Range (2020), a maximum of two vehicles outbound would be queued at the project driveway access to Kraemer Boulevard opposite Newcastle Drive at any one time under Alternative 1A (a maximum queue length of 38 feet in 2014 and 48 feet in 2020). Under Alternative 1B there would be a maximum outbound queue length of 25 feet. There is basically no queue for Alternatives 2 and 3. The maximum queue length would be within the available storage length of the traffic lanes provided for outbound traffic (approximately 60 feet).<sup>85</sup>

<sup>85</sup> KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (TTM 17145) in the City of Placentia.* January 10, 2014.



**EXHIBIT 3-24**  
**LONG RANGE 2020 AM TRAFFIC VOLUMES (ALT. 1A)**

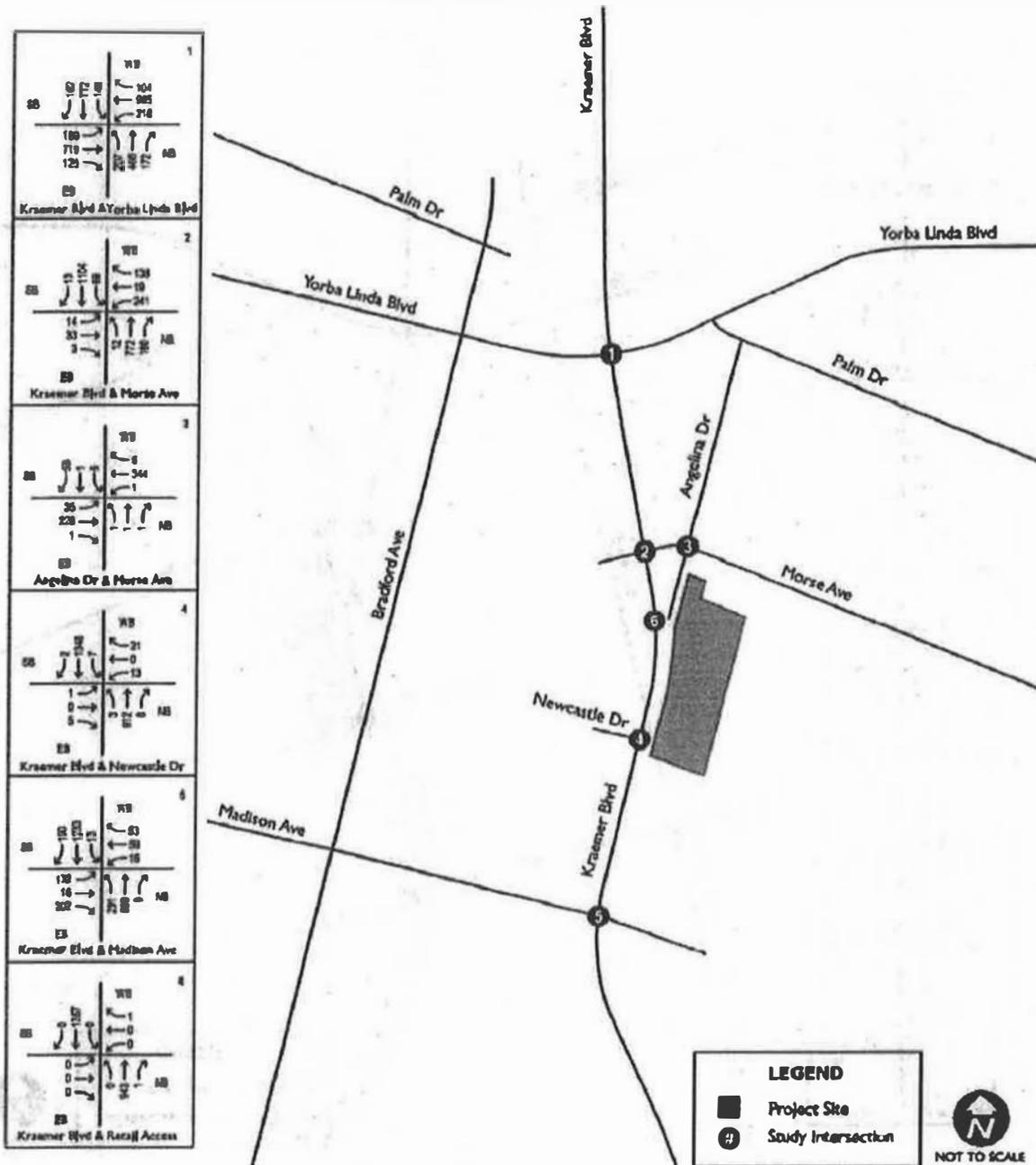
Source: KOA Corporation



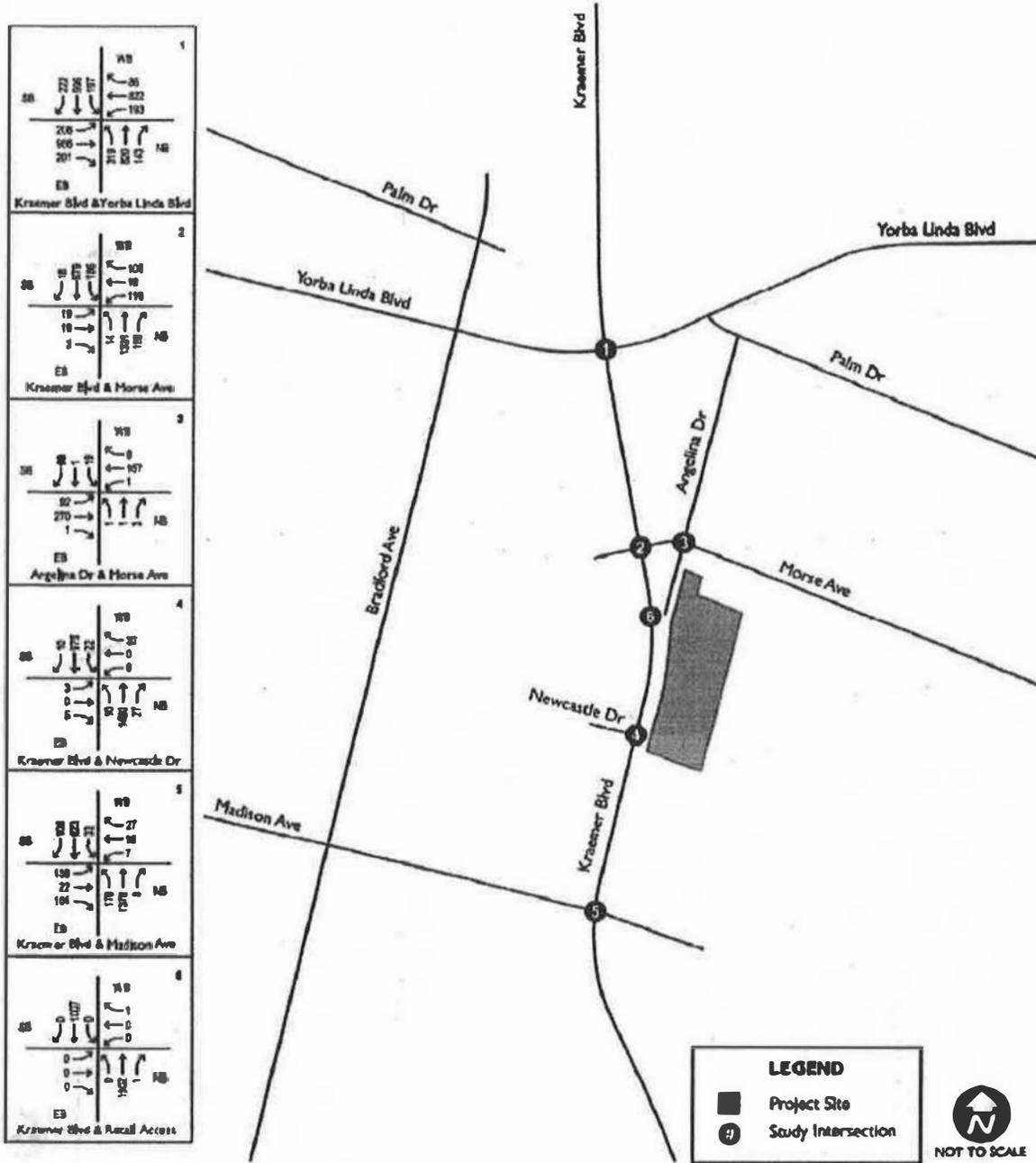
**EXHIBIT 3-25**  
**LONG RANGE 2020 PM TRAFFIC VOLUMES (ALT. 1A)**

Source: KOA Corporation

230

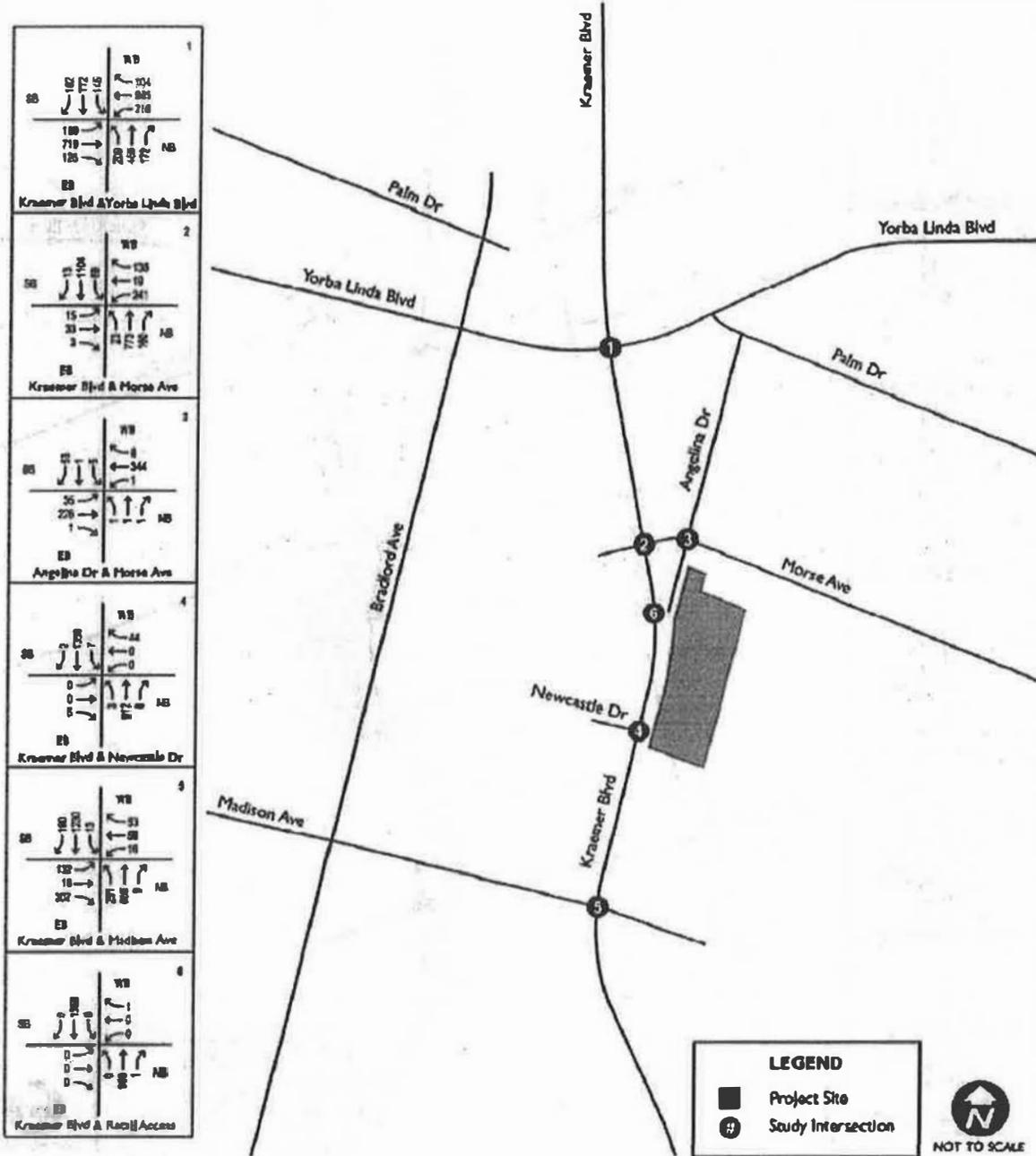


**EXHIBIT 3-26**  
**LONG RANGE 2020 AM TRAFFIC VOLUMES (ALT. 1B)**  
 Source: KOA Corporation



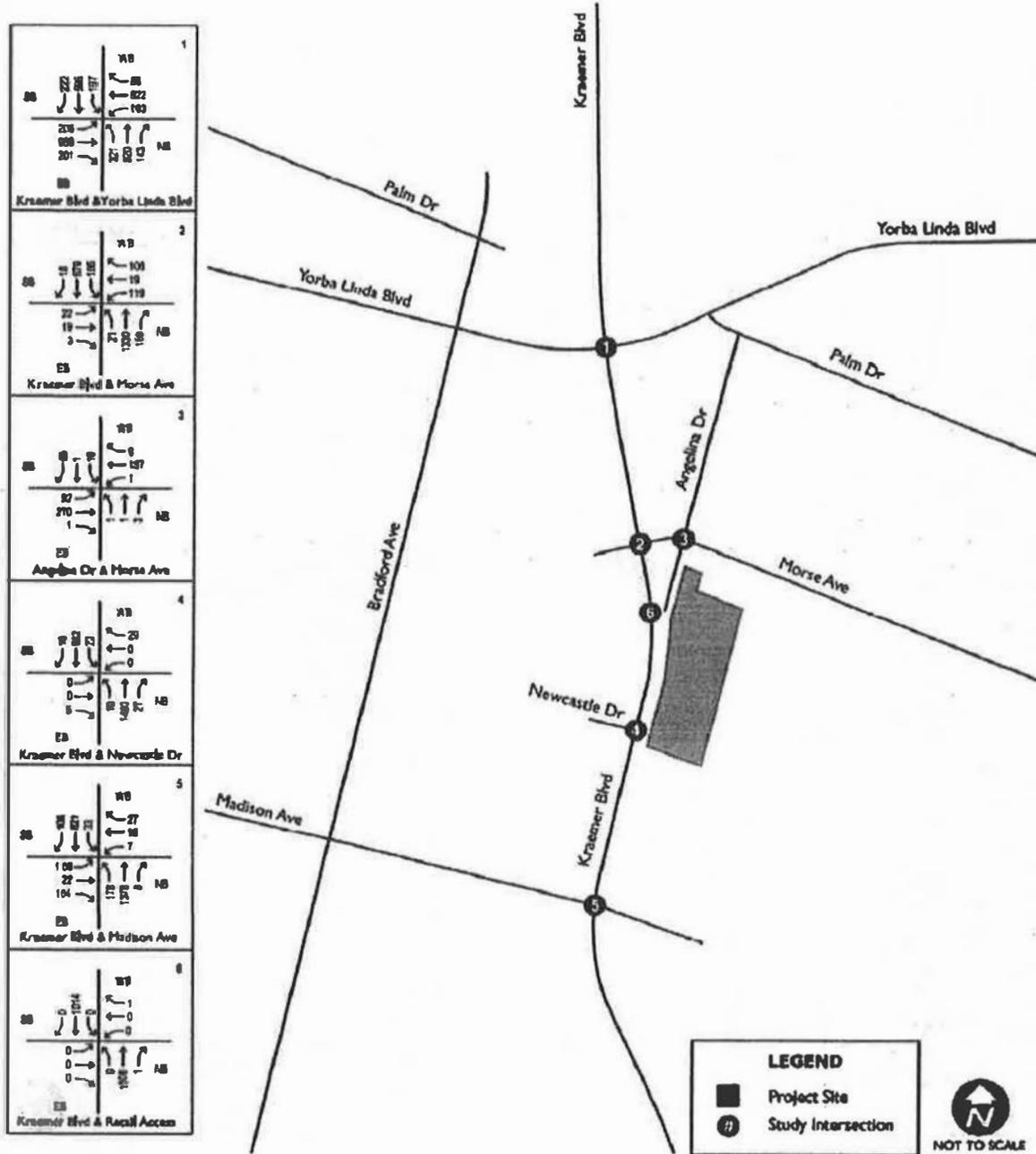
**EXHIBIT 3-27**  
**LONG RANGE 2020 PM TRAFFIC VOLUMES (ALT. 1B)**

Source: KOA Corporation



**EXHIBIT 3-28**  
**LONG RANGE 2020 AM TRAFFIC VOLUMES (ALT. 2)**

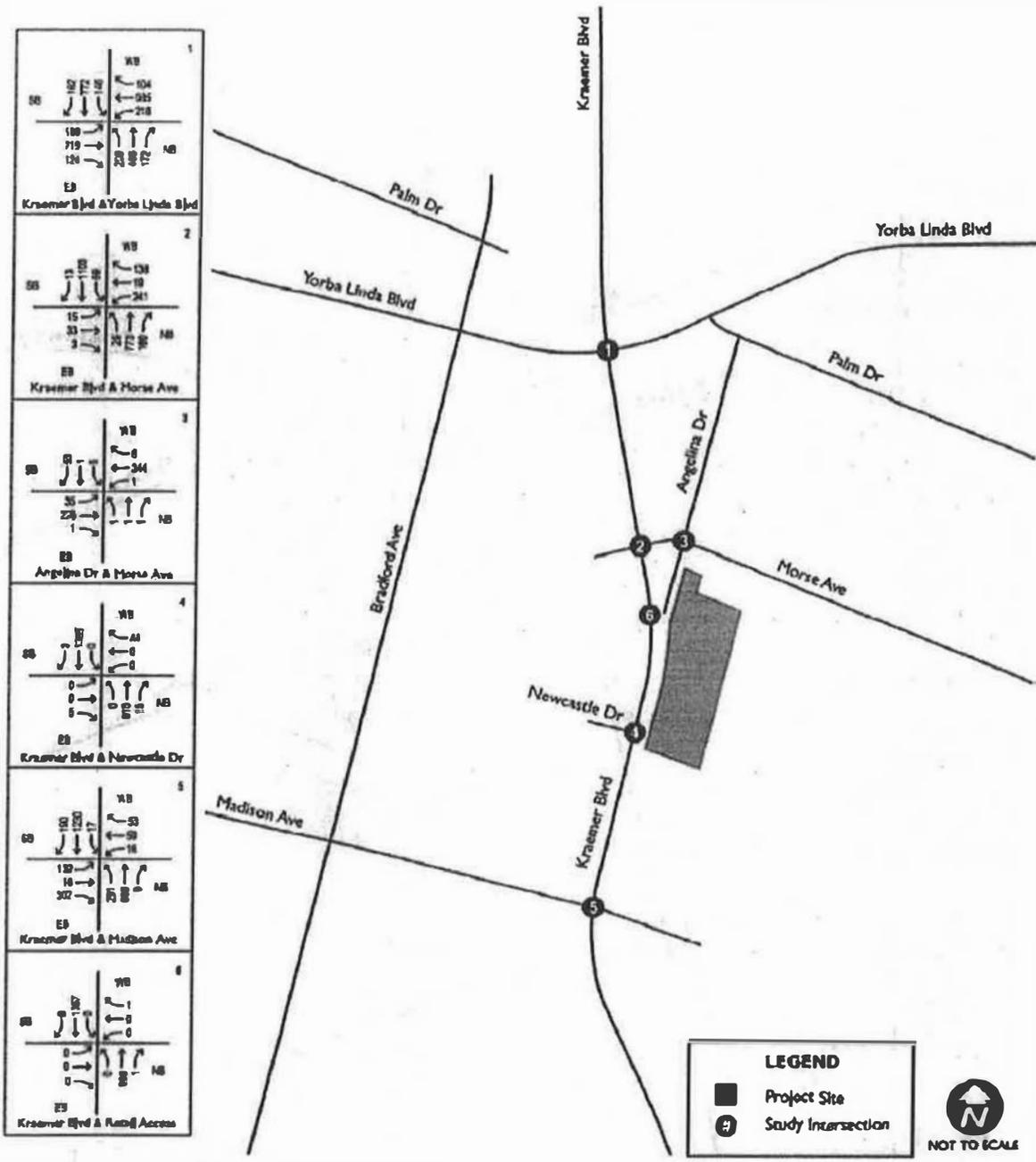
Source: KOA Corporation



**EXHIBIT 3-29**  
**LONG RANGE 2020 PM TRAFFIC VOLUMES (ALT. 2)**

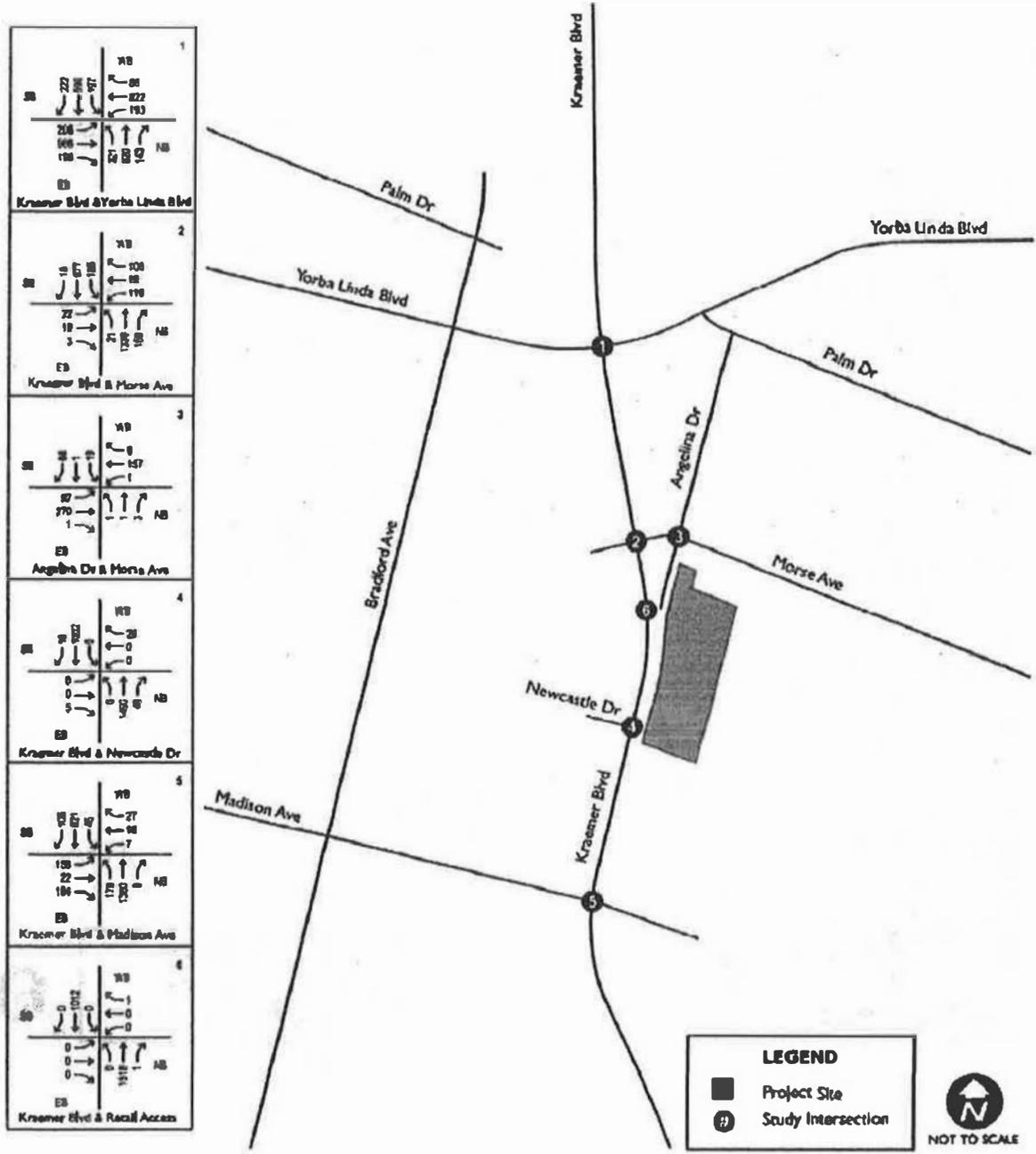
Source: KOA Corporation

234



**EXHIBIT 3-30**  
**LONG RANGE 2020 AM TRAFFIC VOLUMES (ALT. 3)**  
 Source: KOA Corporation

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**EXHIBIT 3-31**  
**LONG RANGE 2020 PM TRAFFIC VOLUMES (ALT. 3)**  
 Source: KOA Corporation

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A stacking analysis was conducted for four of the study intersections for the 2014 with project and 2020 with project scenarios. These intersections were considered critical based on the expected trip distribution from the project site and were selected in consultation with the City. Synchro intersection analysis software was used to conduct the analysis. Queue arrival and service times were based on established parameters and on the expected project peak hour trip generation. The stacking analysis determined that a maximum of approximately two vehicles outbound would be queued at the driveway access to Kraemer Boulevard opposite Newcastle Drive at any one time (a maximum queue length of 41 feet). The maximum wait time per vehicle at the project driveway will be approximately 164 seconds under Alternative 1A, 183 seconds under Alternative 1B, 14 seconds under Alternatives 2 and 13 seconds under Alternative 3 for Opening Year condition. For the Long Range condition, the maximum wait time will be approximately 252 seconds under Alternative 1A, 183 seconds under Alternative 1B, 16 seconds under Alternative 2, and 14 seconds under Alternative 3.<sup>86</sup> Table 3-14 provides a summary of the queuing analysis data.<sup>87</sup>

**Table 3-14**  
**Intersection Queuing Analysis Summary**

Project Intersection			Minimum Pocket Length'	95th Percentile Queue Length			
Alt.	Name	Movement		2014 With Project		2020 With Project	
				AM Peak	PM Peak	AM Peak	PM Peak
1A	Kraemer BI / Morse Av	Northbound Left Turn	70	25	25	25	25
		Northbound Left Turn	35	25	25	25	25
	Kraemer BI / Newcastle Dr	Southbound Left Turn	100	25	25	25	25
		Westbound All-Way	60	29	38	35	48
1B	Kraemer BI / Morse Av	Northbound Left Turn	70	25	25	25	25
		Northbound Left Turn	35	25	25	25	25
	Kraemer BI / Newcastle Dr	Southbound Left Turn	100	25	25	25	25
		Westbound All-Way	60	25	26	25	26
2	Kraemer BI / Morse Av	Northbound Left Turn	70	28	25	37	25
		Northbound Left Turn	35	25	25	25	25
	Kraemer BI / Newcastle Dr	Southbound Left Turn	50	25	25	25	25
		Westbound Right Turn	100	25	25	25	25
3	Kraemer BI / Morse Av	Northbound Left Turn	70	31	36	40	35
	Kraemer BI / Newcastle Dr	Westbound Left Turn	60	25	25	25	25

Note: <sup>1</sup> 70 = Existing Turn Pocket Length; <sup>2</sup> 60 = Recommended Turn Pocket Length <sup>3</sup> NC = No change to existing pocket length <sup>3</sup> Minimum queue length of 25 feet for one vehicle.

<sup>86</sup> KOA Corporation. *Focused Traffic Study for the Schaner Ranch - HQT Project (TTM 17145) in the City of Placentia*. January 10, 2014.

<sup>87</sup> Ibid.

Appendix E included in the Traffic Study presents the sight distance for the project driveway on Kramer Boulevard opposite Newcastle Drive. The sight distance assessment is conducted based on a restricted no-left turns out configuration preferred by the City, which includes a pork-chop shaped raised median on Kramer Boulevard (refer to Exhibit 3-33). Sight distance for the westbound right turn vehicles looking to the south from the project driveway is approximately 800 feet. This is adequate to comply with the Caltrans 7.5 second sight distance criteria for a roadway speed of 45 mph or higher. Appendix E indicates that the intersection configuration would be such that the left-turning motorists' view of the on-coming traffic should not be blocked by any vehicles queued up in the opposite left turn lane.<sup>88</sup>

The intersection of Kraemer Boulevard at Newcastle Drive was analyzed to determine required turn pocket lengths with the addition of background and project traffic. As shown in Table 3-14, the maximum expected queue for the northbound left and southbound left movements is 25 feet (one vehicle). The existing northbound left-turn pocket will be adequate to accommodate the expected volumes. A southbound left-turn pocket of 100 feet is recommended to accommodate the expected volumes.<sup>89</sup> The analyses of turning radii were conducted using a trash truck turning template to determine if service vehicles could maneuver into and out of the project access on Kraemer Boulevard at Newcastle Drive. The analyses determined that the turning radii at the site entrance would be adequate to accommodate a typical trash truck. An overlay of the truck turning template and the project site plan is presented in Appendix F included in the Traffic Study. The accommodation for emergency vehicles should be based on guidelines for the Orange County Fire Authority. The single 18-foot wide inbound lane at the project access is adequate to accommodate a parked vehicle using the keypad access while another vehicle pass by on its right side. However, it would be desirable to provide an inbound lane wider than 18 feet.<sup>90</sup>

A proposed configuration of the intersection of Kraemer Boulevard and Newcastle Drive that would prevent left turns out from the project driveway is presented in Exhibit 3-33. The City prefers a restricted no-left turns out configuration, which includes a pork-chop shaped raised median on Kramer Boulevard that is mountable by emergency vehicles.<sup>91</sup> While a traffic signal is currently not warranted, the City will require (in the Development Agreement) the developer post a bond for 50% of the cost for a new signal. Upon completion of the project, a new traffic analysis will be performed at the intersection and, if a signal is warranted, it will be installed.

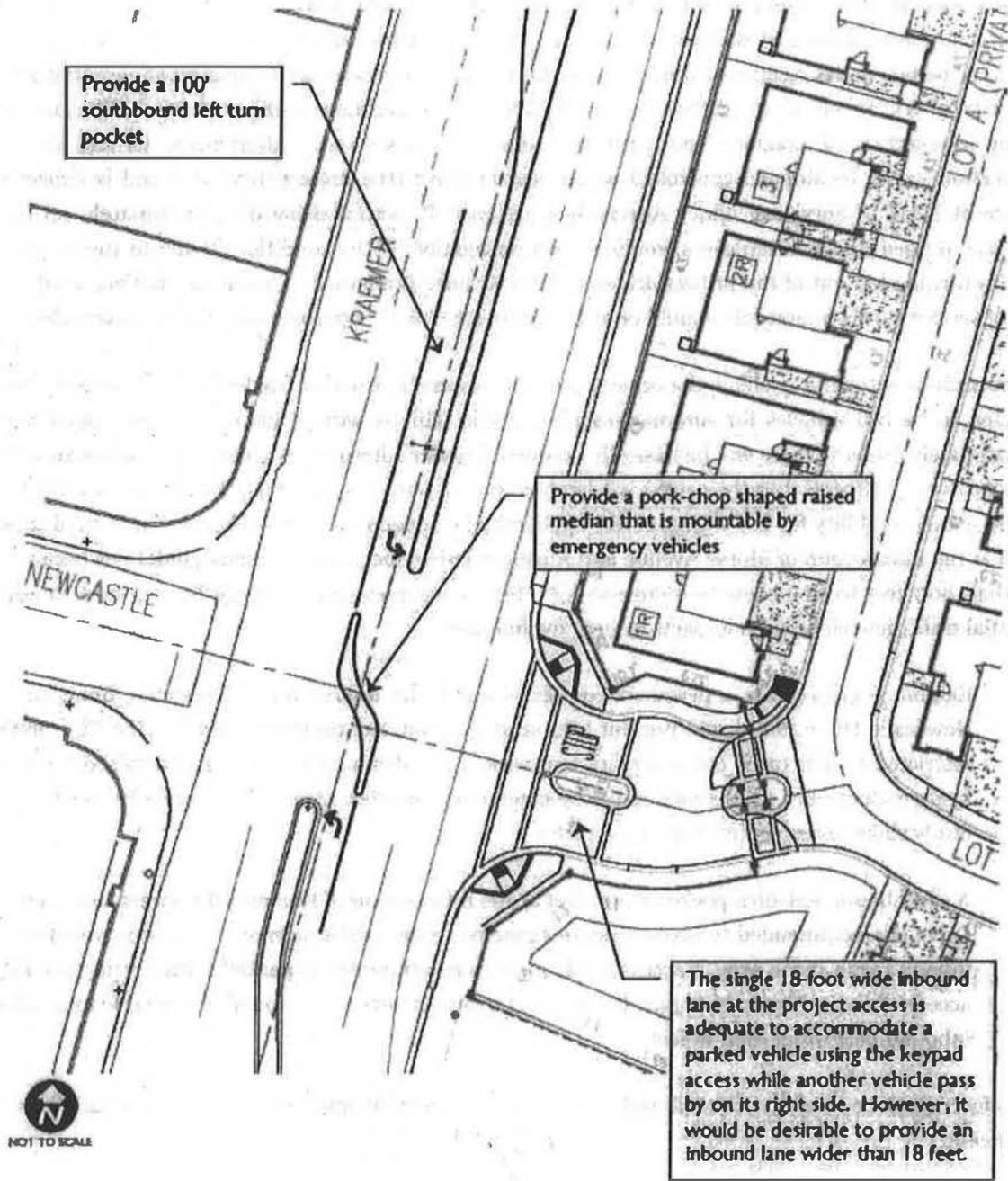
In order to provide a crossing guard at the intersection of Morse Avenue and Angelina Drive, it must be warranted based on state guidelines. Crossing guard locations must exceed 600 feet from a signalized cross walk, but the signal on Morse Avenue at Kraemer Boulevard is approximately 200 feet away from Angelina Drive. The provision for a crossing guard at the intersection of Morse Avenue and Angelina Drive does not meet state guidelines.

<sup>88</sup> KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (TTM 17145) in the City of Placentia*. January 10, 2014.

<sup>89</sup> Ibid.

<sup>90</sup> Ibid.

<sup>91</sup> Ibid.



**EXHIBIT 3-33**  
**RECOMMENDED SITE ACCESS**

Source: KOA Corporation

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The proposed 78-unit single-family detached housing project would generate a total of 59 AM peak hour trips and 78 PM peak hour trips on weekdays. All study intersections operate at acceptable levels of service (LOS C or better) under existing conditions. All intersections are expected to operate at acceptable levels of service (LOS C or better) under *Project Opening Year (2014)* and *Long Range (2020)* conditions, except for the intersection of Kraemer Boulevard and Newcastle Drive under Alternatives 1A and 1B. This intersection would be stopped controlled on Newcastle Drive (the project driveway) and is expected to operate at Level of Service F under Alternatives 1A and 1B, with a delay of approximately 58 to 252 seconds. If used, these alternatives would require mitigation. This condition is due to the back-up of vehicles turning left out of the project driveway onto Kramer Boulevard. Under Alternatives 2 and 3 the level of service at this intersection would be at LOS B with a delay of approximately 12 to 16 seconds.<sup>92</sup>

The maximum outbound queue at the project driveway access to Kraemer Boulevard at Newcastle Drive is expected to be two vehicles for Alternatives 1A and 1B. This is within the available storage length of approximately 60 feet. There will be basically no queues under Alternatives 2 and 3. Sight distance at the project driveway (800 feet to the south) is adequate for the posted speed along Kraemer Boulevard. The vehicle maneuverability for the project access appears to be adequate. Finally, the provision for a crossing guard at the intersection of Morse Avenue and Angelina Drive does not meet state guidelines because it is less than 600 feet from a signalized crosswalk.<sup>93</sup> Mitigation measures that will be required to address potential traffic and circulation impacts include the following:

- Exhibit 3-33 presents a proposed configuration of the intersection of Kraemer Boulevard and Newcastle Drive that would prevent left turns out from the project driveway. The City prefers a restricted no-left turns out configuration, which includes a pork-chop shaped raised median on Kramer Boulevard that is mountable by emergency vehicles. Appendix G included in the Traffic Study shows examples of mountable curbs.
- A southbound left-turn pocket of 100 feet at the intersection of Kraemer Boulevard and Newcastle Drive is recommended to accommodate expected future traffic volumes. The single 18-foot wide inbound lane at the project access is adequate to accommodate a parked vehicle using the keypad access while another vehicle pass by on its right side. However, it would be desirable to provide an inbound lane wider than 18 feet.

The aforementioned mitigation will reduce the project specific impacts to levels that are less than significant.

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<sup>92</sup> KOA Corporation. *Focused Traffic Study for the Schaner Ranch – HQT Project (TTM 17145) in the City of Placentia*. January 10, 2014.

<sup>93</sup> Ibid.

- B. Would the project result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? No Impact.*

In 1991, Orange County established the Congestion Management Program (CMP), to monitor traffic volumes on major arterials within the County for the purpose of coordinating land use and development growth. Compliance with the CMP requirements ensures the City's eligibility to compete for State gas tax funds for local transportation projects. Within the project vicinity, roadways within the CMP Highway System include Beach Boulevard, Imperial Highway, and Whittier Boulevard. The Orange County CMP states that:

"...a Traffic Impact Analysis (TIA) will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips" and "...for developments which will directly access a CMP Highway System link, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day."

The proposed project will generate 743 daily trips during an average weekday which is well under the 2,400 daily trips that serve as the CMP threshold. Consequently, the proposed project will not require a CMP level of analysis. The City requires all developers to comply with the Citywide Traffic Fee Ordinance and the Phasing "Fair Share" Ordinance for any incremental impacts even if the impact is less than significant. The fees are applied to funding the City's current transportation improvement projects. As a result, the proposed project will not impact a designated CMP facility.

- C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? No Impact.*

The proposed project will not impact any Federal Aviation Administration (FAA) air traffic height restrictions. Finally, the project site is not located within an approach or take-off aircraft safety zone. As a result, no significant adverse impacts are anticipated.

- D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? No Impact.*

The primary access to the residential component will be provided by a main entry located opposite to Newcastle Drive. The primary entry will include an 18-foot wide entry and exit lane tapering to a 13-foot entry and exit lane separated by a six-foot raised median. The entry/exit will be designed to accommodate vehicles turning around to exit onto Kraemer Boulevard in the event they do not enter the proposed development. In addition, the 13-foot entry and exit lanes will be able to accommodate two lanes of vehicles. Once inside the residential development, vehicles will proceed along the main internal roadways (A, B, C, and D Streets). The internal roadways will have a curb-to-curb width 24 feet with no on-street and 28-feet that will permit on-street parking on one side only. Guest parking will be permitted in the eastern and northwest portion of the site.

Each of the residential units will contain two enclosed parking spaces for a total of 156 parking spaces. In addition, 156 regular parking spaces will be provided by each unit's driveway space for guest parking. The guest parking will account for an additional 20 parking spaces. Before these spaces can be utilized, the driveway parking must be occupied. Therefore, a total of 332 (4.25 spaces per unit) will be provided with the implementation of the proposed project. The project will not result in any adverse circulation or parking impacts.

*E. Would the project result in inadequate emergency access? No Impact.*

At no time will any designated emergency evacuation route be closed to traffic due to the proposed project. As a result, the project will not result in any significant adverse impacts.

*F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? Less than Significant Impact.*

Public transit service in Placentia includes fixed-route bus service, commuter bus service, and paratransit service. The Orange County Transportation Authority (OCTA) provides fixed route bus service within the City. OCTA operates eight fixed bus routes and provides service to La Habra, Brea, Yorba Linda, Orange, Anaheim, Fullerton, Santa Ana, and other cities in Orange County. OCTA Route 129 extends along Kraemer Boulevard and a bus stop is located along the roadway's frontage with the site. The proposed project will not require the elimination of this bus stop. The proposed project will result in a minimal increase in transit patronage, though the impact will be less than significant.

### **3.16.3 CUMULATIVE IMPACTS**

The proposed project's implementation will result in an incremental increase in Citywide traffic. This additional traffic will not significantly impact the peak hour levels of service of any area intersections. As a result, no cumulative impacts are anticipated.

### **3.16.4 MITIGATION MEASURES**

The following mitigation is required as a means to reduce potential traffic and circulation impacts to levels that are less than significant.

*Mitigation Measure 21 (Traffic and Circulation).* Exhibit 3-33 presents a proposed configuration of the intersection of Kraemer Boulevard and Newcastle Drive that would prevent left turns out from the project driveway. The City prefers a restricted no-left turns out configuration, which includes a pork-chop shaped raised median on Kramer Boulevard that is mountable by emergency vehicles. Appendix G included in the Traffic Study shows examples of mountable curbs.

*Mitigation Measure 22 (Traffic and Circulation).* A southbound left-turn pocket of 100 feet at the intersection of Kraemer Boulevard and Newcastle Drive is recommended to accommodate expected future traffic volumes. The single 18-foot wide inbound lane at the project access is adequate to accommodate a parked vehicle using the keypad access while another vehicle pass by on its right side.

However, it would be desirable to provide an inbound lane wider than 18 feet.

### 3.17 UTILITIES

#### 3.17.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Placentia, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

#### 3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Less than Significant Impact with Mitigation.*

Municipal wastewater is generated in the City's service area from a combination of residential and commercial sources. Wastewater in the City is collected by gravity sewers and lift stations owned and operated by the City of Placentia. The wastewater is transported through trunk sewers to Orange County Sanitation District's (OCS) Plant No. 1 (located in Fountain Valley) and Plant No. 2 (located in Huntington Beach). Treated effluent is discharged into the Pacific Ocean, through a 120-inch outfall line that extends four miles out in the ocean. The OCS currently serves 2.3 million residents within the northern and central portions of the County. The OCS is currently initiating a series of improvements that would increase the peak wet weather treatment capacity to 340 million gallons per day. Plant No. 1

has an existing remaining treatment capacity of 80 million gallons per day (mgd) while Plant No. 2 has an existing remaining treatment capacity of 62 mgd.

The proposed project will consume 19,500 gallons of water and generate 17,940 gallons of effluent on a daily basis. Sewer service to the proposed project site will be provided by a new connection to an existing main in Fairway Lane (Reach 39). Water service to the proposed project site will also be provided by a connection to an existing 10-inch water line in Fairway Lane. Contact with the City of Placentia Public Works Department indicated the existing mains have sufficient capacity to accommodate the project's water and sewer system requirements. All water line sizes and connections are subject to review by the Golden State Water Company. In addition, any requisite sewer connection fee paid to the Orange County Sanitation District should be verified with the Building Division. However, the following measures have been incorporated into the project as a means to reduce effluent generation and water consumption:

- The Applicant shall install ultra-low flow water fixtures to reduce the volume of sewage to the system as required by the Chief Building Official prior to the issuance of a Certificate of Occupancy.
- The Applicant shall review the California Department of Water Resources recommendations for water conservation and incorporate the recommendations into the structural improvement plans prior to the issuance of Building Permits.

The project's impacts will be less than significant with adherence to the aforementioned mitigation measures.

*B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? Less than Significant Impact.*

The proposed project will result in 17,940 gallons of effluent on a daily basis. This additional effluent generation may be accommodated by existing facilities. Sewer connections to the proposed project site will be obtained from the existing sewer mains in Kraemer Boulevard. All sewer line sizes and connections are subject to review by the Public Works Department. In addition, any requisite sewer connection fee paid to the Orange County Sanitation District should be verified with the Public Works Department. Communication with the City has indicated that the existing sewer line has sufficient capacity to accommodate projected flows. As a result, the potential impacts are considered to be less than significant.

*C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less than Significant Impact.*

The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The site is subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project will also be required to comply with the City's storm water management guidelines. Pre-development, this site is approximately 90% pervious and 10% impervious. Following the site's development, this site will be approximately 75% impervious. The

mitigation identified in Section 3.9.4 will reduce the potential impacts to levels that are less than significant.

*D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Less than Significant Impact.*

Water service to the project site is provided by Golden State Water Company. Water mains are located within the rights-of-way of the roadways, including Kraemer Boulevard. The proposed development is projected to consume 22,961 gallons of water on a daily basis. Although some minor increase in the demand for domestic water may occur as a result of the proposed development, the increase would not be significant and adequate water supplies and facilities are available to serve the proposed project. Therefore, the proposed project's impacts are considered to be less than significant.

*E. Would the project 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? No Impact.*

As indicated previously, the proposed project will result in 17,940 gallons of effluent on a daily basis. This additional effluent generation may be accommodated by existing facilities. Sewer connections to the proposed project site will be obtained from the existing sewer mains in Kraemer Boulevard. All internal sewer line sizes and connections are subject to review by the City. No new treatment facilities or expanded entitlements will be required. In addition, no upgrades to the existing off-site sewer lines would be required to accommodate the proposed use. As a result, no significant adverse impacts are anticipated.

*F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less than Significant Impact with Mitigation.*

Trash collection services in the City is provided by Republic Disposal Services. Residual waste is transported to the Brea-Olinda/Alpha-Olinda Landfill for final disposal. This landfill is located northeast of Brea on the northern extension of Valencia Avenue. Olinda-Alpha is permitted to receive a daily maximum of no more than 8,000 tons per day (TPD). The landfill opened in 1960 and the landfill is scheduled to close in approximately December of 2021.<sup>94</sup> If the State permitted daily tonnage limit is reached at any Orange County landfill, waste haulers are subject to diversion at any time to local transfer stations located throughout the County. The proposed project is anticipated to generate 312 pounds of solid waste on a daily basis. The following measures are recommended in order to further mitigate impacts to disposal of waste:

- The Applicant shall comply with all programs adopted by the City for the reduction of solid waste as required by the Director of Public Works.
- The Applicant shall require the contractors to recycle materials during demolition and construction.

<sup>94</sup> Waste Management of Orange County. *Conversation with Ray Hall.*

Aforementioned measures have been recommended as a means to further reduce solid waste. As a result, the impacts on solid waste generation are considered to be less than significant.

*G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste? No Impact.*

The proposed use, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no significant adverse impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation.

*H. Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? No Impact.*

Sempra Energy and Southern California Edison provide service upon demand, and early coordination with these utility companies will ensure adequate and timely service to the project site. Thus, no significant adverse impacts on power and natural gas services will result from the adoption and subsequent implementation of the proposed project.

*I. Would the project result in a need for new systems, or substantial alterations in communications systems? No Impact.*

The proposed development will continue to require telephone service from various local and long-distance providers. The existing telephone lines in the area will continue to be utilized to provide service to future development. Thus, no impacts on communication systems are anticipated.

### **3.17.3 CUMULATIVE IMPACTS**

The potential impacts related to water line and sewer line capacities are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any significant adverse impacts on utility infrastructure and/or services. The ability of the existing sewer and water lines to accommodate the projected demand from future development in the area will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

### **3.17.4 MITIGATION MEASURES**

The following measures will be applicable to the proposed project as a means to address potential utility impacts:

*Mitigation Measure 23 (Utilities).* The Applicant shall install ultra-low flow water fixtures to reduce the volume of sewage to the system as required by the Chief Building Official prior to the issuance of a Certificate of Occupancy.

*Mitigation Measure 24 (Utilities).* The Applicant shall review the California Department of Water Resources recommendations for water conservation and incorporate the recommendations into the structural improvement plans prior to the issuance of Building Permits.

*Mitigation Measure 25 (Utilities).* The Applicant shall comply with all programs adopted by the City for the reduction of solid waste as required by the Director of Public Works.

*Mitigation Measure 26 (Utilities).* The Applicant shall require the contractors to recycle materials during demolition and construction.



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## SECTION 4 - CONCLUSIONS

### 4.1 MANDATORY FINDINGS OF SIGNIFICANCE

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:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.



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## SECTION 5 REFERENCES

### 5.1 PREPARERS

#### BLODGETT/BAYLOSIS ASSOCIATES

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(626) 336-0033

Marc Blodgett, Project Manager  
Rosalyn Perry, Project Planner

### 5.2 REFERENCES

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U.S. Geological Survey, *Placentia 7-1/2 Minute Quadrangle*, 1986.



**Exhibit 7**

**Mitigation Monitoring and Reporting Program (MMRP)**

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## MITIGATION MONITORING AND REPORTING PROGRAM

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### MITIGATION MONITORING AND REPORTING PROGRAM PROCEDURES

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Placentia is the Lead Agency for the Schaner Ranch Project.

A Mitigated Negative Declaration has been prepared to address the potential environmental impacts of the proposed project. Where appropriate, this environmental document identified project design features or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the proposed project. This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor implementation of the mitigation measures identified for the proposed 78-unit Residential Development Project. The MMRP is subject to review and approval by the Lead Agency as part of the approval of environmental determination and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored
  - Pre-Construction, including the design phase
  - Construction
  - Post-Construction
- The Implementing Party, the agency with the power to implement the mitigation measure
- The Enforcement Agency, the agency with the power to enforce the mitigation measure, and
- The Monitoring Agency, the agency to which reports involving feasibility, compliance, implementation and development are made.

The MMRP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

### 3.1 AESTHETIC

(Mitigation Measure 1) The Applicant shall ensure that all street lighting meet the equipment and illumination standards of the City to the satisfaction of the Department of Development Services and Public Works. The Applicant must also submit an exterior lighting plan in conformance with

City Standards for review and approval by the department of Development Services prior to the issuance of building permits.

<b>Monitoring Phase:</b>	Pre-Construction and Post-Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

**3.3 AIR QUALITY**

(Mitigation Measure 2) The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site pursuant to the approval of the Department of Development Services.

<b>Monitoring Phase:</b>	Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department, Department of Public Works,
<b>Monitoring Agency:</b>	Development Services Department, Department of Public Works

(Mitigation Measure 3) The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

<b>Monitoring Phase:</b>	Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

(Mitigation Measure 4) The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provision of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available measures.

<b>Monitoring Phase:</b>	Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

**3.4 BIOLOGICAL RESOURCES**

(Mitigation Measure 5) The existing trees will be replaced pursuant to the Landscape Plans that will be submitted to the City for review and approval, which will include one tree per lot (78 trees) within the front yard setback and 10 trees within the common area for a total of 88 trees.

<b>Monitoring Phase:</b>	Pre-Construction and Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

**3.5 CULTURAL RESOURCES**

(Mitigation Measure 6) The project Applicant will take photographs of the residences' exterior and interior and preserve any available drawings and plans which will be placed in the History Room of the City of Placentia.

<b>Monitoring Phase:</b>	Pre-Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

**3.8 HAZARDS & HAZARDOUS MATERIALS**

(Mitigation Measure 7) The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with State and Federal law prior to the issuance of the building permit.

<b>Monitoring Phase:</b>	Pre-Construction and Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

**3.9 HYDROLOGY & WATER QUALITY**

(Mitigation Measure 8) Prior to issuance of any grading permit for the project that will result in soil disturbance of one or more acres 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 Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

<b>Monitoring Phase:</b>	Pre-Construction and Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

(Mitigation Measure 9) The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPP). The SWPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPP with

the State of California. A copy of the current SWPP shall be kept at the project site and be available for review on request.

<b>Monitoring Phase:</b>	Pre-Construction and Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department and Public Works
<b>Monitoring Agency:</b>	Development Services Department and Public Works

(Mitigation Measure 10) All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measurement must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

<b>Monitoring Phase:</b>	Pre-Construction and Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department and Public Works
<b>Monitoring Agency:</b>	Development Services Department and Public Works

(Mitigation Measure 11) The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

<b>Monitoring Phase:</b>	Pre-Construction and Post-Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Public Works
<b>Monitoring Agency:</b>	Public Works

### 3.12 NOISE

(Mitigation Measure 12) Project site activities and uses must conform to the City of Placentia Noise Control Ordinance.

<b>Monitoring Phase:</b>	Pre-Construction and Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

(Mitigation Measure 13) The Applicant shall provide a “windows closed” (i.e., mechanical ventilation) in each of the residential dwelling units abutting Kraemer Avenue.

<b>Monitoring Phase:</b>	Construction and Post-Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

(Mitigation Measure 14) Each dwelling unit will be constructed with weather-stripped solid core exterior doors and exterior wall/roof assemblies shall be insulated to further reduce interior ambient noise levels.

<b>Monitoring Phase:</b>	Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

(Mitigation Measure 15) The Applicant shall ensure that double-paned windows are installed within each of the residential units that have an unobstructed view of Kraemer Boulevard.

**Monitoring Phase:** Pre-Construction and Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Development Services Department  
**Monitoring Agency:** Development Services Department

(Mitigation Measure 16) The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

**Monitoring Phase:** Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Development Services Department  
**Monitoring Agency:** Development Services Department

(Mitigation Measure 17) The Contractors shall notify the nearby school administration as to the times and duration of construction activities.

**Monitoring Phase:** Pre-Construction and Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Development Services Department  
**Monitoring Agency:** Development Services Department

**3.14 PUBLIC SERVICE**

(Mitigation Measure 18) The Applicant shall ensure that all exterior lighting (i.e., parking areas, building area and entries) shall employ illumination in a manner that meets the approval of the Chief Building Official and Police Chief before Building Permits are issued.

**Monitoring Phase:** Pre-Construction and Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Development Services Department and Police Department  
**Monitoring Agency:** Development Services Department and Police Department

(Mitigation Measure 19) The Applicant’s building and site improvements shall conform to the city of Placentia as required by the Police Chief and the Chief Building Official before Building Permits are issued.

**Monitoring Phase:** Pre-Construction and Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Development Services Department and Police Department  
**Monitoring Agency:** Development Services Department and Police Department

(Mitigation Measure 20) The Applicant will be required to pay school impact fees for construction of new facilities in accordance with AB-2926 to mitigate school impacts prior to issuance of

Building Permits. Evidence of payment of the school fees shall be submitted to the Chief Building Official.

<b>Monitoring Phase:</b>	Pre-Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

**3.16 TRANSPORTATION**

(Mitigation Measure 21) Exhibit 3-33 presents a proposed configuration of the intersection of Kraemer Boulevard and Newcastle Drive that would prevent left turns out from the project driveway. The City prefers a restricted no-left turns out configuration, which includes a pork-chop shaped raised median on Kraemer Boulevard that is mountable by emergency vehicles. Appendix G included in the Traffic Study shows examples of mountable curbs.

<b>Monitoring Phase:</b>	Pre-Construction, Construction, and Post-Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department and Public Works
<b>Monitoring Agency:</b>	Development Services Department and Public Works

(Mitigation Measure 22) A southbound left-turn pocket of 100 feet at the intersection of Kraemer Boulevard and Newcastle Drive is recommended to accommodate expected future traffic volumes. The single 18-foot wide inbound lane at the project is adequate to accommodate a parked vehicle using the keypad access while another vehicle pass by on its right side.

<b>Monitoring Phase:</b>	Pre-Construction, Construction and Post-Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department and Public Works
<b>Monitoring Agency:</b>	Development Services Department and Public Works

**3.17 UTILITIES**

(Mitigation Measure 23) The Applicant shall install ultra-flow water fixtures to reduce the volume of sewage to the system are required by the Chief Building Official prior to the issuance of a Certificate of Occupancy.

<b>Monitoring Phase:</b>	Pre-Construction, Construction, and Post-Construction
<b>Implementation Party:</b>	Applicant
<b>Enforcement Agency:</b>	Development Services Department
<b>Monitoring Agency:</b>	Development Services Department

(Mitigation Measure 24) The Applicant shall review the California Department of Water Resources recommendations for water conservation and incorporate the recommendations into the structural improvement plans prior to the issuance of Building Permits.

<b>Monitoring Phase:</b>	Pre-Construction, Construction, and Post-Construction
<b>Implementation Party:</b>	Applicant

**Enforcement Agency:** Development Services Department and Public Works  
**Monitoring Agency:** Development Services Department and Public Works

(Mitigation Measure 25) The Applicant shall comply with all programs adopted by the City for the reduction of solid waste as required by the Director of Public Works.

**Monitoring Phase:** Pre-Construction, Construction, and Post-Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Public Works  
**Monitoring Agency:** Public Works

(Mitigation Measure 26) The Applicant shall require the contractors to recycle materials during demolition and construction.

**Monitoring Phase:** Pre-Construction, Construction, and Post-Construction  
**Implementation Party:** Applicant  
**Enforcement Agency:** Development Services Department  
**Monitoring Agency:** Development Services Department