



Placentia Planning Commission Agenda

Regular Meeting
April 13, 2021
City Council Chambers
401 E. Chapman Avenue, Placentia, CA 92870

SPECIAL PROCEDURES NOTICE DURING COVID-19 EMERGENCY

On March 4, 2020, Governor Newsom proclaimed a State of Emergency as a result of the threat of the COVID-19 virus. On March 17, 2020, Governor Newsom issued Executive Order N-29-20, which temporarily suspends requirements of the Brown Act allowing Planning Commission Members to hold public meetings via teleconferencing and make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the Planning Commission.

Given the health risks associated with COVID-19, please be advised that the City Council Chambers are closed to the public and some, or all, of the Placentia Planning Commission Members may attend this meeting telephonically. Those locations are not listed on the agenda and are not accessible to the public.

How to Observe the Meeting

Join Zoom Meeting

<https://us02web.zoom.us/j/87926902388?pwd=RIVZb1RpclhCOE9GMWFzZXN2bGR6dz09>

Meeting ID: 879 2690 2388 Passcode: 529988

or dial +16699006833, 87926902388#

How to Submit Public Comment

Members of the public may provide public comment by sending comments for Planning Commission consideration by email to Sylvia Minjares at sminjares@placentia.org. Please limit to 200 words or less. Comments received before a Planning Commission meeting may be read into the public record, subject to the regular time limitations per speaker. Longer submittals will be included in the public record. If you are unable to provide your comments in writing, please contact the Development Services Department for assistance at 714-993-8124 or sminjares@placentia.org. Verbal comments may be submitted during the meeting, see "How to Observe the Meeting".

Americans with Disabilities Act Accommodation

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 cityclerk@placentia.org or by calling (714) 993-8231. Notification 48 hours prior to the meeting will generally enable City Staff to make reasonable arrangements to ensure accessibility while maintaining public safety. (28 CFR 35.102.35.104 ADA Title II)

Until further notice the City will implement the guidelines of the California Department of Public Health in regards to social distancing.

The City of Placentia thanks you in advance for taking all precautions to prevent the spread of the COVID-19 virus. The City will return to normal Planning Commission meeting procedures as soon as the emergency has ended.



Placentia Planning Commission Agenda

Regular Meeting

April 13, 2021

City Council Chambers

401 E. Chapman Avenue, Placentia, CA 92870

Christine J. Schaefer
Chair

Frank Perez
Vice Chair

Brandon Evans
Commissioner

Claudia Keller
Commissioner

Dennis Lee
Commissioner

Nick Polichetti
Commissioner

Matthew Rocke
Commissioner

City of Placentia
401 E Chapman Avenue
Placentia, CA 92870

Phone: (714) 993-8124
Fax: (714) 528-4640
Website: 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.

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 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.

REGULAR MEETING
6:30 p.m. – City Council Chambers

CALL TO ORDER:

ROLL CALL: Commissioner Evans
Commissioner Keller
Commissioner Lee
Commissioner Polichetti
Commissioner Rocke
Vice Chair Perez
Chair Schaefer

PLEDGE OF ALLEGIANCE:

ORAL COMMUNICATIONS: (PLEASE SEE PAGE ONE FOR SPECIAL INSTRUCTIONS ON SUBMITTING PUBLIC COMMENT DURING THE COVID-19 CRISIS)

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 Planning Commission. There is a five (5) minute time limit for each individual addressing the Planning Commission.

CONSENT CALENDAR:

1. **Planning Commission Meeting Minutes – March 9, 2021**
Recommended Actions: Approve

REGULAR AGENDA:

PUBLIC HEARINGS:

1. **Applicant:** Kevin Coleman, representing Net Development Co.

Project Location: 736 Richfield Road

Development Plan Review (DPR) 2021-01: A request for approval of a Development Plan Review to allow for the development of an improved 1.57-acre lot, resulting in the demolition of an existing 3,175-square foot building on the lot and the construction of a new two-story industrial building measuring approximately 36,966 square feet, in conjunction with various onsite hardscape and landscape improvements on property located within the M (Manufacturing) Zoning District, at 736 Richfield Road.

Recommended Actions: It is recommended that the Planning Commission take the following actions:

1. Open the public hearing concerning Development Plan Review (DPR) 2021-01; and
2. Receive the staff report and consider all public testimony (**PLEASE SEE PAGE ONE FOR SPECIAL INSTRUCTIONS ON SUBMITTING PUBLIC COMMENT DURING THE COVID-19 CRISIS**); and
3. Close the public hearing; and
4. Adopt Resolution No. PC-2021-07, a Resolution of the Planning Commission of the City of Placentia, approving DPR 2021-01 and making findings to permit the development of an improved 1.57-acre lot, resulting in the demolition of an existing 3,175-square foot building and construction of a new two-story industrial building measuring approximately 36,966 square feet in conjunction with various onsite hardscape and landscape improvements on property located within the M (Manufacturing) Zoning District, at 736 Richfield Road; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) set forth in Title 14 CCR § 15332 (Class 32 – In-Fill Development Projects) and the City of Placentia Environmental Guidelines.

2. Applicant: Toffoli Investments

Project Location: 443 & 455 S. Van Buren Street

Zone Change (ZC) 2018-01, Development Plan Review (DPR) 2018-01, and Tentative Tract Map (TTM) 19104: A request for approval of a Zone Change, Development Plan Review, and Tentative Tract Map to develop a partially improved 5.6-gross acre lot for the construction of 22, three-story, multi-family buildings consisting of 139 for-sale residential town home units and associated hardscape and landscaping improvements that will be utilized for a private internal street system, outdoor parking, and pedestrian walkways, including landscaping for the property perimeter and passive and non-passive open space areas. The property is bordered by a 100-foot wide Burlington Northern and Santa Fe Railway (BNSF) right-of-way to the north, 70-foot wide Atwood Channel to the south, and S. Van Buren Street and four existing single family residences to the east. Access to the site will be provided from S. Van Buren Street and said access will be directly across the street from the western terminus of Oak Street.

Recommended Actions: It is recommended that the Planning Commission take the following actions:

1. Open the public hearing concerning Zone Change No. ZC 2018-01, Development Plan Review No. DPR 2018-01, and Tentative Tract Map No. TTM 19104; and
2. Receive the Staff Report and consider all public testimony (**PLEASE SEE PAGE ONE FOR SPECIAL INSTRUCTIONS ON SUBMITTING PUBLIC COMMENT DURING THE COVID-19 CRISIS**); and

3. Close the public hearing; and
4. Adopt Resolution No. PC-2021-09, a Resolution of the Planning Commission of the City of Placentia, recommending that the City Council of the City of Placentia approve ZC 2018-01, DPR 2018-01, and TTM 19104, and making findings to change the existing Zoning District of the project site from Manufacturing (M) District and Oil Combining (O) Zoning District to High Density Residential (R-3) Zoning District to bring the zoning of the site into alignment with the updated General Plan High Density Residential land use designation, and permit the development of an approximately 5.6-gross acre lot for the construction of 22, three-story, multi-family buildings consisting of 139 for-sale residential townhome units and associated hardscape and landscape improvements within the proposed High Density Residential (R-3) Zoning District on property located at 443 and 455 S. Van Buren Street and recommending the adoption of Mitigated Negative Declaration No. MND 2020-01 pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR §15074 and the City of Placentia Environmental Guidelines.

3. Applicant: City of Placentia

Project Location: 1) 946, 950, 954, 958 Vista Avenue, 503 W. La Jolla Street, 2) 106 E. Santa Fe Court, 3) 1470 S. Placentia Avenue, 4) 1952, 1958 E. Veterans Way, 2006, 2018 E. Lakeview Loop, 601, 613, 625 S. Lakeview Avenue, 5) 735 W. Orangethorpe Avenue, 6) 132-150 E. Crowther Avenue, and 7) 431, 437, 455, 503, 513 S. Van Buren Street

General Plan Amendment (GPA) 2021-01 and Zone Change (ZC) 2021-01: A request for approval of a General Plan Amendment to change the existing land use designation of project areas 1,3, and 6 above in order to “clean-up” inconsistencies found on the General Plan Land Use map that were not captured or were mistakenly mislabeled during the 2019 General Plan Update. The City also proposes a ZC to change the zoning district of project areas 2,3,4,5, and 7 above in order to make the zoning designation of the project areas consistent with the 2019 General Plan Land Use designation.

Recommended Actions: It is recommended that the Planning Commission take the following actions:

1. Open the public hearing concerning General Plan Amendment (GPA) 2021-01 and Zone Change (ZC) 2021-01; and
2. Receive the Staff Report and consider all public testimony **(PLEASE SEE PAGE ONE FOR SPECIAL INSTRUCTIONS ON SUBMITTING PUBLIC COMMENT DURING THE COVID-19 CRISIS)**; and
3. Close the public hearing; and

4. Adopt Resolution No. PC-2021-08, a Resolution of the Planning Commission of the City of Placentia, recommending that the City Council of the City of Placentia approve GPA 2021-01 and ZC 2021-01; and recommending the adoption of a “finding of consistency” regarding project area location Nos. 1, 2, 4, 5, 6, 7 identified above pursuant to Sections 15168 and 15162 of the State CEQA Guidelines, and recommending adoption of a “Common Sense” Statutory Exemption regarding project area location No. 3, identified above pursuant to the “Common Sense” exemption under Section 15061 (b) (3) of the State CEQA Guidelines and the City of Placentia Environmental Guidelines.

OLD BUSINESS:

NEW BUSINESS:

DEVELOPMENT REPORT:

DIRECTOR’S REPORT:

PLANNING COMMISSION REQUESTS

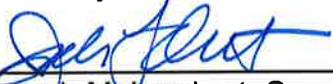
Commission members may make requests or ask questions of Staff. If a Commission member would like to have formal action taken on a requested matter, it will be placed on a future Commission Agenda.

ADJOURNMENT

The Planning Commissioners CLOSE to the regular Planning Commission meeting on May 11, 2021 at 6:30 p.m. in the City Council Chambers located at 401 East Chapman Avenue, Placentia CA, 92870.

CERTIFICATION OF POSTING

I, Joseph M. Lambert, Secretary to the Planning Commission of the City of Placentia, hereby certify that the Agenda for the April 13, 2021 Regular Meeting of the Planning Commission of the City of Placentia was posted on April 8, 2021.



Joseph M. Lambert, Secretary

**PLACENTIA PLANNING COMMISSION
MINUTES OF THE REGULAR MEETING**

March 9, 2021

The regular meeting of the Placentia Planning Commission of February 9, 2021 was called to order at 6:32 p.m. in the City Council Chambers, 401 East Chapman Avenue, Placentia, by Chair Schaefer.

ROLL CALL:

PRESENT (VIDEO CONFERENCE): Commissioners Evans, Keller, Lee, Polichetti, Rocke, Perez

ABSENT: Schaefer

OTHERS PRESENT: Tom Duarte, Deputy City Attorney
Joseph M. Lambert, Director of Development Services
Andrew Gonzales, Senior Planner
Arlen Beck, Assistant Planner
Sylvia Minjares, Office Assistant

Vice Chair Perez excused Chair Schaefer for due cause.

PLEDGE OF ALLEGIANCE: Commissioner Rocke

ORAL COMMUNICATIONS:

CONSENT CALENDAR:

1. **Joint Planning Commission and Streetscape and Transportation Advisory Commission Meeting Minutes – January 19, 2021**
Recommended Actions: Approve
2. **Planning Commission Meeting Minutes – February 9, 2021**
Recommended Actions: Approve
3. **Receive and File Staff memorandum Regarding Use Permit (UP) 2020-02**
Recommended Actions: Receive and file

Motion by Lee, second by Keller carried on a (6-0-1-0) vote to approve the recommended actions.

Ayes: Evans, Keller, Lee, Polichetti, Rocke, Perez
Noes: None
Absent: Schaefer
Abstain: None

REGULAR AGENDA:

1. **Applicant:** **The Herald-Placentia Owner, LLC**
Project Location: **140 and 150 E. Crowther Avenue**
Sign Plan Review (SPR) 2021-01: A request to permit five (5) Creative Signs consisting of two (2) building identification wall signs, one (1) building identification blade sign, one (1) raised letter canopy sign, and two (2) building address wall signs, located at 140 and 150 E. Crowther Avenue within the TOD (Transit-Oriented Development Packing House) Zoning District.

Recommended Actions: It is recommended that the Planning Commission take the following actions:

1. Receive the staff report; and
2. Review project proposal and consider staff input; and
3. Approve Sign Plan Review No. SPR 2021-01 for the proposed installation of two (2) building identification wall signs, one (1) building identification blade sign, one (1) raised letter canopy sign, and one (1) building address wall sign for the "The Herald" residential development project pursuant to Placentia (PMC) 23.111.050.

Senior Planner Andrew Gonzales presented an overview of the proposed project to the Commission.

Mr. Gonzales described the requirements of a creative sign pursuant to the TOD standards and provided a slide presentation that included a description of the design for each proposed sign, renderings, sign location, size, and architectural style.

Mr. Gonzales answered Commissioner Rocke’s question regarding whether the signs will be color changing or will include flashing lights.

Motion by Polichetti, second by Keller carried on a (6-0-1-0) vote to approve the recommended actions.

Ayes: Evans, Keller, Lee, Polichetti, Rocke, Perez
Noes: None
Absent: Schaefer
Abstain: None

PUBLIC HEARINGS:

1. **Applicant:** **Donna Mischner and Greg Malkin, dba Juniper and Morgan Brewing Company**
Project Location: **350 E. Orangethorpe Avenue, Unit #4**
Use Permit (UP) 2021-01: A request to permit the establishment and operation of a microbrewery with a tasting room that sells specialty beers for both onsite and

offsite consumption, in conjunction with a Type 23 ABC License. The project site is located within a 1,756 square-foot unit at 350 E. Orangethorpe Avenue, Unit #4, within the Commercial Manufacturing (C-M) Zoning District.

Recommended Actions: It is recommended that the Planning Commission take the following actions:

1. Open the public hearing concerning Use Permit (UP) No. 2021-01; and
2. Receive the staff report and consider all public testimony; and
3. Close the public hearing; and
4. Adopt Resolution PC-2021-06, a Resolution of the Planning Commission of the City of Placentia, approving Use Permit 2021-01 and making findings to permit the establishment and operation of a microbrewery with a tasting room that sells specialty beers, pursuant to a Type 23 ABC License, located within a 1,756 square-foot unit, at 350 E. Orangethorpe Avenue, Unit #4, in the Commercial Manufacturing (C-M) Zoning District; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) set forth in Title 14 CCR § 15301 (Class 1 – Existing Facilities) and the City of Placentia Environmental Guidelines.

Vice Chair Perez opened the public hearing.

Assistant Planner Arlen Beck presented the staff report and provided an overview of the proposed project to the Commission.

Mr. Beck provided the proposed hours of operation, number of employees, proposed project site plan, current site photos, floor plan, and existing ABC licenses within the surrounding area.

Mr. Beck answered the Commissioners' questions regarding patron parking, maximum occupancy in the tasting room, the number of employees that will be working during tasting events, and after-hours parking restrictions. Development Services Director Joseph Lambert clarified points regarding parking signage and parking enforcement.

Letters from Dr. Harold Cozen and Steven Morasse were received and forwarded to the Commissioners prior to the meeting. The content of the correspondence was summarized for the Commission.

The Applicant, Greg Malkin, addressed concerns regarding parking and the number of employees and customers that will be at the establishment during operating hours.

Steven Morasse, with Morasse, Collins & Clark, spoke on behalf of his client Dr. Harold Cozen. Dr. Cozen owns the property at 300-320 E. Orangethorpe Avenue. Mr. Morasse discussed his client's concerns regarding parking and trespassing.

Mr. Lambert answered the Commissioners' questions regarding parking signage, towing, and existing draft Conditions addressing parking. Mr. Lambert and Deputy City Attorney

Tom Duarte discussed and made verbal clarifications regarding draft Condition #6.

Dr. Harold Cozen answered the Commissioners' questions regarding any existing parking issues at his property.

The Applicant answered Commissioner Lee's question regarding future plans for signage, noting that he would pay for the proper signage on the property his business is located on, if needed. The Applicant also stated that he desires to maintain a good relationship with his neighbors.

Mr. Beck and Mr. Lambert answered the Commissioners' questions regarding any parking issues associated with other breweries located in Placentia and how to identify the correct wording for informational parking signage if the applicant elects to install it.

Mr. Morasse requested that his firm be given the opportunity to view the proposed signage before it is finalized.

Vice Chair Perez closed the public hearing.

Motion by Keller, second by Rocke carried on a (6-0-1-0) vote to approve the recommended actions.

Ayes: Evans, Keller, Lee, Perez, Polichetti, Rocke
Noes: None
Absent: Schaefer
Abstain: None

OLD BUSINESS:

NEW BUSINESS:

DEVELOPMENT REPORT:

Mr. Lambert provided updates regarding the Audi Dealership, The Herald, JPI, Shea Homes, and Pizza Rev UP 2020-02.

DIRECTOR'S REPORT:

PLANNING COMMISSION REQUESTS:

ADJOURNMENT:

Chair Schaefer closed the Planning Commission Regular Meeting at 7:49 p.m. to the regular meeting of Tuesday, April 13, 2021 at 6:30 p.m. in the City Council Chambers at 401 East Chapman Avenue, Placentia, CA.

Submitted by,

Joseph M. Lambert,
Secretary to the Planning Commission



Placentia Planning Commission

AGENDA STAFF REPORT

TO: PLANNING COMMISSION

FROM: LESLEY WHITTAKER, ASSOCIATE PLANNER

DATE: APRIL 14, 2021

SUBJECT: **THE DEVELOPMENT OF AN IMPROVED 1.57-ACRE LOT, RESULTING IN THE DEMOLITION OF AN EXISTING 3,175 SQUARE FOOT BUILDING AND CONSTRUCTION OF A NEW TWO-STORY INDUSTRIAL BUILDING MEASURING APPROXIMATELY 36,966 SQUARE FEET IN CONJUNCTION WITH VARIOUS ONSITE HARDSCAPE AND LANDSCAPE IMPROVEMENTS ON PROPERTY LOCATED WITHIN THE M (MANUFACTURING) ZONING DISTRICT, AT 736 RICHFIELD ROAD (NET DEVELOPMENT INDUSTRIAL BUILDING).**

RECOMMENDATION

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

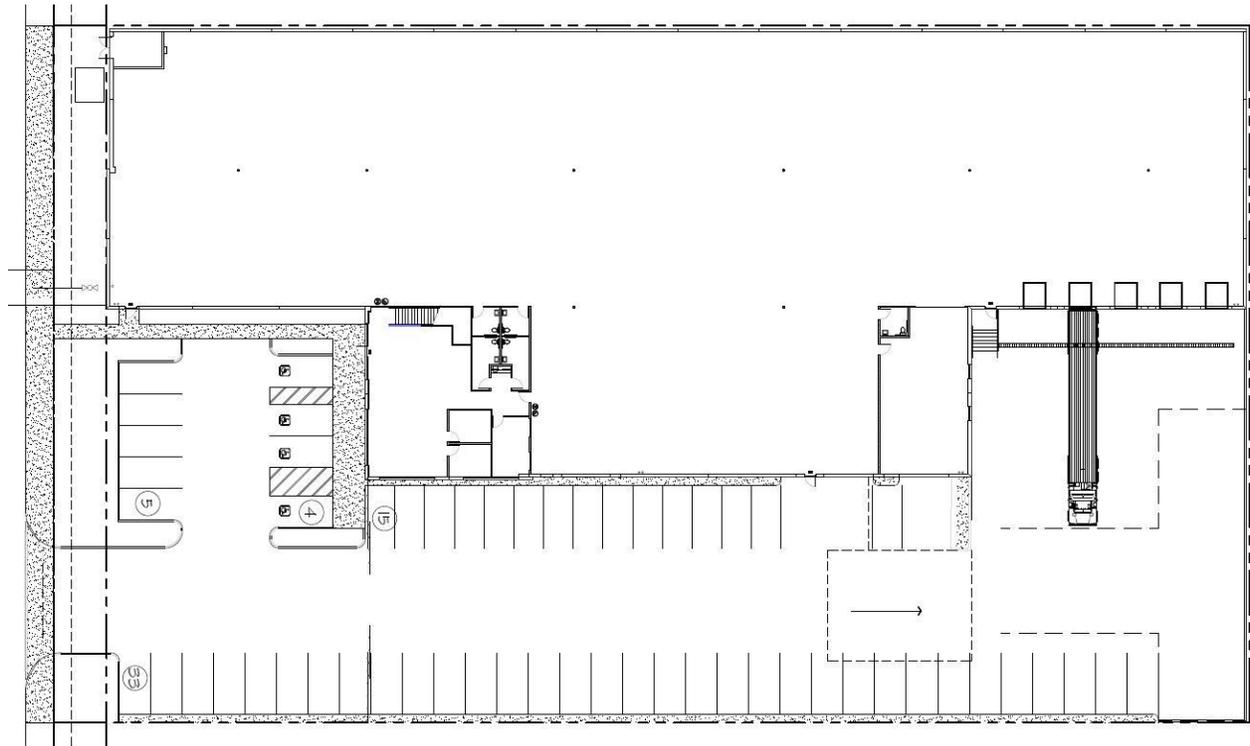
- 1) Open Public Hearing, concerning Development Plan Review No. DPR 2021-01, receive the Staff Report and consider all Public Testimony, close the Public Hearing; and
- 2) Adopt Resolution No. PC-2021-07, a Resolution of the Planning Commission of the City of Placentia, approving DPR 2021-01 and making findings to permit the development of an improved 1.57-acre lot, resulting in the demolition of an existing 3,175 square foot building and construction of a new two-story industrial building measuring approximately 36,966 square feet in conjunction with various onsite hardscape and landscape improvements on property located within the M (Manufacturing) Zoning District, at 736 Richfield Road; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) set forth in Title 14 CCR § 15332 (Class 32 – In-Fill Development Projects) and the City of Placentia Environmental Guidelines.

REQUEST:

The applicant, Kevin Coleman, representing Net Development Co, requests approval of a Development Plan Review (DPR) to allow for the development of an improved 1.57-acre lot, resulting in the demolition of an existing 3,175 square foot building on the lot and the construction of a new two-story industrial building measuring approximately 36,966 square

feet, in conjunction with various onsite hardscape and landscape improvements on property located within the M (Manufacturing) Zoning District, at 736 Richfield Road.

PROJECT BACKGROUND AND DESCRIPTION:



The subject site is an improved parcel, with an existing 3,175-square foot building located in the northwesterly portion of the site, previously utilized for light manufacturing and outside storage uses. The proposed plans include demolition of the existing building and construction of an approximately 36,966-square foot building. A new 30-foot-wide driveway and an east/west oriented drive aisle will provide access onto the site from Richfield Road. The primary drive aisle will serve as a designated fire access lane. 57 onsite parking stalls will be distributed along the southern side of the property in front of the proposed building.

Approximately 5,572 square feet of decorative landscaping will be distributed along the property frontage and within the parking lot areas. The parking lot has been designed to accommodate oversized shipping trucks and will have unobstructed access to the shipping docks located at the easterly most portion of the building.



The first floor of the proposed building will be comprised of a 2,300-square foot office area and machinery/warehouse/storage area. The second floor of the proposed building will be comprised of a 2,300-square foot office and storage space. The office area is integrated with and clearly incidental to a primary industrial use in accordance with the Manufacturing (M) Zoning District development standards. The property owner and occupying tenant of the parcel manufactures corrugated packaging products and intends to use the proposed industrial building for his business. The warehouse part of the building will be primarily used to house the corrugator machinery and store all associated materials. The office space will be used for the same business.

Applicable Code Section – Placentia Municipal Code

The subject property is currently zoned Manufacturing (M). The project will be required to comply with the development standards and use requirements set forth in the Placentia Municipal Code (PMC) for projects within the M Zoning District. Pursuant to PMC Section 23.75.010(a), construction of new buildings shall require a DPR to be reviewed and approved at a noticed public hearing before the Planning Commission.

PROJECT CHARACTERISTICS

Subject Site and Surrounding Land Uses

The table below illustrates the site and surrounding existing land uses, General Plan Land Use designation and zoning:

	Existing Land Use	Land Use Element General Plan Designation	Zoning Map Designation
Existing	3,175 square foot industrial building	Industrial	M (Manufacturing) Zoning District

Proposed	New Industrial Building – 36,966 sq. ft.	Industrial	M
North (706 S. Richfield Rd)	Industrial building	Industrial	M
South (818 S. Richfield Rd)	Non-conforming house and unimproved parcel	Industrial	M
East (711 Fee Ana St)	Industrial buildings	Industrial	M
West (across Richfield Rd)	Industrial buildings	Industrial	M

ZONING COMPLIANCE ANALYSIS

Site Development Standards

The project is located within the Manufacturing “M” Zoning District. Based on staff’s analysis, the project meets all the minimum and maximum development standards of the PMC, including minimum setbacks, maximum building height, and minimum off-street parking requirements, per PMC 23.78.

Other Departments Concerns and Requirements

The Divisions of Planning and Building, Public Works Department, Police Department, as well as the Placentia Fire and Life Safety Department have reviewed the application and submitted comments and had no major concerns with the proposal. All applicable code requirements and conditions of approval have been incorporated into draft resolutions for consideration by the Planning Commission.

ISSUES ANALYSIS:

General Plan Consistency

The General Plan features policies that promote the reinvestment of underutilized properties while being sensitive to the suburban atmosphere and requires new developments to provide adequate improvements and pay impact fees to offset the demand costs on city services and facilities. The proposed development and subdivision is consistent with the following Land Use policies of the General Plan:

Policy LU-1 – Provide well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.

Policy LU 1.4 – Preserve and improve industrial uses that provide manufacturing employment opportunities, through infrastructure upgrades, enhanced aesthetics, and new business development strategies.

Policy LU 2.4 – Large, continuous vacant or underutilized parcels should be comprehensively planned for development to be compatible with adjacent neighborhoods.

Development of a large, underutilized property will promote further compatibility with newer development in the surrounding area and stimulate investment and business activity which will strengthen the economic vitality of the City. The development will provide necessary improvements within the public right-of-way including the installation of a new sidewalk and driveway approach. Impact fees will be required to be paid by the developer in an effort to offset any associated impacts on City services and facilities. Overall, the proposed development and subdivision will be consistent with the General Plan and will result in a compatible continuation to existing land uses and development within the surrounding area.

PMC Consistency

The proposed project, with incorporation of the recommended conditions of approval, will meet or exceed the provisions of the M Zoning District and other applicable provisions of the PMC, including minimum parking requirements, minimum setbacks, and maximum building height.

Land Use Compatibility

The project will be compatible with the surrounding area as the development will revitalize an underutilized property, historically utilized for outside storage purposes. The subject property is surrounded by manufacturing uses. All business activities will be fully contained within the building's interior. Based upon the use, overall site layout, and building design, the proposed development is not anticipated to result in any adverse impacts to the surrounding area.

Landscaping

Proposed landscaping for the project will include a mix of native and ornamental varieties along the front of the site and within the parking lot area of the development. Tree plantings along the site frontage and interior and would include varieties such as Palm Trees and Yucca. Other native/ornamental species will serve as ground cover throughout the development. The landscaping plan will meet the requirements of the MWELO (Model Water Efficient Landscape Ordinance) as required by the City's code.

CEQA

The proposed application was reviewed by staff in accordance with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Guidelines of the City of Placentia. Staff recommends that the Planning Commission exercise its independent judgement and find that DPR 2021-01 is exempt from CEQA pursuant to State CEQA Guidelines § 15332 (Class 32 – Infill Development Projects) as the entitlement is to approve an infill development project.

PUBLIC NOTIFICATION:

Legal notice was published in the Placentia News Times on April 1, 2021, posted at City Hall, and notices were sent to property owners of record within a 300-foot radius of the subject property on April 8, 2021. As of April 13, 2021, staff has received no comments in support or opposition of the request.

CONCLUSION

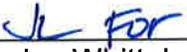
The proposed project is consistent with the City's General Plan and meets the minimum development standards of the PMC. With the recommended conditions of approval, the proposed development and subdivision will be compatible with adjacent land uses and will not result in any adverse impacts onto the surrounding area.

RECOMMENDATION

Staff recommends that the Planning Commission of the City of Placentia adopt the Resolution PC-2021-07 recommending approval of DPR 2021-01; and making findings that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA) set forth in Title 14 CCR § 15332 (Class 32 – In-Fill Development Projects) and the City of Placentia Environmental Guidelines.

Prepared and submitted by:

Review and approved by:



Lesley Whittaker
Associate Planner



Joseph M. Lambert
Director of Development Services

ATTACHMENTS:

1. Resolution No. PC-2021-07 approving DPR 2021-01
 - a. Attached Conditions of Approval
2. Project plans dated and received January 25, 2021.
3. Plan Revisions received April 5, 2021.
4. Vicinity Map
5. Site Photographs
6. Statement of Use

RESOLUTION NO. PC-2021-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA APPROVING DEVELOPMENT PLAN REVIEW NO. 2021-01 MAKING FINDINGS TO PERMIT THE DEVELOPMENT OF THE DEVELOPMENT OF AN IMPROVED 1.57-ACRE LOT, RESULTING IN THE DEMOLITION OF AN EXISTING 3,175 SQUARE FOOT BUILDING AND CONSTRUCTION OF A NEW TWO-STORY INDUSTRIAL BUILDING MEASURING APPROXIMATELY 36,966 SQUARE FEET IN CONJUNCTION WITH VARIOUS ONSITE HARDSCAPE AND LANDSCAPE IMPROVEMENTS ON PROPERTY LOCATED WITHIN THE M (MANUFACTURING) ZONING DISTRICT, AT 736 RICHFIELD ROAD (NET DEVELOPMENT INDUSTRIAL BUILDING).

A. Recitals.

WHEREAS, Kevin Coleman, representing Net Development Co., (“Applicant” hereinafter), filed an application for approval of Development Plan Review No. 2021-01, as described in the title of this Resolution. Hereinafter, in this Resolution, the subject Development Plan Review request is referred to as the “Application”.

WHEREAS the subject property is currently located within the M (Manufacturing) Zoning District.

WHEREAS the subject site is designated as Industrial land use type by the City’s General Plan.

WHEREAS, pursuant to the Placentia Municipal Code (PMC) Section 23.75.010, approval of a Development Plan Review by the Planning Commission is required for construction of new buildings in all Zoning Districts;

WHEREAS, on April 14, 2021, this Commission conducted a duly noticed public hearing, as required by law, and concluded said hearing prior to the adoption of this Resolution; and

WHEREAS 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:

SECTION NO. 1: Based on the evidence presented and the findings set forth, DPR 2021-01 is hereby found to be consistent with the Placentia General Plan and the implementation thereof.

SECTION NO. 2: Based upon substantial evidence presented to this Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony and development plans, this Commission hereby specifically finds as follows:

a. The project meets or exceeds the criteria established in PMC Section 23.75.020; and

b. Conditions of Approval have been prepared as necessary to prevent: (A) detriment to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city, and;

c. The proposed development will be consistent with the latest adopted general plan; and

d. Conditions necessary to secure the purposes of PMC Section 23.75.020, including guarantees and evidence of compliance with conditions, are made part of the development approval.

SECTION NO. 3: Based upon the environmental review of the project, the Planning Commission finds that DPR 2021-01 is exempt from the California Environmental Quality Act (“CEQA”), Public Resources Code §§ 21000 *et seq.*, the State CEQA Guidelines, 14 C.C.R. §§ 15000 *et seq.*, and the Environmental Guidelines of the City of Placentia pursuant to the State CEQA Guidelines § 15332 (Class 32 – Infill Development Projects) as the permit would be issued to an infill development project.

SECTION NO. 4: The Planning Commission hereby directs that, upon approval of DPR 2021-01, that a Notice of Exemption shall be filed with the Orange County Clerk/Recorder.

SECTION NO. 5: Based upon the findings and conclusions set forth herein, this Planning Commission hereby approves DPR 2021-01 as modified herein, and specifically subject to the conditions set forth in Attachments “A” and attached hereto and by this reference incorporated herein.

SECTION NO. 6: The Secretary to the Planning Commission shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the Applicant at the address of record set forth in the Application.

ADOPTED AND APPROVED this 14th day of April 2021.

CHRISTINE J. SCHAEFER, CHAIR

I, Joseph M. Lambert, 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 14th day of April 2021, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 14th day of April 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

ATTEST:

JOSEPH M. LAMBERT,
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM

KATHYA M. FIRLIK,
ASSISTANT CITY ATTORNEY

ATTACHMENT "A"

Attachment "A"
Special Conditions of Approval and Standard Development Requirements for
Development Plan Review (DPR) No. 2021-01
APN: 346-041-11

SPECIAL CONDITIONS

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

ALL THE FOLLOWING SPECIAL CONDITIONS OF APPROVAL AND STANDARD DEVELOPMENT REQUIREMENTS SHALL BE FULLY COMPLIED WITH FOR THE DEVELOPMENT PLAN REVIEW TO CONTINUE IN GOOD STANDING.

DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION:

1. Development Plan Review (DPR) No. 2021-01 is valid for a period of twenty-four (24) months from the date of final determination, unless extended pursuant to Placentia Municipal Code (PMC) Section 23.75.080. If the development or use approved by this action is not established by obtaining Building Permits within such a period of time, this approval shall be terminated and shall be null and void, unless an extension is applied for and approved by the Director of Development Services.
2. Failure to abide by and faithfully comply with any and all conditions attached to this action shall constitute grounds for revocation of said action by the City of Placentia Planning Commission.
3. 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.
4. Any significant modifications to the approved site plan, floor plans, and elevation plans, including any modifications which will change, expand or intensify the use(s) shall be subject to review and approval by the Director of Development Services. The Director of Development Services or his or her designee may determine if such

modifications require approval by the City of Placentia Planning Commission or may be approved administratively by City staff.

5. All applicable provisions of the Placentia Municipal Code (PMC) shall be met prior to issuance of Building Permits and shall be adhered to at all times.
6. The plans will be revised to remove one roll away door, so there are two, instead of three on the south side of the building. Two parking stalls that are located in front of one roll away door will be relocated on the south side of the parcel, which will allow for loading in front of the door.
7. The plans will be revised to show removal of wheel stops in parking stalls and replace with 6" high concrete curbs that connect in front of all parking stalls.
8. Prior to issuance of building permits, except as otherwise noted, the project plans shall be submitted for the review and certification for inclusion into the entitlement file by the Director of Development Services and shall include the following information:
 - a. All Special Conditions of Approval and Standard Development Requirements of DPR 2021-01. Include any project revisions on the applicable sheets of the project plans. Additionally, include separate sheets with approved Special Conditions of Approval and Standard Development Requirements to be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical, and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.
 - b. Typical cross section views and details through the property and across each property line as directed by the Director of Development Services.
 - d. Location of transformers, meters and other aboveground appurtenances.
 - e. 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 stage plan shall include measures such as, but not limited to the following:
 - i. 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.
 - ii. A flag person shall be employed to direct traffic when construction vehicles access the project site and the construction staging area.
 - iii. Alternate pedestrian routes to the site shall be clearly delineated with safe access to and from the site.
 - iv. If any sidewalk is blocked during construction, alternate routes for pedestrians and bicycles shall be clearly marked with signs approved by the City.

- v. 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.
 - vi. A detailed timeline outlining the course of drilling, grading/construction work that will take place on the property.
 - f. Any easement(s) that are encumbered by the placement of the industrial buildings and any construction related to this project, shall be revised to the satisfaction of the corresponding easement holder(s) and subsequently recorded on the subject property. A copy of said recordation shall be submitted to the City for inclusion in the entitlement file.
 - g. A solid decorative masonry walls or concrete walls incorporating architectural reveals consistent with the building's design shall be located along the full expanse of the property lines. Access gates into these areas shall be decorative in nature and fabricated of high gauge metal to withstand continual wear and tear. All walls and gates shall be designed with colors, materials, and of a design satisfactory of the Development Services Director or his/her designee.
 - h. All landscaping trees shall be minimum of 36-inch box specimens or greater.
9. All waste bins shall be kept within the fully secured and lockable trash enclosure so as not to be visible from the parking lot and adjacent street.
10. Prior to any modification of the floor plans that would affect parking as stipulated in the zoning code, the applicant shall obtain written approval from the Director of Development Services or his/her designee.
11. All at-grade and roof mounted mechanical equipment shall be screened from public view to the satisfaction of the Development Services Director and/or their designee.
12. The applicant and/or property owner(s) shall be responsible for maintaining their respective properties, including the landscaped areas, walkways, and all paved surfaces, free from graffiti, debris and litter. Graffiti shall be removed by the applicant/business owner(s) within 72 hours of defacement and/or upon notification by the City.
13. Prior to issuance of building permits, the applicant must follow the procedure for approval under the MWELo for all proposed landscaping on the subject site. A MWELo procedure and approval package is available from the front counter in the Development Services Department.
14. At the request of the Director of Development Services, applicant and/or property owner will provide a Parking Management Plan at their own expense to be reviewed by the Director of Development Services to remedy any parking concerns that may arise with the project. The staff review of the parking management plan will be at the expense of the property owner/property management company.

15. Developer shall pay in full to the City of Placentia, all applicable citywide Development Impact Fees required pursuant to Title 5 of the Placentia Municipal Code, prior to issuance of the first development permit or building permit.
16. Developer and/or property owner agrees to approve the incorporation of the project into the Landscape Maintenance District No. LMD 1992-01 pursuant to the provisions of California Streets and Highways Code Section 22500, et seq. Said annexation into LMD No. 1992-01 shall be fully completed in accordance with California law prior to issuance of any Certificate of Occupancy for the project.
17. Developer and/or property owner agrees to approve the incorporation of the project into the Street Lighting District No. SLD 1981-01 pursuant to the provisions of California Streets and Highways Code Section 22500, et seq. Said annexation into SLD No. 1981-01 shall be fully completed in accordance with California law prior to issuance of any Certificate of Occupancy for the project.
18. Developer and/or property owner agrees that the City may, at its sole election, require that, instead annexing into SLD 1981-01 and/or LMD 1992-1, the project shall be incorporated into a Community Facilities District to be created by the City pursuant to the provision of California Government Code Section 53311, et seq; the purpose of which, and the initial amount of the taxes and assessments thereunder, will be substantially the same, in whole or in part, as SLD 1981-1 and/or LMD 1992-1. Developer and/or property owner agrees to approve the incorporation of the project into said Community Facilities District.
19. Prior to the issuance of any building permits, submit the following for the approval of the Director of Development Services:
 - a. An exterior lighting (photometric) plan showing location, type of fixtures and areas of illumination shall be submitted and reviewed for compliance with City standards and the PMC. Lighting shall neither negatively impact adjacent properties nor the public right-of-way.
 - b. Landscape and irrigation plans.
20. The building cannot be occupied, the final Certificate of Occupancy cannot be approved, and utilities cannot be released until the following is completed for each respective portion of the property:
 - a. The property owner(s) and/or their successor(s) willfully agree to annex into those district(s) for the project area identified by Condition Nos. 14-16 above. If any of the subject properties are sold prior to annexation into the two districts, the future property owner(s) must complete the annexation process and no Certificate of Occupancy shall be issued prior to completion of annexation.
 - b. The property owner(s) shall pay in full all applicable impact fees associated with the development project.

DEVELOPMENT SERVICES DEPARTMENT – BUILDING DIVISION:

21. Prior to issuance of a demolition permit, applicant shall receive an asbestos clearance from local AQMD office, which is located at 21865 Copley Dr., Diamond Bar, CA. 91765.
22. Two copies of the AQMD asbestos clearance shall be part of demo permit plans and documents to be submitted to Building Division.
23. The submitted plans, which are part of submittal for use permit has not been plan checked at this time.

PUBLIC WORKS DEPARTMENT – ENGINEERING DIVISION:

24. Prior to issuance of a Certificate of Occupancy, the engineer of record shall submit all Public Improvements approved project plans on an AutoCAD DWG and PDF formats to the Public Works Department.
25. All improvements and grading plans shall be drawn on the city's templates, twenty-four (24) inch by thirty-six (36) inch Mylar in size and signed by a registered civil engineer or other registered/licensed professional as required.
26. Provide Signature block for City Engineer: License Number: C52786.
27. Provide surveying plans showing control points, elevations, and coordinates on the precise grading plan.
28. Provide details for the new driveways, ADA ramp, 8' sidewalk, curb, and gutter per City of Placentia Standards (OC Standard Plans) and the latest Standard Specifications of Public Works Contraction (The Green Book) will also apply for the design and construction of the public improvements. All new and existing sidewalk and driveway will have to be ADA compliant and replaced from joint to joint over the entire frontage of the parcel. Applicant must hire a CASp consultant to certify all ADA Improvements, per the latest ADA requirements for design, construction and obtain a final CASp certification for all ADA ramps and pathways within the public right-of-way.
29. Provide surveying plans showing control points, elevations, and coordinates on the precise grading plan.
30. Show all existing easement and provide references.
31. Provide a Bond Estimate for all improvements. Performance and Labor/Material bonds shall be required prior to issuance of grading permit. This is to guarantee completion of all public improvements.
32. The applicant shall submit a Will Serve Letter from Orange County Sanitation District and Yorba Linda Water District.
33. Applicant must provide the City of Placentia with a Quitclaim from MWD easement to build the curb & gutter and sidewalk on top of MWD easement.

Demolition:

34. Provide a full set of plans for demolition of the existing facilities and utilities, including above ground and underground structures, footings, utilities, vaults, fences, walls, sewer lines, storm drainpipes, waterlines, etc., Plans shall address conditions and procedures, as are necessary, to show that the demolition work will be conducted without creating a hazardous condition, when excavating next to other existing footings, walls, and slopes. A separate demolition permit may be required from the Building Department, prior to performing any kind of demolition on site.
35. Provide an erosion control, Storm Water Pollution Prevention Plans (SWPPP) for protection of the site during and post demolition and excavation activities.
36. A copy of the Grant deed and owner's permission on the application for demolition is required at the time of issuance of the permit.
37. Provide AQMD Rule 1403 permit number, prior to starting any demolition work.
38. Provide demolition plans showing all existing trees, walls, curb and gutter, utilities, street lighting, power poles, barricades, etc.

Sewer Line Improvements and Construction:

39. Provide details for sewer capping and connections.
40. The existing sanitary sewer line must be removed and capped at the property line. The sewer capping shall be inspected and shall not be covered until an inspection has been made by the Department of Public Works Inspector. This inspection shall be requested at least 24 hours before the inspection is needed.
41. Prior to issuance of building permit, the developer's engineer shall analyze and mitigate any sewer system deficiencies for all phases of the proposed development. Results of the system analysis may require special construction such as booster pumps, upsize the downstream pipes and backwater valves. The engineering analysis and special construction requirements shall be subject to review and approval of City Engineer.
42. Onsite water improvement and fire protection plans shall be approved by the Placentia Fire and Life Safety Department, the local water district, and City Engineer. The water distribution lines and appurtenances shall conform to the applicable laws and adopted regulations enforced by the Yorba Linda Water District.
43. Prior to the issuance of a building permit, the applicant shall dedicate ingress and egress of the access route within the project site and improve it fully operational as required by the Placentia Fire and Life Safety Department and satisfaction to the City Engineer.

Storm Drain Improvements and Construction:

44. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the Public Works Director.

45. Drainage easements, when required, shall be shown on the grading plans, and noted as follows: "Drainage Easement - no buildings, obstructions, or encroachments by landfills are allowed."
46. Section 20.40.040 General Criteria under the Placentia Municipal Code, all building site pads shall be graded to provide drainage to street, public way natural watercourse, approved flood channel or public easement for drainage purpose.
47. Please provide Hydrology/Hydraulic Calculations and show the drainage and runoff to the street. (See attached for the checklist).
48. Prior to the approval of the improvement plans, the hydrology study shall show that the 25-year storm flow will be contained within the street from curb to curb and the 100-year storm flow shall be contained within the street right-of-way. When either of these criteria are exceeded, additional drainage facilities shall be installed. All analysis shall comply with the Orange County Hydrology Manual and County Local Drainage Manual.
49. The project shall be designed to accept and properly dispose of all off-site drainage flowing onto or through the site. The storm drain design and improvements shall be subject to review and approval by City Engineer. The hydraulics and hydrology report shall include detailed drainage studies indicating how the grading, in conjunction with the drainage conveyance systems including applicable swales, channels, street flows, catch basins, storm drains, and flood water retarding, BMP treatment and LID, will allow building pads to be safe from inundation from rainfall runoff which may be expected from all storms up to and including the theoretical 100-year flood per the Orange County Hydrology Manual. The project development shall be designed to accept and properly dispose of all off-site drainage flowing onto or through the site. If the quantities exceed the existing downstream capacity, the developer shall provide adequate drainage facilities to mitigate the impact as approved by the City Engineer.
50. The post development peak flow rate generated from the project site shall be less than or equal to the predevelopment peak flow rate from the site for all frequency storms up to and including 100-year return.
51. Drainage facilities with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency flow bypass shall also be provided as approved by City Engineer.

Public Improvements and Construction:

52. Prior to issuance of Certificate of Occupancy or building final, all existing and new utilities including electric power, telephone, telecommunication fiber and/or cable TV in the street adjacent to and on-site shall be placed underground in accordance with the City of Placentia standards and ordinances.
53. All utilities to the project site will be undergrounded. All existing overhead utilities and utility poles currently located on the project site must be removed and undergrounded.
54. Existing pavement conditions of Richfield Road are determined unsuitable due to

cracking, irregular surface, age, water damage, and/or failure to meet structural section to support the new industrial development. The applicant shall provide street resurfacing of entire section of pavement, full width, along the full length of property frontage (grind to a depth of 2-inch and 2-inch overlay of rubberized asphalt.) All public improvements shown on the plans and/or tentative map shall be constructed to City of Placentia standards, ordinances, policies and/or reasonably determined by the City Engineer.

55. Richfield Road is part of the City of Placentia FY 2020-2021 Slurry Seal Project. If the developer does not complete his street improvements before the City of Placentia slurry seal Richfield the developer will be required to slurry seal the full width, along the front of the property.
56. Developer is required to design and install a new streetlight on Richfield Road with similar design as the streetlight on northbound of Richfield Road.

Metropolitan Water District:

57. The location of Metropolitan's 20-foot-wide permanent easement right-of-way, as shown on the plans, is generally in agreement with our records. However, we request that Metropolitan's 79-inch-inside diameter steel East Orange County Feeder No. 2 pipeline be fully shown and identified as Metropolitan's on the project plans and that prints of the preliminary plans be submitted for our review and written approval as they pertain to our facilities. We are transmitting a copy of our "Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way" and prints of our Drawing B-17127 and Right-of-Way Map 1004-7 for your information and use.
58. The proposed concrete industrial building footings may adversely impact our pipeline. Please provide a cross-section showing the building footing and the horizontal and vertical distance to our pipeline.
59. The proposed London Planetrees, as shown on the Conceptual Landscape Plan (Sheet L1), are not acceptable to Metropolitan. The trees shall be relocated such that no trees including the mature canopy or dripline are permitted within our permanent easement.
60. The proposed storm drain piping crossing our pipeline and easement and discharging into the street gutter, as shown on the Preliminary Grading Plan, is generally acceptable to Metropolitan provided the storm drain overflow pipe is of HDPE pipe with fusion-welded joints or have secondary containment. Secondary containment is required for the storm drain piping within 10-feet horizontally of the outside edge of our pipelines. The containment shall be HDPE with fusion-welded joints, grouted annular space, and shall have a minimum 12-inch clearance to Metropolitan's pipelines.
61. The proposed grading, as shown on the Preliminary Grading Plan, is generally acceptable provided that the grading does not encourage pooling of water within our easement. This includes construction erosion control measures and BMPs.

62. The procedures and the specifications of construction equipment to be used for the removal, placement, and compaction of soil and pavement over and adjacent to our pipelines must be submitted for our review and approval at least 30 days prior to starting work in the vicinity of our pipeline. Procedures must be such that excessive unbalanced loads are not imposed on our pipelines.
63. Please note we cannot allow any procedures that could subject our pipes to excessive vehicle, impact, or vibratory loads. No vibratory equipment in vibratory mode must be used within 25 feet of the centerline of our pipelines.
64. A list and the specifications of any construction equipment over AASHTO H-20 loading to be used in the area of our pipelines must be submitted to Metropolitan for our review and written approval at least 30 days prior to their use. This list should include a description of the equipment, including year, make, and model number.
65. Please note that material stockpiling and construction vehicle parking is not permitted over our pipeline or easement.
66. We also request that a stipulation be added to the plans and/or specifications to notify the OC System Protection Office of our Water System Operations Group at (714) 557-5084, at least two working days before starting any work in the vicinity of our facilities.

Grading:

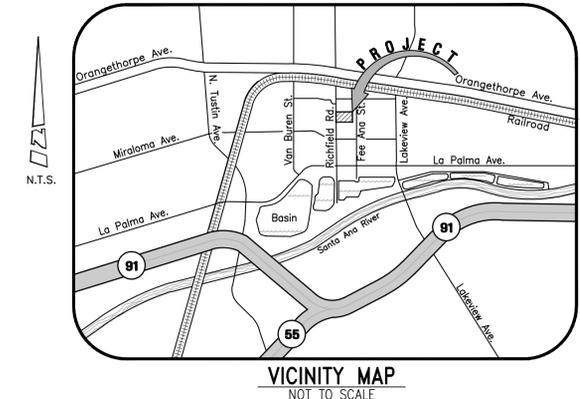
67. Provide volumes of cut and fill on the grading plan.
68. The development site shall be graded to drain surface water to the existing City storm drain system with no cross-lot drainage permitted. Drainage shall be indicated on the precise grading plans.
69. Prior to the issuance of a grading permit, the applicant shall prepare a Low Impact Development (LID) specifically identifying the Best Management Practices (BMP's) that will be used on site to control predictable pollutant runoff. The plan shall identify the types of structural and/or non-structural measures to be used. The plan shall comply with the Orange County Drainage Area Management Plan (DAMP) and LID Implementation Guideline. Website available at (<http://ocwatersheds.com/publiced/residents/glltd>) Particular attention should be addressed to the appendix section "Best Management Practices for priority redevelopment." The LID shall clearly show the locations of structural or Nonstructural BMP's, and assignment of long-term maintenance responsibilities. The plan shall be prepared to the general form and content and submitted to the Director of Public Works/City Engineer for review and approval.
70. Prior to approval of the final design plans and issuance of a grading permit, the applicant shall conduct a site-specific geotechnical investigation for the entire site and prepare a report that fully assesses the geologic and soil conditions of the site. As part of the report preparation, soil sampling and any geotechnical testing will be completed at each location where structures are to be erected. The report shall provide grading and structural design recommendations for avoiding liquefaction, subsidence or collapse for each of the proposed structures. The recommendations shall be

implemented by Applicant.

71. Prior to the issuance of grading permits, the applicant shall prepare and submit a precise grading plan prepared by a licensed civil engineer to the Engineering Division of the Public Works Department showing building footprints, new and revised pads and elevations of finished grades, drainage routes, retaining walls, erosion control, slope easements, structural best management practices (BMPs) conforming to the approved water quality management plan, and other pertinent information. The project development shall accept and make provisions for the existing surface water that are the natural flows from the adjacent properties immediately abutting to the development site.
72. Surety and agreement guaranteeing completion of all on-site grading improvements including drainage, structural BMPs, erosion control, grading operations shall be posted and executed to the satisfaction of the City Engineer prior to the issuance of grading permits.
73. The site grading, landscape, irrigation, and street improvement plans shall be coordinated for consistency with each other and for consistency with the requirements and standards of the City of Placentia.
74. Preliminary WQMP shall include a feasibility check to ensure the proposed infiltration BMPs are not proposed to be within 100 feet horizontally of a water supply well and/or non-potable well for the protection of groundwater quality per Orange County TGD.

FIRE AND LIFE SAFETY DEPARTMENT:

75. All building plans shall be submitted to the City's contracted Fire Department for review and approval. Approval of building plans by the Placentia Fire and Life Safety Department shall be obtained prior to issuance of any building or demolition permits.



VICINITY MAP
NOT TO SCALE

SURVEYOR'S NOTES:

- 1 BASIS OF BEARINGS: THE CENTERLINE OF RICHFIELD ROAD BEING NORTH 00°30'37" EAST AS SHOWN ON PARCEL MAP NO. 2006-277 AS FILED IN BOOK 364 PAGES 40 - 41 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY
 - 2 THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 1.567± ACRES. (68,254.65± S.F.).
 - 3 BENCH MARK:
NGS BM# 2C-77-64
- DESCRIBED BY NGS SURVEY DISK 436 FEET SOUTH ALONG VAN BUREN STREET FROM THE SOUTH RAIL OF THE SOUTH TRACK OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY, 20.5 FEET WEST OF THE CENTER LINE OF THE STREET, SET IN THE TOP OF A CONCRETE WINGWALL, 2 FEET NORTHWEST OF THE NORTH END OF A CONCRETE HEADWALL ON THE WEST SIDE OF A CONCRETE BRIDGE ACROSS A FLOOD CONTROL CHANNEL, 0.40 OF A FOOT HIGHER THAN THE STREET
- ELEVATION= 244.41 NAVD88
- 4 THE PROPERTY DESCRIBED ON THIS SURVEY LIES WITHIN A SPECIAL FLOOD HAZARD AREA ("SFHA") AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY: THE PROPERTY LIES WITHIN FLOOD ZONE "X" OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS COMMUNITY PANEL NO. 06059C0152J, BEARING AN EFFECTIVE DATE OF DECEMBER 3, 2009.

LEGAL DESCRIPTION:

THE LAND HEREON REFERRED TO IS SITUATED IN THE CITY OF PLACENTIA, COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE WESTERLY 382.59 FEET OF THE EAST 764.79 FEET OF LOT 6 IN BLOCK 36 OF YORBA LINDA TRACT AS SHOWN ON A MAP RECORDED IN BOOK 5, PAGES 17 AND 18 OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THE WEST 25.00 FEET FOR A STREET.

ALSO EXCEPTING THEREFROM THE SOUTH 2.5 ACRES OF SAID EAST 764.79 FEET AS DESCRIBED IN DEED TO W.B. HUNTER AND WIFE, RECORDED FEBRUARY 26, 1923, IN BOOK 459, PAGE 55 OF DEEDS, RECORDS OF ORANGE COUNTY, CALIFORNIA

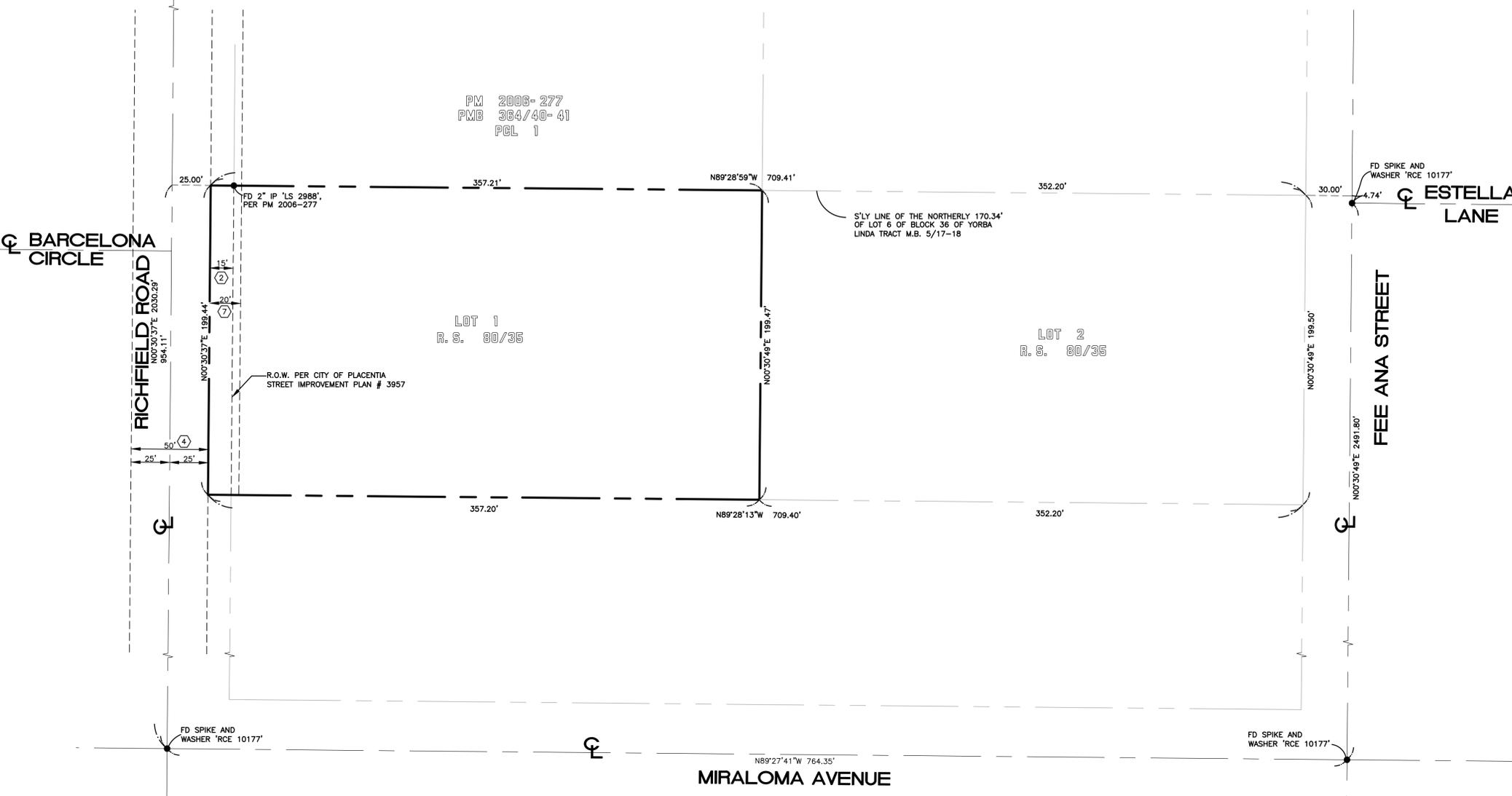
EXCEPTING THEREFROM THE NORTH 170.34 FEET.

ALSO EXCEPTING THEREFROM 25% OF ALL OIL, GAS AND OTHER HYDROCARBONS, LYING BELOW 500 FEET WITHOUT THE RIGHT OF ENTRY AS RESERVED BY SILA W. LEHMER AND WIFE IN DEED RECORDED JUNE 27, 1960, IN BOOK 5302, PAGE 397 OF OFFICIAL RECORDS.

APN: 346-041-11

SURVEYOR'S NOTES:

- ITEM NUMBERS INDICATED WITH A HEXAGON (⬡) REFLECT ITEMS WHICH ARE PLOTTED HEREON.
- EXCEPTIONS**
- 2 AN EASEMENT FOR PUBLIC UTILITIES AND RIGHT INCIDENTAL PURPOSES, RECORDED APRIL 10, 1911 IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED IN BOOK 196, PAGE 237 OF DEEDS.
 - 3 AN EASEMENT FOR PIPE LINES AND RIGHT INCIDENTAL PURPOSES, RECORDED NOVEMBER 07, 1911 IN FAVOR OF YORBA LINDA WATER COMPANY RECORDED IN BOOK 203, PAGE 291 OF DEEDS.
 - 4 AN EASEMENT FOR ROAD PURPOSES AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF ORANGE RECORDED IN BOOK 278, PAGE 48 OF DEEDS.
 - 5 AN EASEMENT FOR IRRIGATION OR DRAINAGE, DITCHES, PIPE LINES, CONDUITS AND INCIDENTAL PURPOSES RECORDED MARCH 19, 1917 IN BOOK 300, PAGE 327 OF DEEDS. (DOES NOT AFFECT SUBJECT SITE).
 - 6 COVENANTS CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED MARCH 19, 1917 IN BOOK 300, PAGE 327 OF DEEDS, MODIFIED AND RECORDED JUNE 12, 1934 IN BOOK 680, PAGE 263 OF OFFICIAL RECORDS. (DOCUMENT NOT LEGIBLE).
 - 7 AN EASEMENT FOR WATER PIPE LINES AND RIGHT INCIDENTAL PURPOSES, RECORDED JANUARY 06, 1964 IN FAVOR OF THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA RECORDED IN BOOK 6870, PAGE 267 OF OFFICIAL RECORDS.



LEGEND:

AC ASPHALT CONCRETE	ICV IRRIGATION CONTROL VALVE	TE TRASH ENCLOSURE	TE TRANS	BACKFLOW
AF ANGLE POINT	INT INTERSECTION	TE TRANS	TS TRAFFIC SIGNAL	EDGE OF PAVEMENT
BLK BLOCK	MB MAIL BOX	TS TRAFFIC SIGNAL	TSPB TRAFFIC SIGNAL PULL BOX	STREET LIGHT
BF BACK FLOW	MH MANHOLE	TW TOP OF WALL	TYP TYPICAL	WATER VALVE
CAPB CABLE PULL BOX	(N) NEW	TYP TYPICAL	VLT VAULT	BLOCK WALL
CLF CHAIN LINK FENCE	N'LY NORTHERLY	W WALL	W WATER	WROUGHT IRON FENCE
CONC CONCRETE	PA PATIO	W'LY WESTERLY	WM WATER METER	CHAIN LINK FENCE
D# DRIP SIZE (FEET)	PL PROPERTY LINE	WV WATER VALVE	WN UNKNOWN	WOODEN FENCE
DS DOWN SPOUT	PLN PLANTER	YK UNKNOWN	YL YARD LIGHT	CONCRETE PAVING
E ELECTRICAL	PP POWER POLE	YK UNKNOWN	YK UNKNOWN	HANDICAP SYMBOL
ELPB ELECTRIC PULL BOX	PVMT PAVEMENT	YK UNKNOWN	YK UNKNOWN	
EP EDGE OF PAVEMENT	SCO SEWER CLEAN OUT	YK UNKNOWN	YK UNKNOWN	
E'LY EASTERLY	SMH SEWER MANHOLE	YK UNKNOWN	YK UNKNOWN	
FD FOUND	SD STORMDRAIN	YK UNKNOWN	YK UNKNOWN	
FG FINISHED GRADE	SDMH STORMDRAIN MANHOLE	YK UNKNOWN	YK UNKNOWN	
FH FIRE HYDRANT	S'LY SOUTHERLY	YK UNKNOWN	YK UNKNOWN	
FPB FIRE PULL BOX	S&W SPIKE AND WASHER	YK UNKNOWN	YK UNKNOWN	
FS FINISHED SURFACE	SL STREET LIGHT	YK UNKNOWN	YK UNKNOWN	
G GAS	SLPB STREET LIGHT PULL BOX	YK UNKNOWN	YK UNKNOWN	
GA GUY ANCHOR	SMH SEWER MANHOLE	YK UNKNOWN	YK UNKNOWN	
GM GAS METER	SS SANITARY SEWER	YK UNKNOWN	YK UNKNOWN	
GP GUARD POLE	T TELEPHONE	YK UNKNOWN	YK UNKNOWN	
GV GAS VALVE	TE TRASH ENCLOSURE	YK UNKNOWN	YK UNKNOWN	
ICB IRRIGATION CONTROL BOX	T# TRUNK SIZE (INCHES)	YK UNKNOWN	YK UNKNOWN	

UTILITY LEGEND:

---	GAS
---	WATER
---	SANITARY SEWER
---	STORM DRAIN
---	TELEPHONE
---	OVERHEAD LINE
---	ELECTRICAL
---	CABLE TV
---	IRRIGATION LINE

NO.	REVISIONS	DATE

PREPARED BY:

DCI ENGINEERING, INC.
LAND SURVEYING & CIVIL ENGINEERING
1150 NORTH RICHFIELD ROAD, SUITE B
ANAHEIM, CA 92807
PHONE: (714) 779-3828 FAX (714) 779-3829

PREPARED FOR:

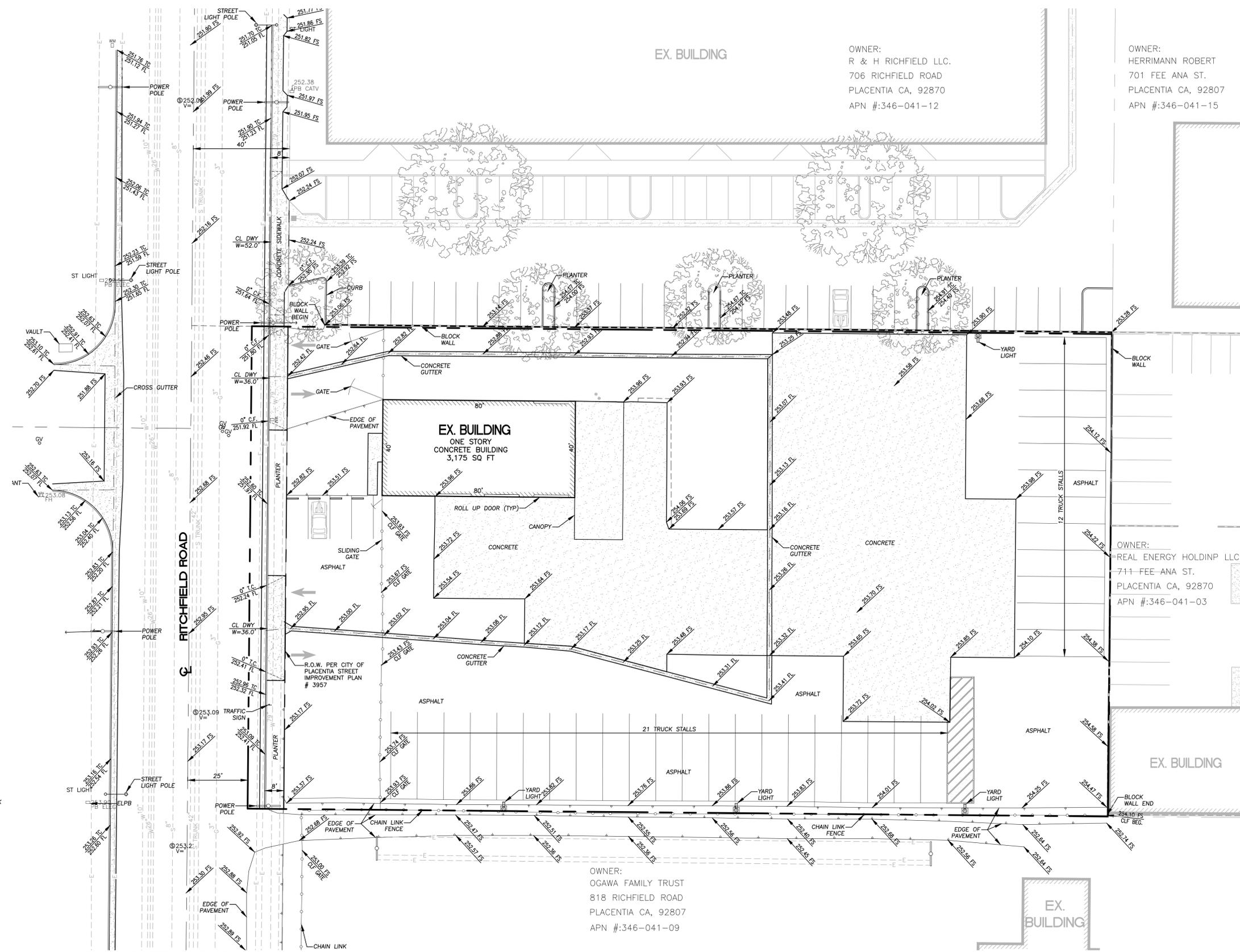
NET DEVELOPMENT
3130 AIRWAY AVENUE
COSTA MESA, CA 92626
PHONE: 714-754-4454

TOPOGRAPHIC SURVEY MAP

INDUSTRIAL BUILDING
736 RICHFIELD ROAD
PLACENTIA, CALIFORNIA

DATE: JANUARY 22, 2021
DRAWN BY: JDF/JC
CHECKED BY: DRC
JOB NO: 1321.23
SHEET 1 OF 2

SCALE 1"=20'



SEE BELOW RIGHT FOR CONTINUATION

SEE ABOVE LEFT FOR CONTINUATION

EX. BUILDING

EX. BUILDING
ONE STORY
CONCRETE BUILDING
3,175 SQ FT

OWNER:
REAL ENERGY HOLDING LLC.
711 FEE ANA ST.
PLACENTIA CA, 92870
APN #:346-041-03

OWNER:
R & H RICHFIELD LLC.
706 RICHFIELD ROAD
PLACENTIA CA, 92870
APN #:346-041-12

OWNER:
HERRIMANN ROBERT
701 FEE ANA ST.
PLACENTIA CA, 92807
APN #:346-041-15

OWNER:
OGAWA FAMILY TRUST
818 RICHFIELD ROAD
PLACENTIA CA, 92807
APN #:346-041-09

DATE	
REVISIONS	
NO.	
PREPARED BY:	<p>DCI ENGINEERING, INC. LAND SURVEYING & CIVIL ENGINEERING 1150 NORTH RICHFIELD ROAD, SUITE B ANAHEIM, CA 92807 PHONE : (714) 779-3828 FAX (714) 779-3829</p>
PREPARED FOR:	<p>NET DEVELOPMENT 3130 AIRWAY AVENUE COSTA MESA, CA 92626 PHONE: 714-754-4454</p>
TOPOGRAPHIC SURVEY MAP	<p>INDUSTRIAL BUILDING 736 RICHFIELD ROAD PLACENTIA, CALIFORNIA</p>
DATE:	JANUARY 22, 2021
DRAWN BY:	JDF/JC
CHECKED BY:	DRC
JOB NO:	1321.23
SHEET	1
OF	2



706 RICHFIELD ROAD
PLACENTIA CA, 92870
APN #:346-041-12

707 FEE-ANA ST.
PLACENTIA CA, 92870
APN #:346-041-15

PM 2006-277
PMB 364/40-41
PCL 1

BARCELONA CR.

RITCHFIELD ROAD

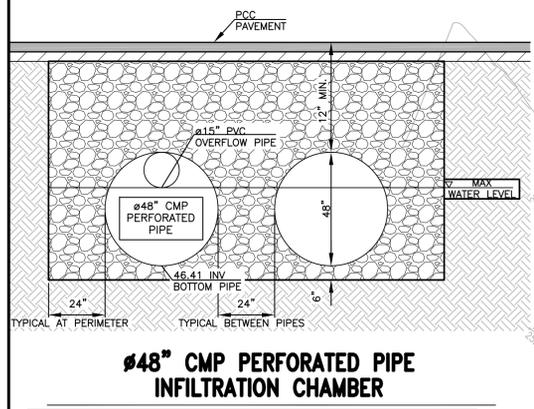
FF=53.75

OWNER:
REAL ENERGY HOLDING LLC.
111 FEE-ANA ST.
PLACENTIA CA, 92870
APN #:346-041-03

OWNER:
OGAWA FAMILY TRUST
818 RICHFIELD ROAD
PLACENTIA CA, 92870
APN #:346-041-09

EX. BUILDING

EX. BUILDING



**48" CMP PERFORATED PIPE
INFILTRATION CHAMBER**

NO.	REVISIONS	DATE

<p>PREPARED BY: DCI ENGINEERING, INC. LAND SURVEYING & CIVIL ENGINEERING 1150 NORTH RICHFIELD ROAD, SUITE B ANAHEIM, CA 92807 PHONE : (714) 779-3828 FAX (714) 779-3829</p>	<p>PREPARED FOR: NET DEVELOPMENT 3130 AIRWAY AVENUE COSTA MESA, CA 92626 PHONE: 714-754-4454</p>

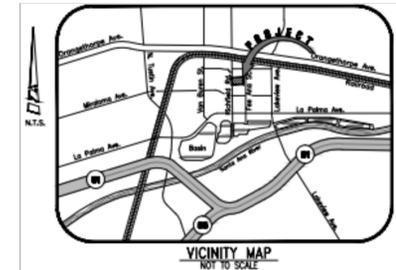
DATE: JANUARY 22, 2021
DRAWN BY: JC
CHECKED BY: DRC
JOB NO: 1321.23
SHEET 1 OF 1

Drawing Name: P:\1321\Net Development\1321.23 Richfield Placentia\Civil\1321.23 PRELIM.GPJ
Last Opened: Jan 22, 2021 - 2:13pm by Alberto



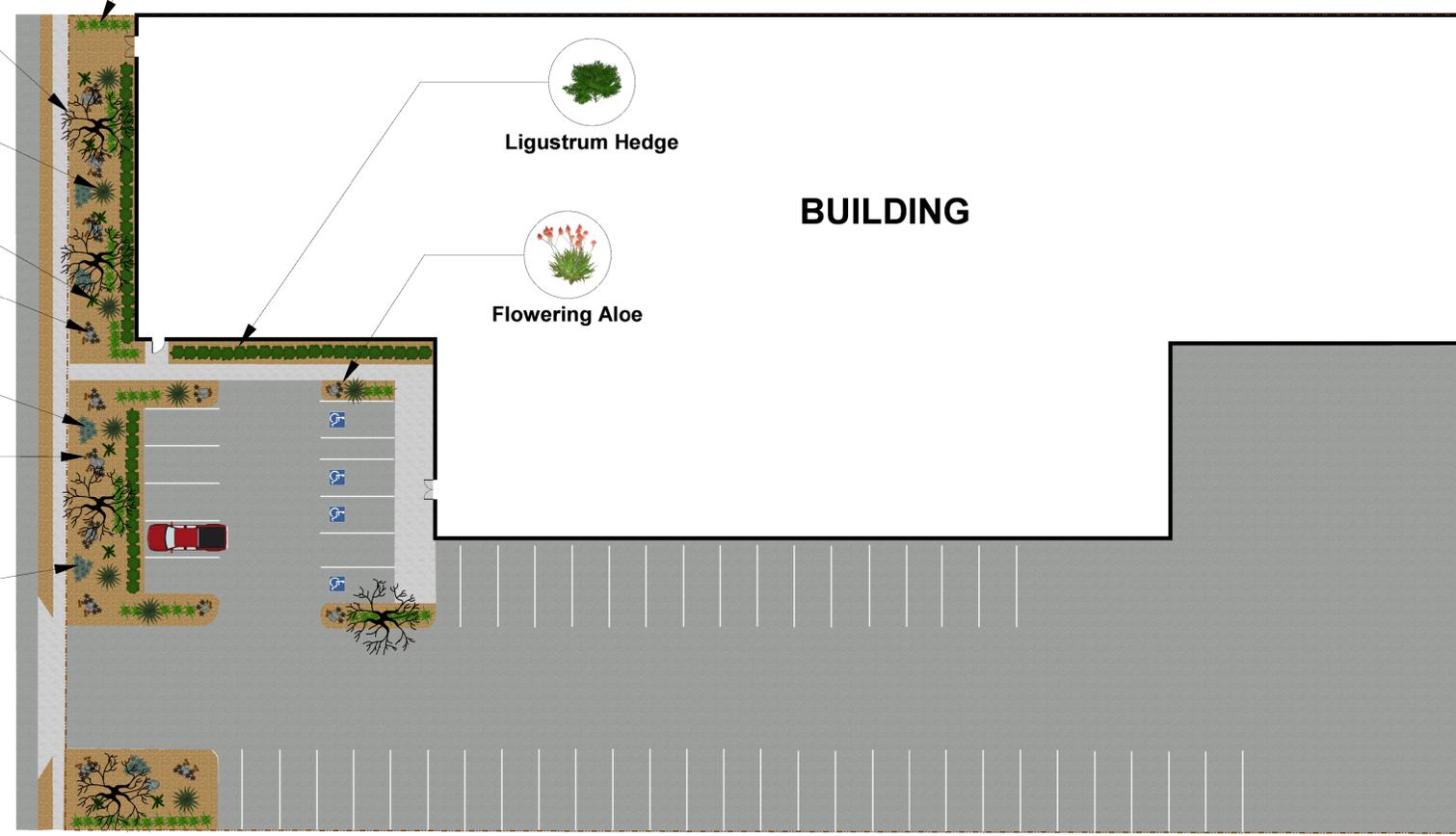
VIEW AT STREET

IRRIGATION NOTES:
Irrigation system shall be low flow/drip.
Point of connection, mainline routing,
valve, hose bib and controller location
as specified on irrigation plan



VICINITY MAP
NOT TO SCALE

-  London Planetree
-  Spanish Yucca
-  American Agave
-  Boulder Group
-  Agave Blue Glow
-  Red Flower Geranium
-  Decomposed Granite Groundcover



Variegated Dianella

Ligustrum Hedge

Flowering Aloe

BUILDING

RICHFIELD ROAD

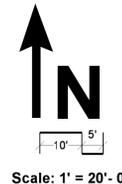


VIEW AT STREET

Plant Legend				
Symbol	Qty	Common	Botanical	Size
	8	American Agave	Agave americana	5 gal.
	45	Blue Glow Agave	Agave Blue Glow	2 gal.
	72	Flowering Aloe	Aloe Species	1 gal.
	72	Ivy Geranium	Pelargonium Peltatum	4 in.
	5	London Plane Tree	Platanus acerifolia	24" Box
	59	Texas Privet	Ligustrum J. Texanum	5 gal.
	61	Variegated Dianella	Dianella Tasmanica 'Variegata'	5 gal.
	9	Yucca	Yucca Brevifolia	15 Gal.

NOTES:
This plan is conceptual in nature and not intended for construction. Detailed planting and irrigation plans as approved and permitted by city shall be followed for construction. All Landscape areas shall receive "Smart Controller" automatic irrigation system providing 100% coverage.

All landscaping and irrigation shall comply with Chapter 23.77, Xeriscape Ordinance of the Placentia Municipal Code



Scale: 1" = 20'- 0"

CONCEPTUAL LANDSCAPE PLAN

Matsunaga Landscape
1111 Birch Street
Santa Ana, CA 92705
(714) 541-0823
contact@matsunagals.com



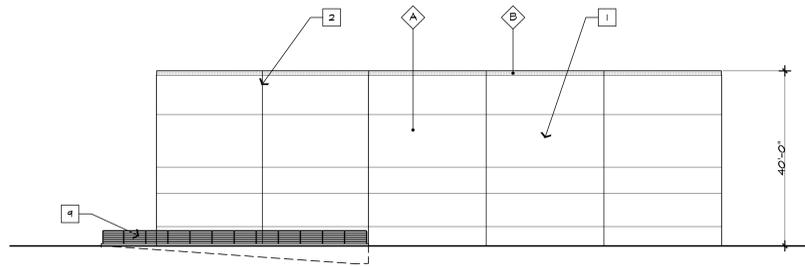
Prepared for:
NET DEVELOPMENT
3130 AIRWAY AVENUE
COSTA MESA, CA 92626
(714) 754-4454

INDUSTRIAL BUILDING
736 RICHFIELD ROAD, PLACENTIA, CALIFORNIA

LANDSCAPE PLAN

January 25, 2021

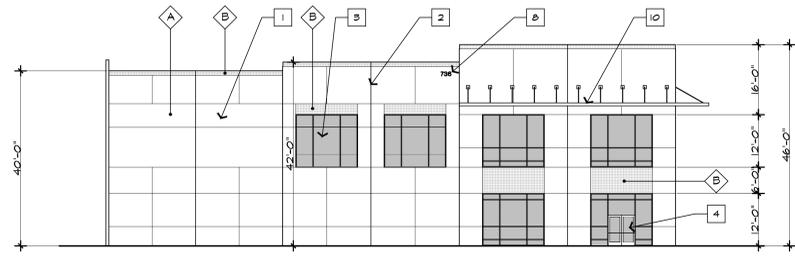
1



EAST ELEVATION

1/16" = 1'-0"

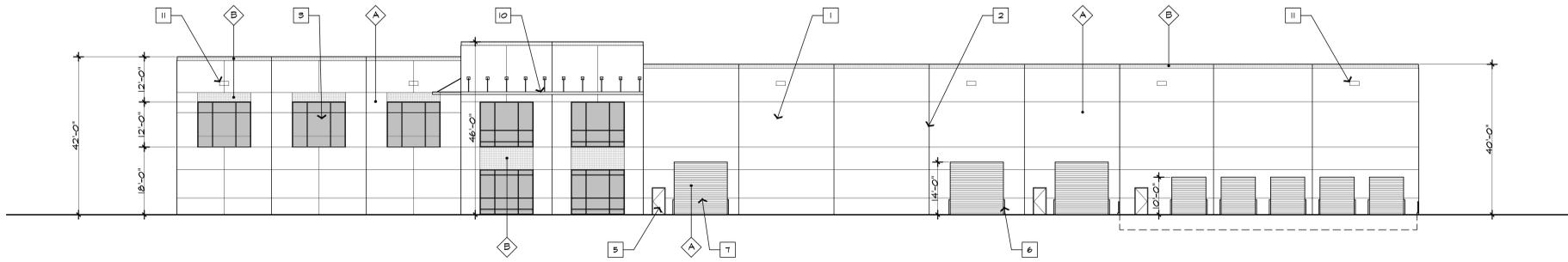
1



WEST ELEVATION

1/16" = 1'-0"

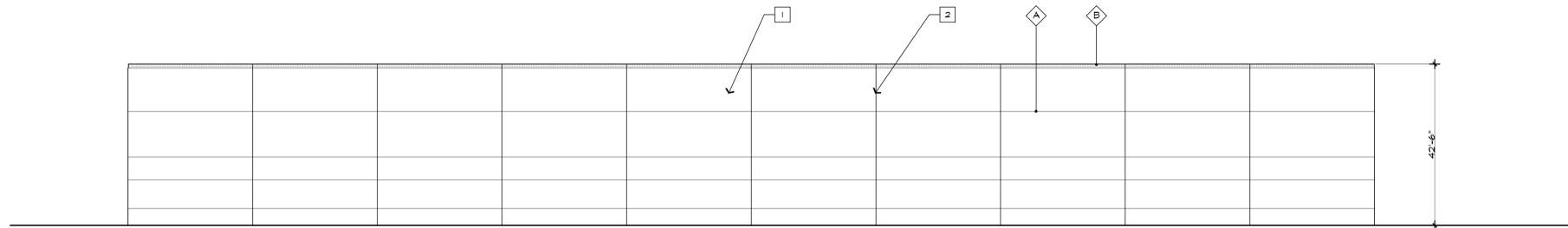
1



SOUTH ELEVATION

1/16" = 1'-0"

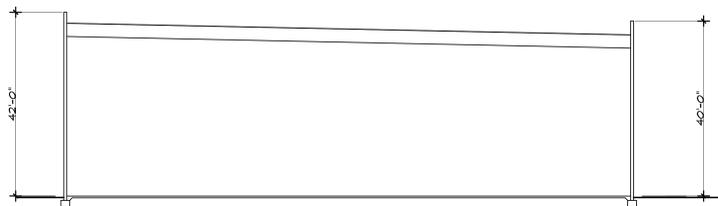
2



NORTH ELEVATION

1/16" = 1'-0"

3



CROSS SECTION

5



CONCEPTUAL RENDERING

4

KEY NOTES

- 1 CONCRETE TILT-UP PANEL PER STRUCTURAL DRAWINGS. SACK ALL EXPOSED SURFACES SMOOTH, PAINT FINISH.
- 2 TILT-UP PANEL JOINT.
- 3 FIXED ALUMINUM STOREFRONT WINDOW, WITH TINTED GLAZING.
- 4 ALUMINUM STOREFRONT ENTRY DOOR.
- 5 HOLLOW METAL DOOR, PAINTED.
- 6 4'-0" HIGH DOOR JAMB GUARD PER PAINT TO MATCH ADJACENT WALL SURFACE.
- 7 STEEL ROLL-UP DOOR, PAINTED.
- 8 BUILDING ADDRESS NUMERALS MINIMUM 12" HIGH TO BE CLEARLY VISIBLE FROM THE STREET TO BE COORDINATED BY BUILDING SIGNAGE CONTRACTOR.
- 9 1-1/2" DIA STEEL PIPE GUARDRAIL AT LOADING DOCK.
- 10 CLEAR ANODIZED METAL CANOPY AWNING.
- 11 WALL MOUNTED EXTERIOR LIGHT FIXTURE.

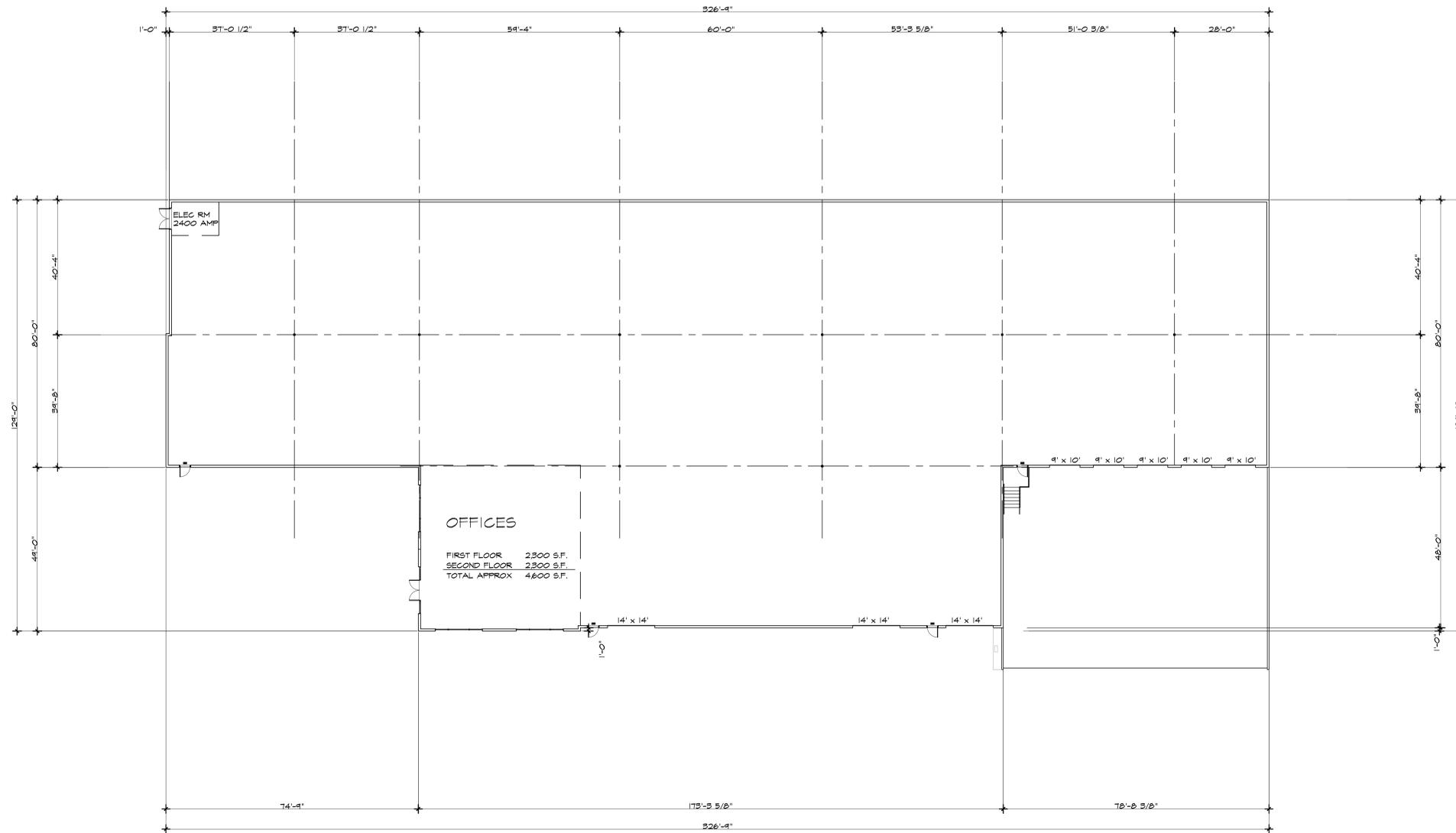
PAINT COLOR SCHEDULE

- A BENJAMIN MOORE GARDENIA AF-10 (WHITE)
- B BENJAMIN MOORE FUSION AF-675 (GRAY)

REVISIONS	DATE
DEVELOPMENT PLAN REVIEW FIRST SUBMIT	26 JAN 21

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION HEREOF IS EXPRESSLY LIMITED TO SUCH USE. FEDERAL LAW PROHIBITS THE REPRODUCTION, DISPLAY, SALE OR OTHER DISPOSITION OF THE DOCUMENT.

JOB NO. 2101



FLOOR PLAN
1/16" = 1'-0"

REVISIONS	DATE
DEVELOPMENT	26 JAN 21
PLAN REVIEW	
FIRST SUBMIT	

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. FEDERAL LAW PROHIBITS THE REPRODUCTION, DISPLAY, SALE OR OTHER DISPOSITION OF THE DOCUMENT.

JOB NO. 2101



FIRST FLOOR PLAN

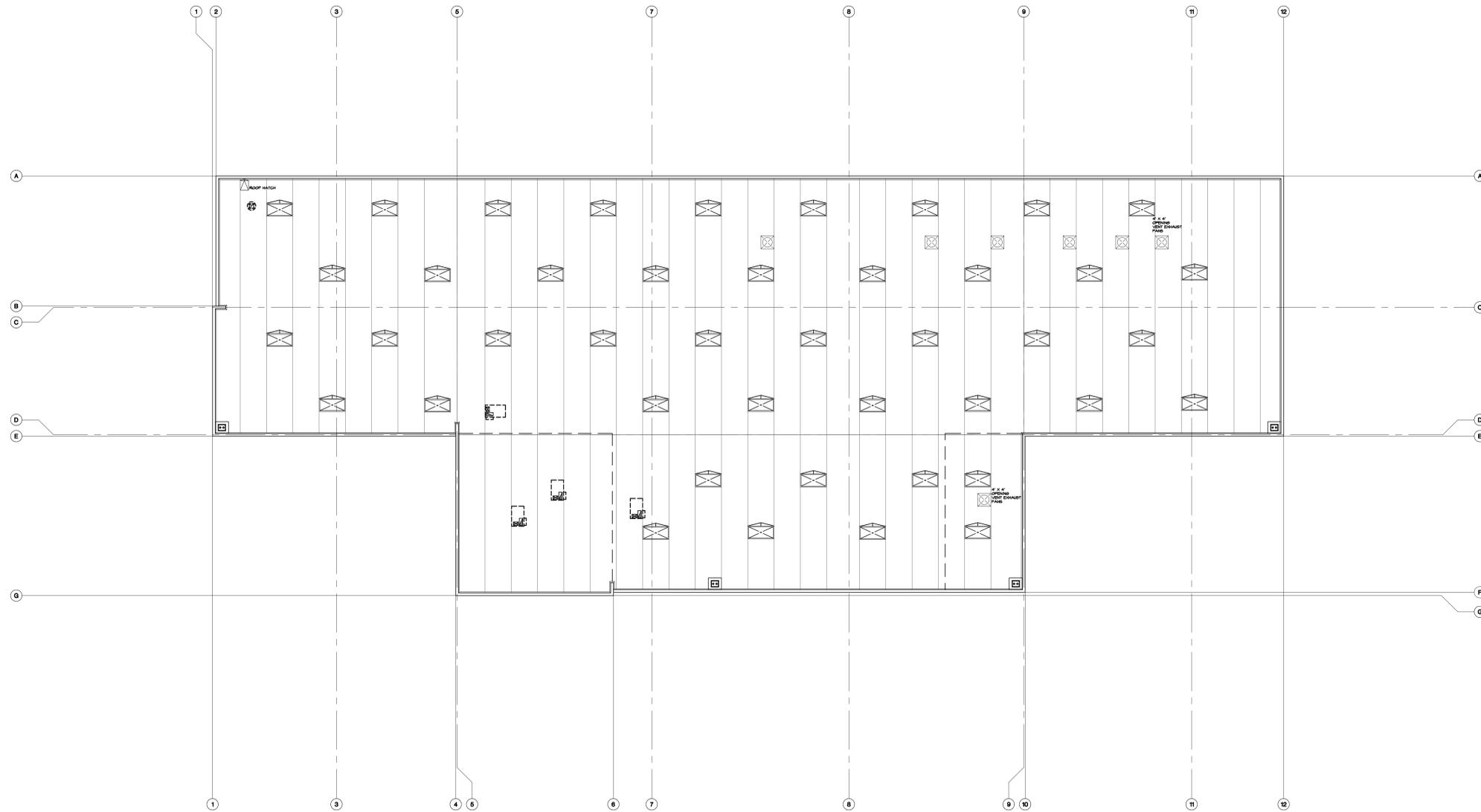
1/16" = 1'-0"

1

REVISIONS	DATE
DEVELOPMENT PLAN REVIEW	26 JAN 21
FIRST SUBMIT	
BACKGROUNDS TO CONSULTANTS	18 MAR 21
DEVELOPMENT PLAN REVIEW	05 APR 21
UPDATE SUBMIT	

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREFORE IS EXPRESSLY LIMITED TO SUCH USE. FEDERAL LAW PROHIBITS THE REPRODUCTION, DISPLAY, SALE OR OTHER DISPOSITION OF THE DOCUMENT.

JOB NO. 2101

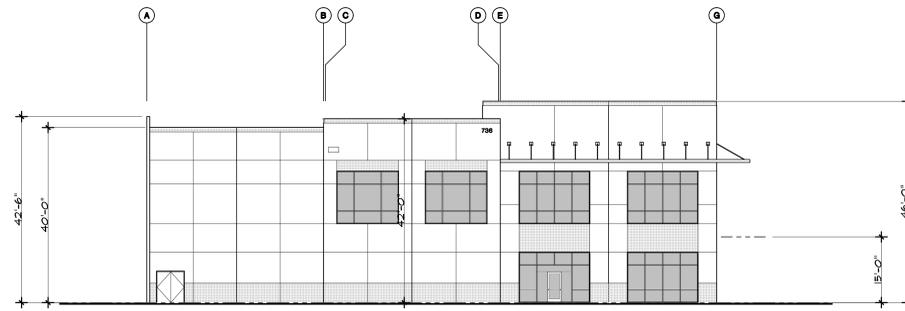


REVISIONS	DATE
DEVELOPMENT PLAN REVIEW FIRST SUBMIT	26 JAN 21
BACKGROUNDS TO CONSULTANTS	10 MAR 21
DEVELOPMENT PLAN REVIEW UPDATE SUBMIT	05 APR 21

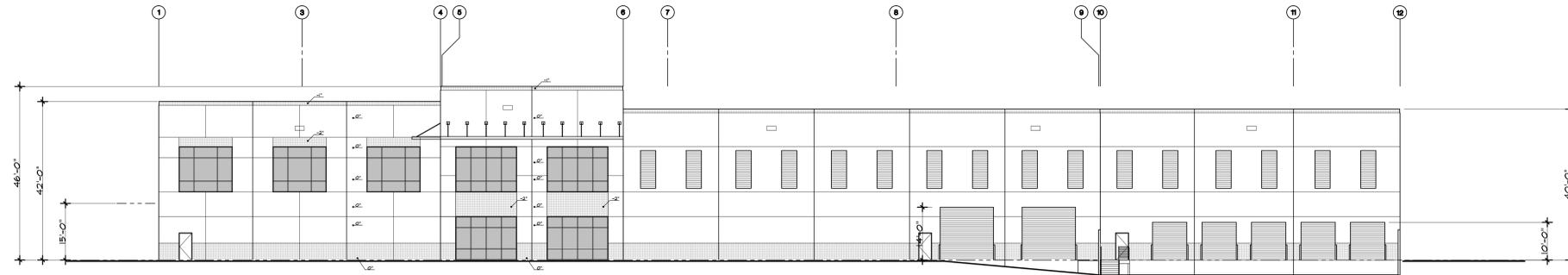
THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. FEDERAL LAW PROHIBITS THE REPRODUCTION, DISPLAY, SALE OR OTHER DISPOSITION OF THE DOCUMENT.

JOB NO. 2101

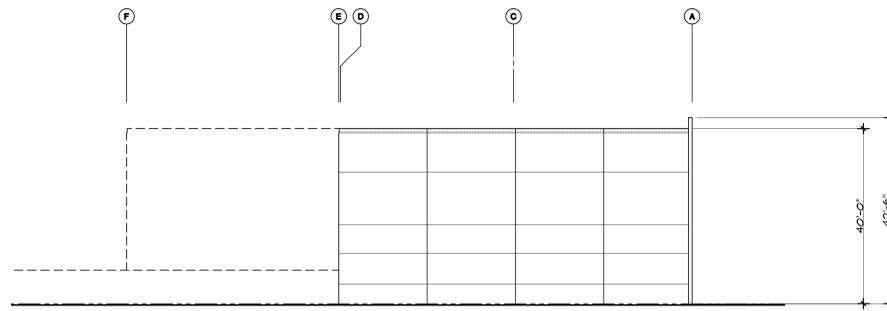




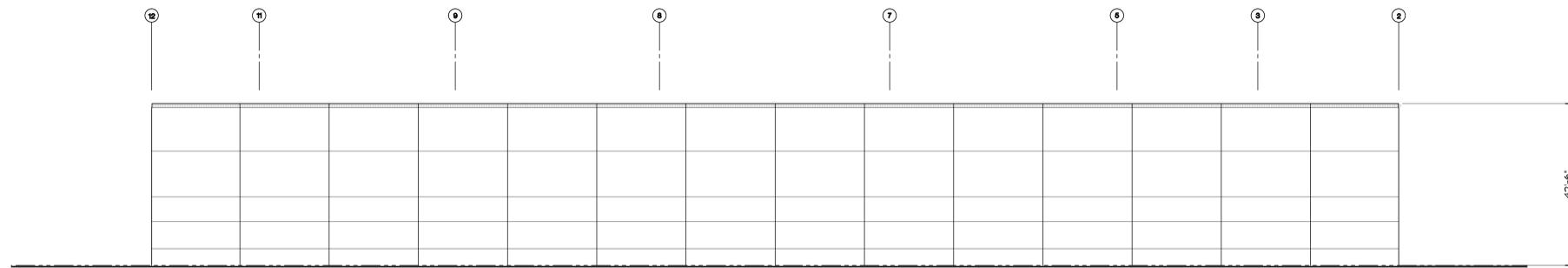
ELEVATION 1
1/16" = 1'-0"



ELEVATION 2
1/16" = 1'-0"



ELEVATION 3
1/16" = 1'-0"

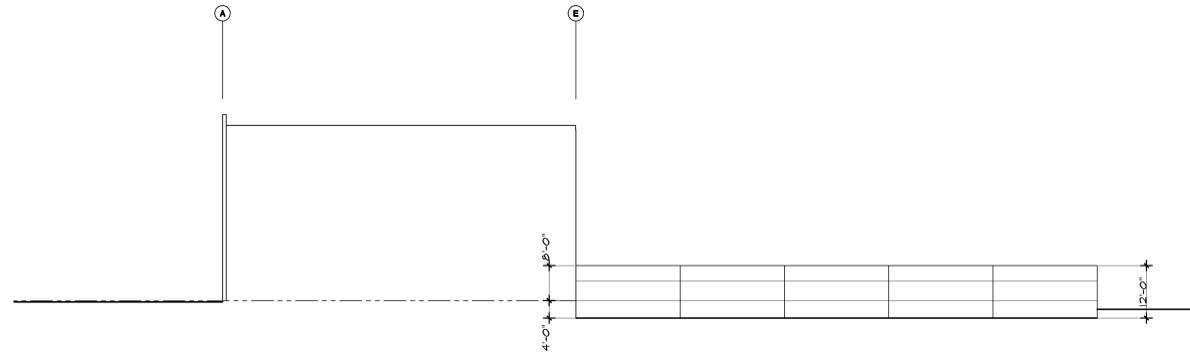


ELEVATION 4
1/16" = 1'-0"

REVISIONS	DATE
DEVELOPMENT PLAN REVIEW FIRST SUBMIT	26 JAN 21
BACKGROUNDS TO CONSULTANTS	18 MAR 21
DEVELOPMENT PLAN REVIEW UPDATE SUBMIT	05 APR 21

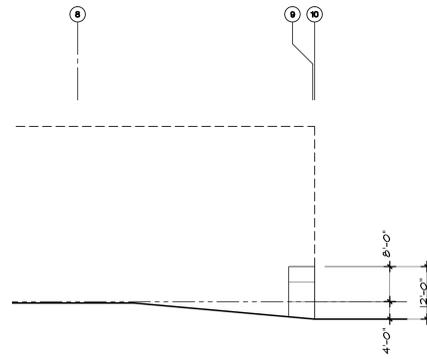
THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. FEDERAL LAW PROHIBITS THE REPRODUCTION, DISPLAY, SALE OR OTHER DISPOSITION OF THE DOCUMENT.

JOB NO. 2101



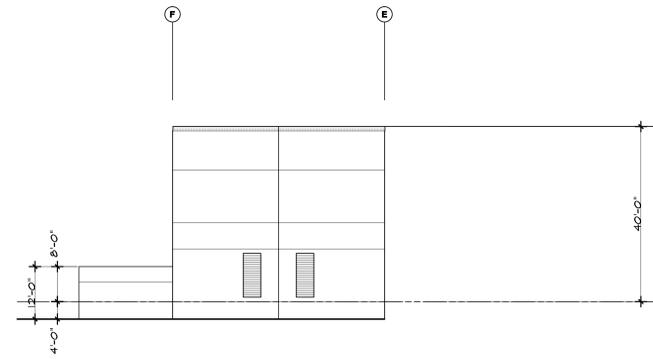
SITE WALL at EAST PROPERTY LINE ELEVATION
1/16" = 1'-0"

5



SITE WALL at GAS METER PAD
1/16" = 1'-0"

7



EXTERIOR ELEVATION ALONG GRID 10 and SITE WALL at GAS METER PAD
1/16" = 1'-0"

6

REVISIONS	DATE
DEVELOPMENT PLAN REVIEW FIRST SUBMIT	26 JAN 21
BACKGROUNDS TO CONSULTANTS	10 MAR 21
DEVELOPMENT PLAN REVIEW UPDATE SUBMIT	05 APR 21

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREFORE IS EXPRESSLY LIMITED TO SUCH USE. FEDERAL LAW PROHIBITS THE REPRODUCTION, DISPLAY, SALE OR OTHER DISPOSITION OF THE DOCUMENT.

JOB NO. 2101

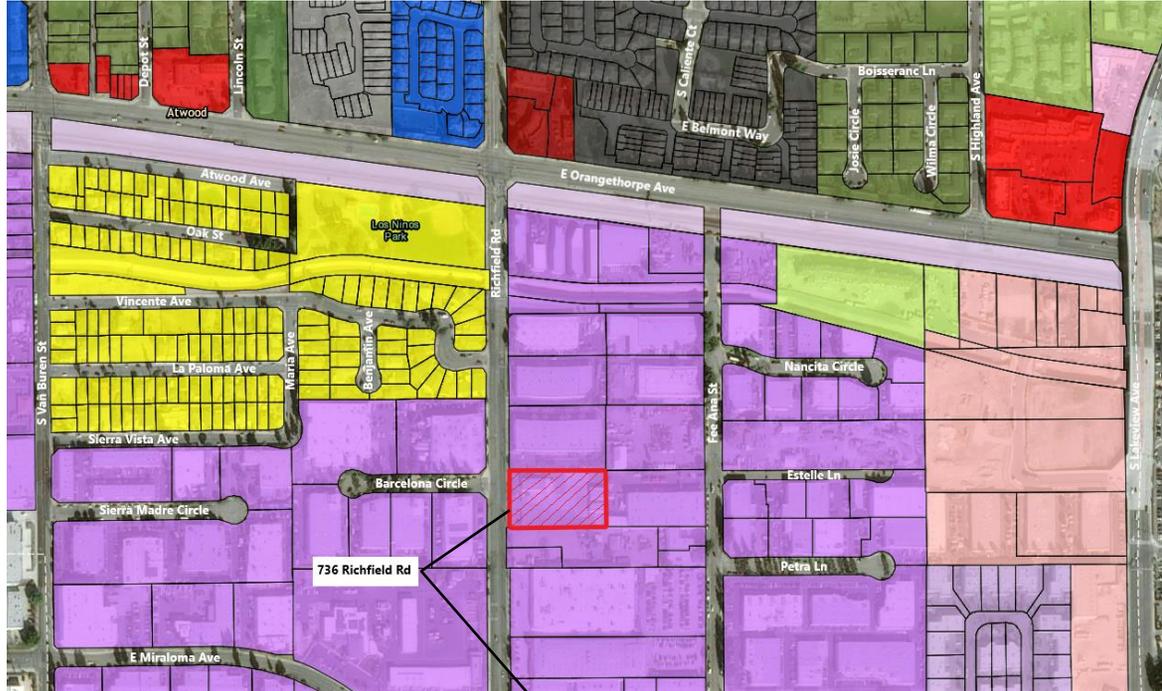
EXTERIOR ELEVATIONS
SITE WALLS

A3.2



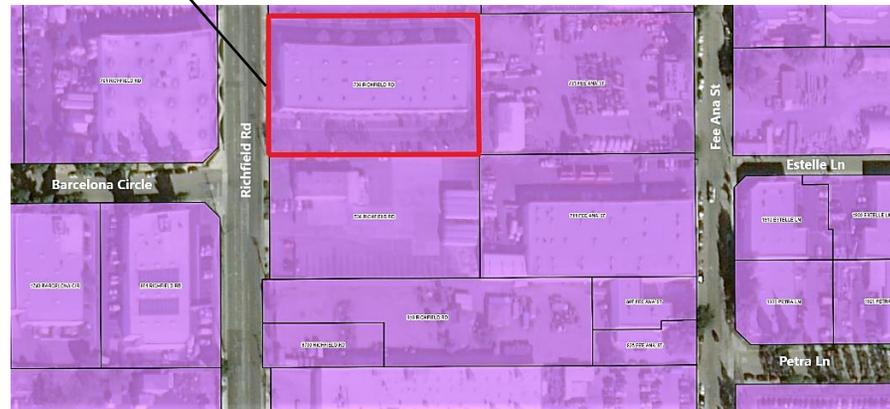
ATTACHMENT B. VICINITY ZONING MAP

DPR 2021-01; 736 RICHFIELD ROAD



Aerial A.

Zoning Code			
	C-1		R-3
	C-1 (O)		R-3 (O-1)
	C-1 (O-1)		R-A
	C-2		R-G
	C-2-H65		R-G (O)
	C-M		R-G(O) & C-1 (O)
	C-O		RPC (O)
	M		SP-1
	M (O)		SP-2
	M (PMD)		SP-3
	PUD-1		SP-4
	PUD-2		SP-5
	PUD-2 (O)		SP-6 (O)
	PUD-3		SP-7
	PUD-3 (O)		SP-8
	PUD-4		SP-9
	R-1		SP-10
	R-1 (MHP)		T-C
	R-1 (O)		Old Town
	R-2		TOD
	R-2 (MHP)		N/A



Aerial B.





Jeff Erselius
1151 N. Tustin Ave.
Anaheim, CA 92807
04-02-2021

Lesley Whittaker
Associate Planner
City of Placentia
401 E. Placentia, CA 92870

Dear Lesley Whittaker:

As President of Jellco Container I am excited and pleased for the opportunity to expand our business operations in the city of Placentia. I started Jellco Container over 40 years ago in 1979 with the intention of just opening a brokering business selling corrugated products. Flash forward 40 years later, my wife and I Cindy, have built a world class manufacturing operation of corrugated packaging products employing over 150 healthy and well employees.

We currently are located in two manufacturing facilities and are in need of expanding our manufacturing space. During the Pandemic we realized how important our business was as it was deemed a critical industry and was necessary to keep all industries shipping their products under tenuous times. We are running the latest robotic technological, environmentally sound and most efficient machines in the industry. We are looking to grow our manufacturing footprint again and would love to do that in the great city of Placentia. We plan to install a state-of-the-art corrugator machine imported from Italy and process container board into corrugated sheets. These sheets are then converted into boxes and sent to critical industries as such the medical, agriculture, durable good, beverage and E-commerce companies. The expansion of our manufacturing footprint will bring solid, stable, safe, and better than average industry wages paying jobs into the city of Placentia. We believe with the over a 4,000-customer base, being in Placentia will be a great example of how smaller cities in North Orange County can gainfully partner with successful manufacturers for decades to come.

We look forward to hearing back as you consider our plans.

Sincerely,

Jeff Erselius
President



Placentia Planning Commission

AGENDA STAFF REPORT

TO: PLANNING COMMISSION

FROM: ANDREW A. GONZALES, SENIOR PLANNER

DATE: APRIL 13, 2021

SUBJECT: **ZONE CHANGE NO. ZC 2018-01, DEVELOPMENT PLAN REVIEW NO. DPR 2018-01, AND TENTATIVE TRACT MAP NO. TTM 19104 FOR THE DEVELOPMENT OF AN APPROXIMATELY 5.6-GROSS ACRE SITE WITH 139 RESIDENTIAL TOWNHOME UNITS LOCATED AT 443 & 455 S. VAN BUREN STREET (TOFFOLI INVESTMENTS)**

RECOMMENDATION

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

- 1) Open Public Hearing, concerning Zone Change No. ZC 2018-01, Development Plan Review No. DPR 2018-01, and Tentative Tract Map No. TTM 19104; and
- 2) Receive the Staff Report and consider all Public Testimony; and
- 3) Close the Public Hearing; and
- 4) Adopt Resolution No. PC-2021-09, a Resolution of the Planning Commission of the City of Placentia, recommending that the City Council of the City of Placentia approve ZC 2018-01, DPR 2018-01, and TTM 19104, and making findings to change the existing Zoning District of the project site from Manufacturing (M) District and Oil Combining (O) Zoning District to High Density Residential (R-3) Zoning District to bring the zoning of the site into alignment with the updated General Plan High Density Residential land use designation, and permit the development of an approximately 5.6-gross acre lot for the construction of 22, three-story, multi-family buildings consisting of 139 for-sale residential townhome units and associated hardscape and landscape improvements within the proposed High Density Residential (R-3) Zoning District on property located at 443 and 455 S. Van Buren Street and recommending the adoption of Mitigated Negative Declaration No. MND 2020-01 pursuant to the California Environmental Quality Act Guidelines (CEQA) set forth in Title 14 CCR §15074 and the City of Placentia Environmental Guidelines.

PROJECT DESCRIPTION

The applicant, Toffoli Investments, requests approval of a Zone Change, Development Plan Review, and Tentative Tract Map to develop a partially improved 5.6-gross acre lot for the

construction of 22, three-story, multi-family buildings consisting of 139 for-sale residential town home units and associated hardscape and landscaping improvements that will be utilized for a private internal street system, outdoor parking, and pedestrian walkways, including landscaping for the property perimeter and passive and non-passive open space areas. The property is bordered by a 100-foot wide Burlington Northern and Santa Fe Railway (BNSF) right-of-way to the north, 70-foot wide Atwood Channel to the south, and S. Van Buren Street and four existing single family residences to the east. Access to the site will be provided from S. Van Buren Street and said access will be directly across the street from the western terminus of Oak Street.

The 139 units will be located within 22 separate three-story buildings. 13 of the buildings will be designed as traditional townhomes where each unit has a side-by-side attachment (Metro Towns). These products are primarily located within the northerly portion of the site adjacent to the BNSF railway. Nine buildings will be townhomes but will have both a side-by-side attachment and rear attachment to each unit (Back-to-Back Towns). These back-to-back products are centrally and southerly located on the site. The proposed development will have a residential density of 24.8 units per acre, in compliance with R-3 standards.



Six floor plans are proposed which are noted on the development plans as Plan 1, Plan 1 BB (back-to-back), Plan 2, Plan 2 BB, Plan 3, and Plan 3 BB. The plan types will measure between 762 square feet and 1,349 square feet in overall floor area and contain an attached one or two-car garage per unit. Each unit will have either one bedroom and 1.5 baths (Plans 1 and 1BB), two bedrooms and 2.5 baths (Plans 2 and 2BB), or two bedrooms with an additional bedroom or loft option and 2.5 baths (Plans 3 and 3BB). A break down of the unit mix is located below:

Unit Type	Bedroom	Bathroom	Unit Size	Qty.
Plan 1BB	1	1.5	762 s.f.	5
Plan 1	1	1.5	806 s.f.	20
Plan 2BB	2	2.5	1,289 s.f.	35
Plan 2	2	2.5	1,296 s.f.	17
Plan 3BB	2/3	2.5	1,317 s.f.	36
Plan 3	2/3	2.5	1,349 s.f.	26

Each building will be three stories with an overall building height of approximately 35 feet, with certain allowable projections of the building exceeding the maximum height limit to assist with greater roof articulation. A total of 301 parking spaces will be provided, comprised of 254 garage spaces and 47 guest parking spaces with four accessible (ADA) parking spaces throughout the site.



Vehicular access to the project will be provided by a 28-foot wide thoroughfare connection directly across from Oak Street, with pedestrian access provided north of the main entry drive aisle. Access into the development will be controlled by both a 25-foot wide security gate and pedestrian security gate. A bypass lane equipped with both a Knox box and call box will be provided for either emergency vehicles or guests attempting to gain entry into the development. A system of internal drive aisles will provide direct access to each individual garage. For the back-to-back townhome units the terminus of drive aisles will be articulated with decorative paving to create pseudo paseo areas for both passive and active activities. Decorative landscaping will be provided throughout the site and within the parking areas.



Four open space areas will be provided which will include both passive and non-passive open space. The passive areas will feature seating areas, trellis shade structures, barbeques, and a firepit. The nonpassive areas will feature a tot lot, bocce court, and a dog park.

PROJECT CHARACTERISTICS

Applicable Code Section – Placentia Municipal Code

The project is currently located within the Manufacturing (M) District and Oil Combining (O) Zoning District, but the ZC 2018-01 will modify the zoning to High Density Residential (R-3) Zoning District to bring the zoning of the site into alignment with the updated General Plan High Density Residential land use designation. The project will be required to comply with the development standards and use requirements set forth in the Placentia Municipal Code (PMC) for projects located within the R-3 Zoning District. Pursuant to PMC Section 23.75.010(a), construction of new buildings shall require a DPR to be reviewed and approved at a noticed public hearing before the Planning Commission.

Subject Site and Surrounding Land Uses

The table below illustrates the site and surrounding existing land uses, General Plan Land Use designation and zoning:

Location	Existing Land Use	Land Use Element General Plan Designation	Zoning Map Designation
Existing	Partially Improved Industrial Land	High Density Residential	Manufacturing (M) District and Oil Combining (O) Zoning District
Proposed	Attached, Single-Family Residential Townhomes	High Density Residential	High Density Residential (R-3)
North	BNSF Railway	Railroad	Not Specified
South	Atwood Channel	Industrial	M(O)
East (adjacent and across S. Van Buren Street)	Single Family Residential	High Density Residential Low Density Residential	M(O) Single-Family Residential (R-1)
West (across BNSF Railroad)	Single-Family Residential	High Density Residential	Manufacturing (M) District and Oil Combining (O) Zoning District

ZONING COMPLIANCE ANALYSIS

Site Development Standards

The project is located within the M(O) Zoning District. Due to the zone change requested through ZC 2018-01 the proposed residential townhome development project will be analyzed in accordance with the R-3 development standards. The townhome development is permitted with a DPR subject to review and approval by the Planning Commission. In accordance with PMC Section 23.21.030, proposed condominium or townhome developments within the R-3 Zoning District require the approval of a Use Permit (UP) by the Planning Commission when they are developed as a Planning Unit Development (PUD). However, given that the project does not intend to create a single-family housing development or propose a maximum allowable density of 15 dwelling units per acre, as limited by the City’s PUD development standards, a UP is not mandated for this development project.

The proposed development and use complies with the proposed base zoning district in terms of the maximum height limit, minimum setbacks, maximum lot coverage and

maximum density requirements. No impacts to nearby sensitive land use receptors (e.g., single-family residential) is anticipated because the project will be residential in nature and will provide adequate buffers along the easterly periphery of the site to existing single-family residences.

Due to the unique mix of unit types, notably the 25, one bedroom unit product types (Plan 1 and Plan 1BB), the existing R-3 development standards do not adequately address minimum onsite parking for one-bedroom units. Using these standards results in an overage of parking as compared to uses in other high-density zones within the city such as the TOD (Transit Oriented Development Packing House District) Zoning District which requires one space per each studio or one bedroom unit. Applying the R-3 parking standard to the one-bedroom units will result in an overage of parking. The one-bedroom units will be parked at a higher rate than the TOD zone requires, and will be commensurable with the R-3 parking requirements, yet slightly modified for the one bedroom units. The Planning, Community, Economic Development, and Housing Ad Hoc Committee supported an interpretation of the code for the one-bedroom units.

The following matrix provides a summary of the development’s compliance with the identified development standards:

STANDARD	PROJECT
Height 35 ft. max.	30 ft. – top of 3 rd floor living area; 39 ft. 10 in. – top of roof (PMC Section 23.81.090 allows buildings to exceed the height limit for roof elements)
Setbacks Front Yard Setback – 15 ft. min. Interior Side Yard Setback – 5 ft. min. Rear Yard Setback - 10 ft. min.	Front: +176 ft. (S. Van Buren Street) South Side Yard: 7 ft. 6 in. North Side Yard: 9 ft. South Rear Yard: No rear yard based on lot configuration.
Building Separation 20 ft. min.	+12 ft.
Lot Coverage 60% max. (145,627 sq. ft.)	58.2% (141,177 sq. ft.)
Parking Two spaces per dwelling: 278 spaces min. Additional 15% min. of total parking required for guest parking: 42 spaces min.	254 spaces 47 spaces

<p>Total Parking Required: 320 spaces min.</p>	<p>301 spaces* (see discussion above)</p> <p>*Additional unmarked parking spaces are distributed throughout the development that meets and exceeds the parking shortfall. Applying a one space requirement for one-bedroom units results in an overall minimum parking mandate of 291 spaces.</p>
<p>Lot Area and Dimensions Minimum Lot Area: 8,000 sq. ft. Minimum Lot Width: 80 linear ft.</p>	<p>Lot Area: 242,629 sq. ft. (5.6 gross acres) Approx. 369 linear ft.</p>

Other Departments Concerns and Requirements

The Divisions of Planning and Building, Public Works Department, Police Department, and Fire and Life Safety Department have reviewed the application and submitted comments, but had no major concerns with the proposal. All applicable code requirements and conditions of approval have been incorporated into draft resolutions for consideration and recommendation by the Planning Commission to the City Council for DPR 2018-01 and TTM 19104.

ISSUES ANALYSIS:

Consistency with the General Plan

The General Plan features policies that promotes the reinvestment of underutilized properties while being sensitive to the suburban atmosphere and requires new developments to provide adequate improvements and pay impact fees to offset the demand costs on city services and facilities. The proposed development and subdivision is consistent with the following Land Use Element and Housing Element policies and goals of the General Plan:

Land Use Element

Policy 1.2 – Allow for a variety of residential infill opportunities including single family, multi-family, mixed-use, manufactured housing and mobile homes, in designated areas to satisfy regional housing needs.

Policy 2.6 – Require new multifamily development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to reduce impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

Policy 5.1 – Encourage development projects to utilize high quality design for architecture and site planning through the City’s design review process. Create Design Guidelines for focused areas and for development Citywide.

Policy 5.8 – Improve the quality of Placentia’s multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in new multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.

Housing Element

Goal 1 – Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, type, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land.

California Housing Element law mandates that each city show it has adequate sites available through appropriate zoning and development standards and with the requirement public services and facilities for a range of housing types and incomes. The City must demonstrate that it has the capacity or adequate sites to accommodate the project needs for housing at all income levels.

Southern California Association of Governments (SCAG), the Council of Governments (COG) representing the region, in cooperation with local jurisdictions, is responsible for allocating the region’s projected new housing demand in each jurisdiction. The process is known as the Regional Housing Needs Assessment (RHNA) and the goals are referred to as the “regional share” goals for new housing construction. The market rate housing development on a site that permits housing assists the City in achieving the goal for new housing construction in an area that otherwise prohibited housing. Furthermore, it will greatly assist in providing additional units to address California’s current housing crisis and assist in offsetting the city’s “regional share” of housing units which is 4,374 residential units for the upcoming planning cycle.

Land Use Compatibility

The project will be compatible with the surrounding area as the development will revitalize an underutilized and blighted non-conforming industrial property with the development of 22, three-story, multi-family buildings consisting of 139 for-sale residential town home units. The development will be located on a partially developed industrial property containing non-conforming automotive uses. The project aims to serve as a catalyst triggering more development and investment into the Atwood neighborhood. The development will provide a compatible transition between nearby land uses that complement the residential densities of the housing tracts to the north (across Orangethorpe Avenue) and east (across S. Van Buren Street). Based upon the use, overall site layout, and building design, the proposed

development is not anticipated to result in any significantly adverse impacts to the surrounding area.

Architecture



The proposed project will include 22 buildings, that consist of 139 total units. There are six floorplans proposed (Plan 1, Plan 1BB, Plan 2, Plan 2BB, Plan 3, and Plan 3BB). The residential buildings will employ a take on Contemporary Craftsman, with elements of Ranch and Mid-Century Modern architecture. The rooflines are lower than traditional Craftsman homes, and exteriors are made up of clean lines. The building volume is broken up by the employment of a number of design techniques as exterior façade pop outs/building projections, inset front doors and inset 2nd floor patios creating shadow and relief, and contrasting building materials. These design techniques visually minimize the size/volume of the building. The project employs four-sided architecture by using the same material on all four sides of a structure so that, no matter what vantage point it is viewed from, the design is never interrupted, and all the parts are perceived as part of a unified whole.



Planning, Community, Economic Development, and Housing Ad Hoc Committee

All major development projects within the City of Placentia require review by the Planning, Community, Economic Development, and Housing Ad Hoc Committee. The Committee reviewed a handful of development iterations for the site on five different occasions sponsored by two different developers. The current applicant, Toffoli Investments, had their proposed development project reviewed by the Ad Hoc Committee on May 16, 2019, and September 10, 2020, and collectively, the development project was well received. The Committee did not request any significant changes to be made to the site layout or architectural design of the project, but emphasized some additional architectural elements to be added to each of the building facades in order to minimize the occurrence of unarticulated facades.

CEQA

An initial study was conducted by Comprehensive Planning Service, a professional environmental firm. This document evaluated all CEQA related issues contained in the latest Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated within all environmental categories, excluding Cultural Resources, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. All of the aforementioned require implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact. These mitigation measures are intended to be adopted by the City Council with a Mitigation and Monitoring Reporting Program. The City acquired the services of a third-party environmental consultant, PGN, to review and evaluate the merits of the submitted environmental analysis for completeness and accuracy.

Based on the findings in this Initial Study, the City of Placentia proposes to adopt a Mitigated Negative Declaration (MND) for the ZC, DPR, and TTM. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was issued for this project by the City of Placentia. The Initial Study and Notice of Intent to adopt a Mitigated Negative Declaration was circulated for 30 days of public comment because this project is considered a project of regional significance. This 30-day review period ran from August 20, 2020 to September 18, 2020. Comments received during this comment period have prepared responses and are available for Planning Commission review and recommendation. A final IS/MND package will be prepared for adoption at the April 20, 2021 City Council meeting on the project.

PUBLIC NOTIFICATION

Legal notice was published in the Placentia News-Times on April 1, 2021. Notices were sent to property owners of record within a 300-foot radius of the subject property, posted at the Civic Center, and on the City website on April 1, 2021. As of April 8, 2021, staff has received two verbal comment expressing concerns related to the development project. The first was pertaining to the proximity of the bocce court and dog park to their property at 513

S. Van Buren Street, including the height and location of the perimeter wall proposed along their respective property line. The second was from an adjacent industrial property owner who expressed concern about future complaints originating from project residents over the onsite operations of their business. They property owner wanted to confirm that such complaints would not limit the overall operations of their business.

CONCLUSION

The proposed project is consistent with the City's General Plan and meets the minimum development standards of the PMC. With the recommended conditions of approval, it is the determination of city staff that the proposed development will be compatible with adjacent land uses and will not result in any adverse impacts onto the surrounding neighborhood.

RECOMMENDATION

Staff recommends that the Planning Commission recommend to the City Council of the City of Placentia adoption of Resolution PC-2021-09 recommending approval of ZC 2018-01, DPR 2018-01, and TTM 19104, and adoption of MND 2020-01.

Prepared and submitted by:


Andrew A. Gonzales
Senior Planner


Joseph Lambert
Development Services Director

ATTACHMENTS:

1. Resolution No. PC-2021-09 recommending City Council approval of Zone Change No. ZC 2018-01, Development Plan Review No. DPR 2018-01, and Tentative Tract Map No. TTM 19104, and adopting an Initial Study/Mitigated Negative Declaration of Environmental Impacts (MND 2020-01) for the project
2. Mitigated Negative Declaration (MND 2020-01) and Mitigation Monitoring & Reporting Program, Appendices (<http://www.placentia.org/776/Environmental-Documents>)
3. Response to Comments and Errata for MND 2020-01
4. Project Plans including the Site Plan, Floor Plans, Building Elevations, Preliminary Landscape Plan, Colored Renderings, Colors and Materials Palette, and Tentative Tract Map (TTM 19104)
5. Vicinity Map
6. Site Photographs

RESOLUTION NO. PC-2021-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ZONE CHANGE NO. ZC 2018-01, DEVELOPMENT PLAN REVIEW NO. DPR 2018-01, AND TENTATIVE TRACT MAP NO. TTM 19104 TO CHANGE THE EXISTING ZONING DISTRICT OF THE PROJECT SITE FROM MANUFACTURING (M) DISTRICT AND OIL COMBINING (O) ZONING DISTRICT TO HIGH DENSITY RESIDENTIAL (R-3) ZONING DISTRICT TO BRING THE ZONING OF THE SITE INTO ALIGNMENT WITH THE UPDATED GENERAL PLAN HIGH DENSITY RESIDENTIAL LAND USE DESIGNATION, AND PERMIT THE DEVELOPMENT OF AN APPROXIMATELY 5.6-GROSS ACRE LOT FOR THE CONSTRUCTION OF 22, THREE-STORY, MULTI-FAMILY BUILDINGS CONSISTING OF 139 FOR-SALE RESIDENTIAL TOWNHOME UNITS AND ASSOCIATED HARDSCAPE AND LANDSCAPE IMPROVEMENTS WITHIN THE PROPOSED HIGH DENSITY RESIDENTIAL (R-3) ZONING DISTRICT, INCLUDING RECOMMENDING CITY COUNCIL ADOPTION OF MITIGATED NEGATIVE DECLARATION NO. 2020-01, ON PROPERTY LOCATED AT 443 AND 455 S. VAN BUREN STREET.

A. Recitals.

WHEREAS, Alan Toffoli, representing Toffoli Investments (“Applicant” hereinafter), regarding real property located at 443 and 455 S. Van Buren Street (Exhibit “A”), filed three applications for approval of Zone Change No. ZC 2018-01, Development Plan Review No. DPR 2018-01, and Tentative Tract Map No. TTM 19104, as described in the title of this Resolution. Hereinafter, in this Resolution, the subject Zone Change, Development Plan Review, and Tentative Tract Map requests are referred to as the “Applications”; and

WHEREAS, on April 13, 2021, the Planning Commission conducted a duly noticed public hearing, as required by law, and received a staff report and other relevant information from City staff and members of the public regarding the Toffoli Investments, c/o Alan Toffoli, application for Zone Change, Development Plan Review, and Tentative Tract Map applications; and

WHEREAS, an Initial Study was prepared to review and consider the environmental impacts of the Zoning Map amendment and development of 22, three-story, multi-family buildings consisting of 139 for-sale residential townhome units and associated hardscape and landscape improvements in accordance with the California Environmental Quality Act and the City of Placentia Environmental Guidelines as codified in Title 14 of the California Code of Regulations (“CCR”) Section 15000 et. seq., Public Resources Code Section 21000 et. seq. and the City of Placentia Environmental Guidelines; and

WHEREAS, on August 20, 2020, based upon the Initial Study, the City of Placentia, as lead agency, published a Notice of Intent to Adopt a Mitigated Negative Declaration (“MND”) in accordance with CCR Section 15072. Thereafter, on or about August 20, 2020, the City of Placentia published the MND which found that the project may have a potentially significant effect on the environment with respect to Cultural Resources, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems; and, mitigation measures included in the Mitigated Negative Declaration reduce those potentially significant impacts to a level less than significant in accordance with CCR Section 15070; and

WHEREAS, on August 20, 2020, the City published in the Placentia News-Times, posted at the Civic Center, and posted on the City website the draft MND for a period of 30 days for public comment in accordance with CCR Section 15073. After completion of the public review period, the City prepared written responses to all comment letters received on the Mitigated Negative Declaration during the public review period; and

WHEREAS, the City of Placentia provided notice of public hearing in accordance with California Government Code Section 65090 and the City of Placentia Municipal Code Section 23.96.030 by publication in a local newspaper at least 10 days prior to the public hearing and by direct U.S. mail to all property owners within 300-feet of the proposed project boundaries; and

WHEREAS, after careful consideration of all pertinent testimony and the staff report offered in the case, the Planning Commission voted to recommend approval of the “Applications” to the City Council; and

WHEREAS, 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:

Section 1. Zone Change. Amendment to the Official Zoning Map of the City of Placentia, maintained in accordance with the provisions of § 23.08.020 of the Placentia Municipal Code, as set forth in Exhibit “B” attached hereto and by this reference made a part hereof, to change the existing Zoning District designation of the project area from “Manufacturing (M) District and Oil Combining (O) Zoning District” to “High Density Residential (R-3)” and find in accordance with Chapter 23.96 (“Amendments”) of the City of Placentia Municipal Code that said amendment to the Zoning Map will not be detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed amendment or within the city; injurious to property or improvements within the neighborhood or within the city; nor inconsistent with the latest adopted General Plan, in that it is consistent with the General Plan Land Use designation of High Density Residential.

Section 2. Development Plan Review. The development, as modified by the attached Conditions of Approval and Standard Development Requirements (Attachment “A”), meets the overall requirements of PMC Chapter 23.21 (“R-3”-High Density Multiple-Family District) and PMC Chapter 23.75 (Development Plan Review) of the Zoning Code. As such, the Planning Commission finds as follows:

- a. The project meets or exceeds the criteria established in PMC Section 23.75.020; in terms of minimum setbacks, parking, and open space requirements; and maximum building height and lot coverage development standards; and,
- b. Conditions of Approval have been prepared as necessary to prevent: (A) detriment to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city; and,
- c. The proposed development will be consistent with the latest adopted General Plan Land Use designation of the project area of “High Density Residential”; and,
- d. Conditions necessary to secure the purposes of Section 23.75.020, including guarantees and evidence of compliance with conditions, are made part of the development approval.

Section 3. Tentative Tract Map. Based upon substantial evidence presented to this Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony and development plans, this Commission hereby specifically finds as follows:

- a. The proposed project will not be: (1) detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (2) injurious to the property or improvements within the neighborhood or within the city. Subject to compliance with the attached Conditions of Approval set forth in Attachment “A” of this Resolution and by this reference incorporated herein and Standard Development Requirements, the project complies with all applicable code requirements and development standards of the High Density Residential (R-3) Zoning District and Title 22, and with other applicable regulations of the Placentia Municipal Code (PMC).
- b. The proposed use is consistent with the City's General Plan. The General Plan Land Use designation for the subject site is “High Density Residential”, and the proposed use does not involve any change in the land use of the subject site. The proposed project involves the development of 22, three-story, multi-family buildings consisting of a total of 139 residential town home units.
- c. The proposed project as presented in the staff report and accompanying plans complies with the development standards of the proposed R-3 Zone Change and all requirements of Chapter 23.21, “R-3”-High Density Multiple-Family

District, of the PMC. City Staff carefully examined the proposed development against the applicable development regulations prescribed in Title 23 (Zoning Ordinance), and determined it to be in substantial compliance. The proposed development includes Conditions of Approval and Standard Development Requirements to ensure full compliance with applicable code requirements.

- d. Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions are made part of this development approval. Attachment "A" contain Conditions of Approval and Standard Development requirements specific to this development application in order to provide assurances that the proposed construction of the residential development project and related on and off-site improvements are in compliance with applicable requirements of the PMC.
- e. That the proposed map is consistent with the General Plan. The proposed Tentative Tract Map is to support the construction of 22, three-story, multi-family buildings consisting of a total of 139 residential town home units on the site. The proposed residential development is consistent with all polices, programs, and goals of the General Plan.
- f. That the site is physically suitable for the type of development. The subject site is a 5.6-acre area, which has been designed to accommodate the development, as well as sufficient parking and landscaping. Based on this, the subject site is adequate to accommodate the proposed residential development.
- g. 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 the formation of 139 residential condominium units within the City of Placentia that will accommodate 22 residential townhome buildings.
- h. 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, an extensive record research was completed. Additionally, the application submitted a preliminary title report with their application. Although easements have been found, they are mostly for utility access only. All of the easements will be protected in place and will not be altered by the construction of the project.
- i. That the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure wildlife or their habitat. The subject site is an underutilized and unimproved property that only has limited vegetation. There are no known areas within the City that host wildlife or a particular species.
- j. The intent of the R-3 zone is to stabilize and maintain the residential character of the district for high density multi-family living . The proposed project will create a new multi-family residential development. The applicant has designed the residential development in a manner that accomplishes all of the goals of the General Plan and Zoning Code, while avoiding significant impacts to the

neighboring properties by utilizing proper site design, good architecture, and providing appropriate areas of open space. Furthermore, the proposed design will enhance the streetscape, thus providing a pleasing aspect to those driving along S. Van Buren Street.

- k. The proposed development's site plan and its design features, including architecture and landscaping, will integrate harmoniously with and enhance the character and design of the site, the immediate neighborhood, and the surrounding areas of the City. Currently the site is underutilized partially developed site.

Section 4. Prior to taking this action, the Planning Commission reviewed, considered and has exercised its independent judgment based on substantial evidence on the Mitigated Negative Declaration and all of the information and data in the administrative record, all oral and written testimony received and finds that the Mitigated Negative Declaration was prepared in full compliance with the California Environmental Quality Act.

Section 5. If any section, subsection, sentence, clause, or phrase of this resolution and/or the documents in support of this resolution is/are for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this resolution.

Section 6. Based upon the findings and conclusions set forth herein, this Planning Commission hereby recommends approval of ZC 2018-01, DPR 2018-01, and TTM 19104 as modified herein, and specifically subject to the conditions set forth in Attachment "A" attached hereto and by this reference incorporated herein, and recommends adoption of MND 2020-01 referenced in this resolution and the related staff report.

Section 7. The Secretary to the Planning Commission shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the applicant at the address of record set forth in the Application.

ADOPTED AND APPROVED THIS 13TH DAY OF APRIL, 2021.

CHRISTINE J. SCHAEFER, CHAIR

I, Joseph M. Lambert, 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 13TH day of April, 2021, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 13th day of April, 2021, by the following vote:

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

ATTEST:

JOSEPH M. LAMBERT,
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM:

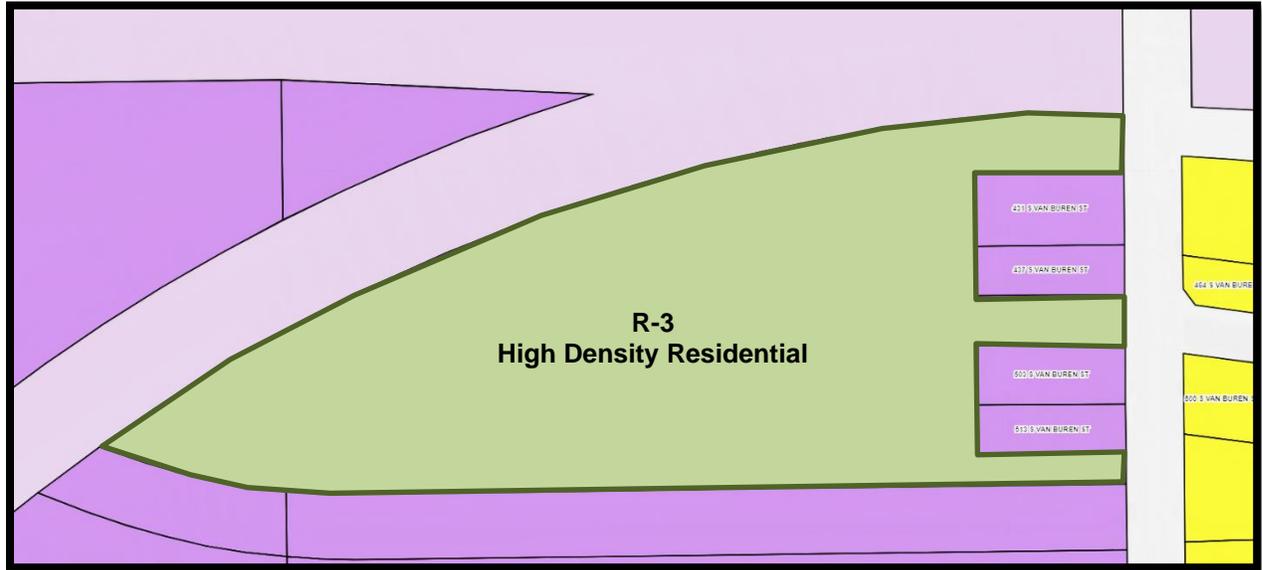
KATHYA M. FIRLIK
ASSISTANT CITY ATTORNEY

Exhibit A: Map of Project Area
Exhibit B: Amendment to the City of Placentia Zoning District Map
Attachment A: Conditions of Approval for Development Plan Review No. DPR 2020-01 & Tentative Tract Map No. TTM 19104
Attachment B: Police Department – Standard Development Requirements Residential

EXHIBIT "A"
MAP OF PROJECT AREA



Exhibit "B"
Amendment to the City of Placentia Zoning District Map



Attachment “A”
Special Conditions of Approval and Standard Development Requirements for
Zoning Change No. ZC 2018-01, Development Plan Review No. DPR 2018-01,
Tentative Tract Map No. 19104, and
Mitigated Negative Declaration No. MND 2020-01
443 & 455 S. Van Buren Street (APNs 346-164-22, -25, & -26)

SPECIAL CONDITIONS

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

ALL THE FOLLOWING SPECIAL CONDITIONS OF APPROVAL AND STANDARD DEVELOPMENT REQUIREMENTS SHALL BE FULLY COMPLIED WITH FOR THE DEVELOPMENT PLAN REVIEW TO CONTINUE IN GOOD STANDING.

DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION:

1. Zone Change No. ZC 2018-01, Development Plan Review No. DPR 2018-01, and Tentative Tract Map No. TTM 19104 is valid for a period of twenty-four (24) months from the date of final determination, unless extended pursuant to Placentia Municipal Code (PMC) Sections 23.75.080. If the development of the site and/or use approved by this action is not established by obtaining Building Permits within such a period of time, this approval shall be terminated and shall be null and void, unless an extension is applied for and approved.
2. Failure to abide by and faithfully comply with any and all conditions attached to this action shall constitute grounds for revocation of said action by the City of Placentia Planning Commission.
3. 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.

4. The site plan, floor plans, and elevations, including all associated architectural, landscape, and civil drawings, received and dated February 20, 2021, including the colors and materials palette, shall be the conceptually approved design.
5. Any significant modifications to the approved site plan, floor plans, and elevation plans, including any modifications which will change, expand or intensify the use(s) shall be subject to review and approval by the Director of Development Services. The Director of Development Services or his or her designee may determine if such modifications require approval by the City of Placentia Planning Commission or may be approved administratively by City staff.
6. Prior to issuance of building permits, except as otherwise noted, the following shall be completed:
 - a. Project plans shall be submitted for the review and certification for inclusion into the entitlement file by the Director of Development Services and shall include the following information:
 - i. All Special Conditions of Approval and Standard Development Requirements of ZC 2018-01, DPR 2018-01, and TTM 19104. Include any project revisions on the applicable sheets of the project plans. Additionally, include separate sheets with approved Special Conditions of Approval and Standard Development Requirements to be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical, and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.
 - ii. Typical cross section views and details through the property and across each property line as directed by the Director of Development Services.
 - iii. Location of transformers, meters and other aboveground appurtenances.
 - iv. All mechanical equipment shall be screened from public view to the satisfaction of the Development Services Director.
 - b. 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 stage plan shall include measures such as, but not limited to the following:

- i. A telephone number and name of a designated contact person(s) for registering complaints or comments shall be posted in a clearly visible manner along the perimeter of the site.
 - ii. A flag person shall be employed to direct traffic when it is anticipated that construction vehicles accessing the site will impede pedestrian and vehicular access along S. Van Buren Street.
 - iii. If any sidewalk is blocked during construction, alternate routes for pedestrians and bicycles shall be clearly marked with signs approved by the City.
 - iv. 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.
 - v. A detailed timeline outlining the course of drilling, grading/construction work that will take place on the property.
 - c. An exterior lighting (photometric) plan showing location, type of fixtures and areas of illumination shall be submitted and reviewed for compliance with City standards and the Placentia Municipal Code. Lighting shall neither negatively impact adjacent properties nor the public right-of-way.
 - d. Complete landscape and irrigation plans. The applicant must follow the procedure for approval under the MWELo for the proposed landscaping. A MWELo procedure and approval package is available from the front counter in the Development Services Department.
 - e. Postmaster approval of the location and design of the mailboxes, if applicable.
 - f. All applicable provisions of the Placentia Municipal Code (PMC) shall be met prior to issuance of Building Permits and shall be adhered to at all times.
7. At the request of the Director of Development Services, applicant and/or property owner will provide a Parking Management Plan at their own expense to be reviewed by the Director of Development Services to remedy any parking concerns that may arise with the project. The staff review of the Parking Management Plan will be at the expense of the property owner/property management company.
8. Developer shall pay all applicable residential DIF's prior to issuance of the first development or building permit pursuant to Title 5 of the Placentia Municipal Code (PMC), including but not limited to:
- a. Developer shall pay in full to the City of Placentia, all applicable citywide Development Impact Fees set forth in Title 5 of the PMC.

- b. Developer shall pay in full to the City of Placentia, all applicable citywide Affordable Housing Fees set forth in Title 5 of the PMC.
9. Developer and/or property owner agrees to approve the incorporation of the project into the Community Facilities District No. CFD 2014-01 (Public Services) pursuant to the provisions of California Government Code Section 53311, et seq. Said annexation into CFD No. 2014-01 shall be fully completed in accordance with California law prior to issuance of any Certificate of Occupancy for the project.
 10. Developer and/or property owner agrees to approve the incorporation of the project into the Landscape Maintenance District No. LMD 1992-01 pursuant to the provisions of California Streets and Highways Code Section 22500, et seq. Said annexation into LMD No. 1992-01 shall be fully completed in accordance with California law prior to issuance of any Certificate of Occupancy for the project.
 11. Developer and/or property owner agrees to approve the incorporation of the project into the Street Lighting District No. SLD 1981-01 pursuant to the provisions of California Streets and Highways Code Section 22500, et seq. Said annexation into SLD No. 1981-01 shall be fully completed in accordance with California law prior to issuance of any Certificate of Occupancy for the project.
 12. Developer and/or property owner agrees that the City may, at its sole election, require that, instead annexing into SLD 1981-01 and/or LMD 1992-1, the project shall be incorporated into a Community Facilities District to be created by the City pursuant to the provision of California Government Code Section 53311, et seq; the purpose of which, and the initial amount of the taxes and assessments thereunder, will be substantially the same, in whole or in part, as SLD 1981-1 and/or LMD 1992-1. Developer and/or property owner agrees to approve the incorporation of the project into said Community Facilities District.
 13. The final Certificate of Occupancy cannot be approved, and utilities cannot be released until the following is completed for each respective portion of the property:
 - a. The property owner(s) and/or their successor(s) willfully agree to annex into those district(s) for the project area identified by Condition Nos. 9-12 above. If the subject property is sold prior to annexation into the three districts, the future property owner(s) must complete the annexation process and no Certificates of Occupancy shall be issued prior to completion of annexation.
 - b. The property owner(s) shall pay in full all applicable impact fees associated with the development project.
 - c. An underground utility in-lieu fee shall be paid in lieu of actual underground installation of overhead utilities across the frontage of S. Van Buren Street. The in-lieu fee shall be paid in the amount of \$30,823.90, which is determined as 10%

of the net cost of undergrounding overhead utilities as confirmed by a cost estimate provided by the applicant and verified by the Department of Public Works.

- d. Installation of a crosswalk that traverses Van Buren Street at a location immediately adjacent to the Atwood Channel bridge. The cross walk shall be clearly striped to city standards and equipped with a flashing LED warning sign system to the satisfaction of the Public Works Director and/or his/her designee.

14. The use shall comply with the following:

- a. The applicant, property owner(s), and/or respective land management company shall be responsible for maintaining their respective properties, including the landscaped areas, walkways, and all paved surfaces, free from graffiti, debris and litter. Graffiti shall be removed by the applicant/business owner(s) within 72 hours of defacement and/or upon notification by the City.
- b. If applicable, all communal waste bins shall be kept within a fully secured and lockable trash enclosure so as not to be visible from public view or from the different vantage points along the development's private streets and pedestrian walkways or individual waste bins to be securely stored within the garage area of each respective unit.
- c. The primary access gates shall be decorative in nature and fabricated of high gauge metal to withstand continual wear and tear. All walls and gates shall be designed with colors, materials, and of design satisfactory to the Development Services Director or his/her designee.

15. The final action of DPR 2018-01 shall be contingent upon final approval of ZC 2018-01. In the event the DPR is denied, approval of any of the aforementioned entitlements shall be deemed to be null and void.

16. Comply with all applicable conditions of approval of TTM 19104.

17. **CEQA MITIGATION MEASURES:**

Cultural Resources

CUL-1 Unanticipated Discovery of Archaeological Resources. If an archaeological resource is encountered during grounddisturbing activities, work within 50 feet of the find must halt and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted. The on-site monitoring shall end when the project site excavation activities are completed, or sooner if the archaeologist indicates that the site has a low potential for archeological resources. During monitoring, the archaeologist shall complete

monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. Following completion of monitoring, the archaeologist shall prepare a summary memorandum of finds, their significance under CEQA and their disposition. (*Note: The California Historical Resources Information System contains a listing of qualified archaeologists at www.chrisinfo.org.)

CUL-2 Unanticipated Discovery of Human Remains. The discovery of human remains is always a possibility during grounddisturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Hazards and Hazardous Materials

HAZ-1 Radon. Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that buildings have been designed with positive ventilation to reduce the potential for radon accumulation. The U.S. EPA recommends that positive ventilation and the absence of basements or subsurface parking reduces the risk of Radon accumulations and exposure.

HAZ-2 Lead-Based Paint (LBP). Prior to issuance of any demolition permit for the Project, the Applicant shall demonstrate that the existing onsite structures haven been surveyed for LBP, and that any identified LBP have been prior to activities with the potential to disturb painted surfaces, in accordance with all applicable laws.

HAZ-3 Asbestos Containing Materials (ACM). Prior to issuance of any demolition permit for the Project, the Applicant shall demonstrate that the existing onsite structures haven been surveyed for ACM. The survey shall include sampling of suspect ACM which shall be collected for laboratory analysis of asbestos in order to determine the need for compliance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations. All ACM shall be removed from the site prior to activities with the potential to disturb affected surfaces, in accordance with all applicable laws.

HAZ-4 Recognized Environmental Conditions - Total petroleum hydrocarbons (TPH). Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared

of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: Approximately 670 cubic yards (1,000 tons) of soils will be excavated and disposed of offsite to remediate the TPH-impacted soil to levels acceptable for the residential use. Following the completion of the remedial excavations, a remedy completion report shall be prepared for DTSC review requesting a no further action letter (NFA) for the property.

HAZ-5 Recognized Environmental Conditions – Lead impacted soils. Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: Approximately 4,500 to 5,000 cubic yards (6,750 to 7,500 tons) of soils will be excavated and disposed of offsite to remediate the lead-impacted soil to levels acceptable for the residential use. Contaminated soils would be transported off site following United States Department of Transportation (DOT) requirements. Trucks transporting the soil would be required to be covered and consistent with SCAQMD dust control measures. Following the completion of the remedial excavations, a remedy completion report would be prepared for DTSC review requesting a no further action letter (NFA) for the property.

HAZ-6 Recognized Environmental Conditions – Oil wells. Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: All existing and abandoned oil wells on site have completed permitting in accordance with the current standard set forth by California Geologic Energy Management (CalGEM).

HAZ-7 Recognized Environmental Conditions – Methane. Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: A sitewide methane survey will be conducted under City of Placentia Fire and Life Safety Department Orange County Fire Authority (OCFA) oversight and at a minimum the following will be implemented:

- a. All abandoned onsite oil wells within 25 feet of any structure or within 25 feet from a continuous hardscape that covers an abandoned well will need to be vented;
- b. Subslab passive venting systems will need to be installed below all proposed buildings within 25 feet of any well or within 25 feet from a continuous hardscape that covers an abandoned well.

HAZ-8 Recognized Environmental Conditions – Geophysical survey. Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: A comprehensive site-wide geophysical survey of the site has been performed after removal of the site obstructions to identify if abandoned and/or active infrastructure is in-place on the site that could be avoided in connection with redevelopment activities.

HAZ-9 Recognized Environmental Conditions – Soil Management Plan. Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: A Soil Management Plan has been prepared for the site that can be followed should unknown materials or contamination be encountered during redevelopment.

HAZ-10 Traffic Control Plan. Prior to any grading or construction activities, the Applicant shall prepare a construction traffic control plan for review and approval by the City Engineer to ensure emergency access routes are not obstructed.

Noise

NOI-1 Operational Noise - Exterior. An 8-foot masonry wall shall be constructed at the northern boundary of the Project site adjacent to the existing rail lines. This wall shall reduce exterior noise levels at the common open spaces to 65 dB CNEL. The final location and design of the wall shall be subject to Development Services Director review and approval.

NOI-2 Operational Noise – Interior. The following upgrades shall be incorporated into the building design to reduce interior noise levels to 45 dB CNEL:

- All windows throughout the Project will be dual-paned glass and all upstairs living and bedrooms of units abutting the tracks shall be equipped with supplemental ventilation supplying at least 30 CFM of fresh make-up air (Building Code requirement), and
- Upstairs windows of living or bedrooms in units with a line-of-sight to the tracks shall be rated at STC=30 or better (single event noise nuisance reduction) with STC = 33 rated windows recommended for upstairs windows directly facing the train tracks.

Because window closure is a necessary condition to meet the noise standard, the code requires the provision of supplemental ventilation, including a fresh air intake that provides 30 CFM of fresh outside air. In order to not compromise acoustic protection integrity of the HVAC systems, the fresh air inlet shall be located on the

building facades away from the track.

NOI-3 Construction Noise. During all demolition, grading and construction activities, the Applicant shall ensure that the following measures are followed:

- All construction and general maintenance activities, except in an emergency, shall be limited to the hours of hours of 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday.
- All on-site construction equipment shall have properly operating mufflers.
- All construction staging areas should be located as far away as practical from the nearest homes.

NOI-4 Vibration. Floors of ground level areas that are used for living or sleeping shall be covered with a soft material such as carpet to reduce vibration levels.

Transportation

TR-1 Construction Traffic. As part of its Traffic Control Plan (Mitigation Measure HAZ-10), the Applicant shall direct and monitor Project construction crews to ensure the following measures are implemented. The Public Works Department will ensure implementation:

- Promote use of car-pool and can pool by the construction workers.
- Reduce inbound and outbound construction trips during the weekday peak traffic periods of between 7:00 AM to 9:00 AM to maintain 52 or less (inbound and outbound combined) AM trips per hour.
- Reduce inbound and outbound construction trips during the weekday peak traffic periods of between 4:00 PM to 6:00 PM to maintain 64 or less (inbound and outbound combined) PM trips per hour.
- Provide unrestricted access to schools for school buses;
- Avoid delays to transported students resulted by truck and construction traffic.
- Avoid adverse impacts on school buses' on-time performance and passenger safety resulting from changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops during and after construction.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashinglights must-stop-indicators per the California Vehicle.

- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Haul routes should not pass by any school, except when school is not in session.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

TR-2 Site Access. Prior to issuance of grading plans, the Applicant shall submit for Engineering Department review and approval site access plans demonstrating that the sight distance at all Project access points is adequate and complies with City standards.

TR-3 Signage and Striping. Prior to issuance of a certificate of occupancy, the Applicant shall demonstrate that appropriate signage and pavement markings at the Project site driveways, including stop bars and stop signs and restrict project access through clear signage and other means have been installed subject to Public Works Department review and approval.

Tribal Cultural Resources

TCR-1 Native American Monitoring. Prior to any grading or construction activities, the Applicant shall retain representative(s) of Gabrieleño heritage to perform Native American monitoring of excavation activities. If prehistoric tribal resources are recovered, all interested tribal groups shall have input in regard to treatment and all materials will be reburied on site at a location deep enough not to be disturbed in the future. If requested by the City, a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology must also be contacted immediately to evaluate the find and determine compliance with California Public Resources Code § 21080.3.1 and Assembly Bill (AB) 52. (Reference Mitigation Measure CUL1). Native American monitoring shall cease when ground disturbance activities are completed, or sooner if the Native American monitor indicates that the site has a low potential for Native American resources. During monitoring, the tribal representative shall complete monitoring logs on a daily basis. The tribal representative document his/her findings according to accepted protocols and provide that documentation to the City Development Services Director upon completion monitoring activities.

Utilities and Service Systems

UTL-1 Utilities/Wastewater. Prior to issuance of a wastewater permit, the Project

Applicant shall pay applicable connection and/or user fees to the appropriate sewer service provider.

UTL-2 Utilities/Wastewater. Prior to issuance of a building permit, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer collection system and submit the engineering study to the City Engineer for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.

UTL-3 Utilities/Wastewater. Prior to issuance of a building permit, the Project Applicant shall provide evidence that the transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.

UTL-4 Water. Project Applicant shall pay applicable connection and/or user fees to the appropriate water service provider.

UTL-5 Water. Prior to issuance of a building permit, the Project Applicant shall prepare an engineering study to support the adequacy of the water systems and submit the engineering study to the City Engineer for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.

UTL-6 Water. Prior to issuance of a building permit, the Project Applicant shall provide evidence of water supply availability and transmission capacity to service buildings for which building permits are being requested.

DEVELOPMENT SERVICES DEPARTMENT – BUILDING DIVISION:

18. The project shall comply with all applicable building codes and regulations adopted by Title 20, Building Codes and Regulations, of the PMC.

PUBLIC WORKS DEPARTMENT:

19. All improvements and grading plans shall be drawn on the city's templates, twenty-four (24) inch by thirty-six (36) inch Mylar in size and signed by a registered civil engineer or other registered/licensed professional as required (see attached Template).
20. Prior to issuance of Certificate of Occupancy or building final, all existing and new utilities including electric power, telephone, telecommunication fiber and/or cable TV in the street adjacent to and on-site shall be placed underground in accordance with the City of Placentia standards and ordinances.
21. Prior to recordation of the final map, the public improvement plans as required shall be prepared and signed by the City Engineer.

22. Prior to issuance of a Certificate of Occupancy, the engineer of record shall submit all approved project plans on an AutoCAD DWG and DFX formatted Compact Disc (CD) to the Public Works Department. If the required files are unavailable, the applicant shall pay a scanning fee to cover the cost of scanning the as-built plans.

Grading

23. Prior to the issuance of a grading permit, the applicant shall prepare a Low Impact Development (LID) specifically identifying the Best Management Practices (BMP's) that will be used on site to control predictable pollutant runoff. The plan shall identify the types of structural and/or non-structural measures to be used. The plan shall comply with the Orange County Drainage Area Management Plan (DAMP) and Local Implementation Plan (LIP) Guideline. Website available at (<http://ocwatersheds.com/publiced/residents/glltd>) Particular attention should be addressed to the appendix section "Best Management Practices for priority redevelopment." The LID shall clearly show the locations of structural or Nonstructural BMP's, and assignment of long term maintenance responsibilities. The plan shall be prepared to the general form and content and submitted to the Director of Public Works/City Engineer for review and approval.
24. Prior to the issuance of a grading permit, the applicant shall prepare a Water Quality Management Plan (WQMP) specifically identifying the Best Management Practices (BMP's) that will be used on site to control predictable pollutant runoff. The plan shall comply with the Orange County Drainage Area Management Plan (DAMP). Particular attention should be addressed to the appendix section "Best Management Practices for Development." The WQMP shall clearly show the locations of structural BMP's, and assignment of long term maintenance responsibilities (which shall also be included in the Maintenance Agreement). The plan shall be prepared to the general form and content shown in the City of Placentia's WQMP template and shall be submitted to the City Engineer for review and approval. Website available at (<http://www.placentia.org/index.aspx?nid=262>).
25. Prior to the issuance of a grading permit, the applicant shall demonstrate to the City Engineer that coverage has been obtained under the California's General Permit for Discharge of Storm Water 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 to the City Engineer. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. Prior to the issuance of a grading permit, the applicant shall submit to the City Engineer for review a Stormwater Pollution Prevention Plan (SWPPP). A copy of the approved SWPPP shall be kept at the project site and available for review upon request.

26. Prior to the issuance of grading permits, the applicant shall prepare and submit a precise grading plan prepared by a licensed civil engineer to the Engineering Division of the Public Works Department showing building footprints, new and revised pads and elevations of finished grades, drainage routes, retaining walls, erosion control, slope easements, structural best management practices (BMPs) conforming to the approved water quality management plan, and other pertinent information. The project development shall accept and make provisions for the existing surface water that are the natural flows from the adjacent properties immediately abutting to the development site.
27. Prior to approval of the final design plans and issuance of a grading permit, the applicant shall conduct a site-specific geotechnical investigation for the entire site and prepare a report that fully assesses the geologic and soil conditions of the site. As part of the report preparation, soil sampling and any geotechnical testing will be completed at each location where structures are to be erected. The report shall provide grading and structural design recommendations for avoiding liquefaction, subsidence or collapse for each of the proposed structures and percolation test for infiltration rate fulfilled per Appendix VII of OCTGD. The recommendations shall be implemented by the Applicant.
28. Prior to the issuance of a grading permit, erosion control plans and notes shall be submitted and approved by the Engineering Division of Public Works Department.
29. All private slopes of 4 feet or more in vertical height and of 4:1 or greater slope, but less than 2:1 slope, shall be, at minimum, irrigated and landscaped with appropriate ground cover for erosion control. Slope planting required by this section shall include a permanent irrigation system to be installed by the developer prior to occupancy.
30. Surety and agreement guaranteeing completion of all on-site grading improvements including drainage, structural BMPs, erosion control, grading operations shall be posted and executed to the satisfaction of the City Engineer prior to the issuance of grading permits.
31. The final grading plan for the parcels shall be substantially the same, specifically with regard to pad elevations, size, and configuration; as the proposed grading illustrated on the approved site plan. If there is a significant deviation between the two plans the Community Development Director and the City Engineer will review the plans and determine if a finding of substantial conformance can be made prior to the issuance of a grading permit. The Community Development Director and the City Engineer may refer the matter to the Planning Commission for an opinion before making a decision. Failure to achieve such a finding will require processing a revised site plan.
32. Prior to issuance of grading permit, the applicant shall submit a preliminary title report no older than 90 days.

33. Prior to issuance of any permits (such as grading, tree removal, encroachment, or building), the site grading, landscape, irrigation, and street improvement plans (if any) shall be coordinated for consistency with each other and for consistency with the requirements and standards of the City of Placentia.
34. The applicant shall provide a quitclaim or relocation of easement as applicable in plan review process prior to issuance of grading permit.
35. All site, grading, landscape, irrigation, and street improvement plans (if any) shall be coordinated for consistency with each other and for consistency with the requirements and standards of the City of Placentia; prior to issuance of any permits (such as grading, tree removal, encroachment, building, etc.), or approved use has commenced, whichever comes first.

Public Improvements and Construction

36. The developers are responsible for new curb and gutter and sidewalks on Van Buren Street along the frontage of the property only. Developers are also required to provide street paving and resurfacing over the entire section of pavement along the full length of property frontage. The new pavement structural section shall be designed by a geotechnical engineer to support the new developmental loading and traffic conditions. The existing pavement shall be rehabilitated by grinding and new pavement to a depth of 2 inches over the entire length of the project. This includes new pavement from curb to curb over the entire length of the project on Van Buren Avenue. All public improvements shown on the plans and/or tentative map shall be constructed to City of Placentia standards, ordinances, policies and/or reasonably determined by the City Engineer to be applicable to the project.
37. Prior to the issuance of building permit, the applicant shall enter into an agreement and post security bond, in a form and amount acceptable to the City Engineer, guaranteeing the construction of public improvements in conformance with applicable City standards and the City Code, including, but not limited to the following:
 - a. Street improvement including, but not limited to: pavement, curb and gutter, sidewalks, driveway approaches, street lights, signing, striping, traffic signal systems and other traffic control devices as appropriate.
 - b. Storm drain facilities
 - c. Sewer systems
 - d. Street lighting
38. All utilities to the project site shall be undergrounded or the applicant may select to pay a one-time in lieu payment as established by Condition of Approval No. 13(c) for the

sole purpose of funding future undergrounding of existing overhead utility lines within the project area.

39. The development site shall be graded to drain surface water to the existing City storm drain system, or another available/approved storm drain system, with no cross-lot drainage permitted. If a drainage crossing a property line is altered and involves the use of drainage pipes, culverts, and V-gutters to conduct the storm water to an approved city storm drain system, a drainage easement shall be established by the recordation of Covenants Agreements and Restrictions for the benefit of each lot. Drainage easement shall be indicated on the precise grading plans.
40. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points.
41. Prior to the issuance of grading permits, the applicant shall prepare and submit a storm drain relocation plan prepared by a licensed civil engineer to the Engineering Division of the Public Works Department showing new and relocated drain lines, catch basins, LID best management practices (BMPs), and other pertinent information.
42. Drainage easements, when required, shall be shown on the grading plans and noted as follows: "Drainage Easement - no buildings, obstructions, or encroachments by landfills are allowed."
43. The project shall be designed to accept and properly dispose of all off-site drainage flowing onto or through the site. The storm drain design and improvements shall be subject to review and approval by City Engineer. The hydraulics and hydrology report shall include detailed drainage studies indicating how the grading, in conjunction with the drainage conveyance systems including applicable swales, channels, street flows, catch basins, storm drains, and flood water retarding, BMP treatment and LID, will allow building pads to be safe from inundation from rainfall runoff which may be expected from all storms up to and including the theoretical 100-year flood per the Orange County Hydrology Manual. The project development shall be designed to accept and properly dispose of all off-site drainage flowing onto or through the site. If the quantities exceed the existing downstream capacity, the developer shall provide adequate drainage facilities to mitigate the impact as approved by the City Engineer.
44. Prior to the approval of the improvement plans, the hydrology study shall show that the 25-year storm flow will be contained within the street curb to curb and the 100-year storm flow shall be contained within the street right-of-way. When either of these criteria are exceeded, additional drainage facilities shall be installed. All analysis shall comply with the Orange County Hydrology Manual and County Local Drainage Manual.
45. The post development peak flow rate generated from the project site shall be less than or equal to the pre-development peak flow rate from the site for all frequency storms

up to and including 100-year return.

46. Drainage facilities with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency flow bypass shall also be provided as approved by City Engineer.

Sewer Line Improvements and Construction

47. Sewer flow calculations justifying sewer line design shall be prepared by a registered civil engineer and submitted as a part of an improvement plan for approval by the City Engineer.
48. Prior to issuance of building permit, the developer's engineer shall analyze and mitigate any sewer system deficiencies for all phases of the proposed development. Results of the system analysis may require special construction such as booster pumps, upsizing the downstream pipes and backwater valves. The engineering analysis and special construction requirements shall be subject to review and approval of City Engineer.
49. Onsite water improvement and fire protection plans shall be approved by the Fire Marshal, the local water district, and City Engineer. The water distribution lines and appurtenances shall conform to the applicable laws and adopted regulations enforced by the Golden State Water Company.
50. Prior to the issuance of a building permit, the applicant shall dedicate ingress and egress of the access route within the project site and improve it fully operational as required by the Orange County Fire Authority and satisfaction to the City Engineer.
51. The applicant shall submit a Will Serve Letter from Orange County Sanitation District and Golden State Water Company
52. Install new sanitary sewer manholes at the proposed connection to the existing City sewer line.

Final Map

53. Applicant shall provide a quitclaim or relocation of easement that affects the proposed development.
54. Prior to approval of the Final Map, pursuant to the Subdivision Improvement Agreement for Public Improvements and survey Monumentation, the developer shall provide security in an amount specified in writing by the Registered Civil Engineer or a Licensed Land Surveyor of record. The developer shall enter into an agreement providing for the necessary right-of-way, design and construction of missing public improvements, which shall be constructed in coordination with adjacent existing

improvements prior to occupancy of the development and subject to review and approval by the City Engineer.

55. Prior to the exoneration of any security, the applicant shall submit one (1) duplicate Mylar of the final map and all as built public improvement plans, in a manner acceptable to the City Engineer. The computer analysis may be submitted on a CD with a proper labeled.
56. The applicant shall establish a Homeowner's association (HOA) for the purpose of maintaining all private access, common lots, onsite fire hydrant, common sewer line, WQMP, LIP, open space, storm drainage and emergency opening of security gate. The association is subject to the review and approval of the Director of Public Works and City Attorney and shall be recorded concurrently with the final map.

FIRE AND LIFE SAFETY DEPARTMENT

57. A fire flow determined by CA Fire Code Appendix B105.1(2) will be required. A will-serve letter with fire flow availability will be required to be submitted with the Fire Master Plan.
58. Emergency Access: KNOX automatic key switches are required at automatic gates. KNOX key boxes will be required at each building for access to utility rooms that contain fire protection equipment.
59. Premises Identification: Addressing shall be on the access side of the building with a minimum size of 4 inches with a ½ stroke in accordance with CA Fire Code section 505.1. An address monument at the entrances of the complex may also be required. (To be reviewed and approved on the Fire Master Plan)
60. A fire sprinkler system designed to 2016 NFPA 13 and 13D (as meet by the building code requirements) standards is required to be installed throughout each building in accordance with CA Fire Code section 903.
61. A fire alarm system (fire sprinkler monitoring) designed to 2016 NFPA 72 standards is required to be installed for each building in accordance with CA Fire Code section 907.
62. 2A10BC fire extinguisher(s) shall be installed on the exterior of the building(s), in a secured cabinet with no more than 75^{ft} travel distance from each living unit in accordance with CA Fire Code Section 906.
63. All utility rooms including shall be clearly labeled with 6-inch lettering and shall be red in color to identify location(s) of fire protection equipment.
64. Emergency parking zones shall be designated and painted red with signage reading

“No Parking, Fire Lane.” Street widths of more than 28^{ft} but less than 36^{ft} are permitted to have designated parking on one side only. (To be reviewed and approved on the Fire Master Plan)

65. A Methane Mitigation Report is required to be submitted and reviewed.
66. The following plan submittals are required to be submitted and reviewed by the Fire Department:
 - a. Fire Master Plan
 - b. Architectural Plan
 - c. Fire Sprinkler Plan
 - d. Fire Alarm Plan.

POLICE DEPARTMENT

67. The Police Department strongly encourages utilizing rolling vehicle gates as they are much more reliable than the proposed swing vehicle gates.
68. The entire project has natural surveillance opportunity challenges to the recreation and some open space areas. Without natural surveillance from within the dwelling units, that is windows of kitchens or great rooms oriented so persons can view their surroundings, criminal opportunity is not reduced. “Eyes on the street” is a critical concept for reducing criminal opportunity and neighborhood watch programs.
69. Comply with the Police Department Residential Development Requirements (Attachment B)
70. Prior to the issuance of building permits, an Emergency Access Plan, per the Police Department Residential Development Requirements, that identifies and locates all Knox Boxes, Knox keyswitches, and Click2Enter radio access control receivers, shall be approved by the Police Department. The approved Emergency Access Plan shall be incorporated into the building plan set prior to the issuance of any building permits.
71. Prior to the issuance of building permits, a Wayfinding Plan, per the Police Department Residential Development Requirements, shall be approved by the Police Department.
72. Prior to the issuance of the Certificate of Occupancy, the applicant shall arrange for and have completed an inspection by the Police Department to ensure compliance with the Emergency Access Plan requirements.

73. Prior to the issuance of building permits, provide a lighting plan showing compliance with the light requirements of the Placentia Police Department Residential Development Requirements.

Attachment "B"

PLACENTIA 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 Chief of Police.

Doors

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

1. All wood doors shall be of solid core construction with a minimum thickness of one and three-fourths (1 3/4) inches, or with panels not less than nine-sixteenths (9/16) inch thick.
2. A single or double door shall be equipped with a 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 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.
3. 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.
4. All exterior doors equipped with lever-handled locking devices which operate the deadbolt shall have thresholds designed and installed so as to prevent the passing of rigid materials between the door and threshold to the interior.
5. When pairs of doors are utilized in residential structures, a one-piece assembly attached to the full-length edge of the inactive door leaf, incorporating an astragal and flush-bolts for the header and threshold, will be accepted as a strike plate, provided the assembly is constructed of aluminum or steel a minimum of one-eighth inch in thickness.

6. 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.
7. Door stops on wooden jambs for in-swinging doors shall be of one piece construction with the jamb.
8. 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.
9. 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.
10. 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.
11. 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.

Windows

1. No louvered windows shall be used.
2. Sliding windows shall incorporate an anti-lift device.

Addressing-Single Family Residential

Single-family residential buildings shall display a street address number conforming to the following specifications:

1. Numerals shall be located where they are clearly visible from the street on which they are addressed. They shall be of a color contrasting to the background to which they are affixed. Method of attachment shall not include the use of two-sided tape or any material not resistant to weather conditions.
2. Numerals shall be no less than four inches in height and illuminated during the hours of darkness. The numerals and light source shall be contained within a single, weather-resistant fixture. The light source shall be provided with an uninterruptible A.C. power source or controlled only by a photoelectric device. Nothing in this section shall preclude the requirement for circuit protection devices where applicable.

3. Buildings farther than 100 feet from the center line of the addressed street, or where at least two homes are accessed off the same driveway or common area walkway, shall, in addition to the illuminated address fixture, provide three-inch high numerals, placed, when possible, on the right side of the driveway or common area roadway or pedestrian entrance, at a height between 24 inches and 42 inches. Landscaping at full maturity or cars parked on the street shall not obstruct such additional addressing. A range of address numbers may be used when there are multiple buildings instead of listing individual address numbers. The range of addresses shall note if all numbers are even or odd based upon existing or potential addressing on the opposite side of the addressed street, with the word "even" or "odd" incorporated into the sign.
4. Numerals shall be in a Sans Serif font with a stroke weight of medium to bold, or an approved equivalent font which is clearly legible.
5. Any building which affords vehicular access to the rear through a public or private alley shall display, in a clearly visible location, an address number that is a minimum of four inches in height.
6. Second dwelling units on the same single-family parcel, which are further than 100 feet from the center line of the addressed street or are not visible from the addressed street, in addition to the illuminated address fixture, shall have an illuminated address fixture containing a directional arrow or wording indicating the second dwelling unit location, and mounted on the primary dwelling unit that is visible from the addressed street.

Addressing-Multiple Family Residential

Multiple family buildings shall display a street address number conforming to the following specifications. Dual signage may be required to meet accessibility requirements of the California Building Code including but not limited to mounting height, size, font, Braille, and tactile standards:

1. Each individual unit within the complex shall display a prominent identification number at the main dwelling entry door, but not on the entry door, of a contrasting color to the background to which it is affixed and clearly visible to approaching vehicles and/or pedestrians. Size and design shall conform to the following:
 - a. Minimum four inches in height; or
 - b. Minimum two inches in height if the entry door is located within a fully enclosed corridor; or
 - c. Minimum two inches in height if, from the interior of the building common space area, the sight line to the entry door from any approach

does not exceed 50 feet; and,

d. Numerals shall be in a Sans Serif font with a stroke weight of regular to medium, or an approved equivalent font which is clearly legible.

2. Numerals shall be located within one foot of the door frame and illuminated during the hours of darkness. The numerals and light source shall be contained with a single, weather-resistant fixture. The light source shall be provided with an uninterruptible A.C. power source or controlled only by a photoelectric device. Nothing in this section shall preclude the requirement for circuit protection devices where applicable. An illuminated fixture is not required when the address number can be lighted by area lighting as required in the lighting section of these building security requirements regarding walkways and doors.

3. For buildings containing ten or more units, each side which affords vehicle and/or pedestrian access, the primary address number or range of primary address numbers within the building and range of unit numbers within the building where a multi-building complex has one primary address number shall be displayed. If the building has vehicle or pedestrian access from an adjacent street not associated with the building addressing, then in addition to the address numbers, the addressed street name must also be displayed. Numerals and any lettering shall be a minimum of eight inches in height. The font used shall be Sans Serif with a stroke weight of medium to bold, or an approved equivalent font which is clearly legible. Such numerals and any lettering shall be of contrasting color to the background to which they are attached, and mounted not less than 10 feet nor more than 20 feet from ground level. Addressing shall be clearly illuminated during the hours of darkness with an uninterruptible A.C. power source or controlled only by a photoelectric device, which may be the common area site lighting. Building landscaping at full maturity shall not obstruct visibility to the numerals.

4. Complexes where all unit address numbers are not visible from the addressed public or private street and with more than one building shall provide vehicle directional signage from point of entry onto the property to each building parking area and/or building entrance and at all decision making locations along walkways. Signs shall display building addresses or unit number range, and be located at the complex entry and at all turning points along the route to a building entrance or parking area. Range of addresses shall note if all numbers are even or odd based upon existing or potential addressing on the opposite side of the addressed street, with the word "even" or "odd" in minimum 1.5 inch high letters. Signs shall contain directional arrows and street name, in minimum 1.5 inch high letters, if the complex has more than one addressed street. Numerals shall be no less than two feet from ground level and not obstructed by building landscaping at full maturity or by parked cars. Numerals shall be at least 3 inches in height using a Sans Serif font with a stroke weight of medium to bold, or an approved equivalent font which is clearly legible.

5. There shall be positioned, at each vehicle entrance of a multiple family dwelling complex with more than two buildings, an illuminated diagrammatic representation of the complex, which depicts the location of the viewer and the unit designations within the complex. The diagram shall be of a size clearly readable from a distance of at least 10 feet. It shall be lighted during the hours of darkness utilizing a light source, constructed of weather and vandal resistant materials, and provided with an uninterruptible A.C. power source or controlled by a photoelectric device. Nothing in this section shall preclude the requirement for circuit protection devices where applicable.

6. There shall be positioned, at each common area pedestrian entrance of a multiple-family dwelling complex having buildings that are at least four stories in height, an illuminated diagrammatic representation of the complex, which depicts the location of the viewer and the unit designations within the complex. The diagram shall be of a size clearly readable from a distance of 5 feet. It shall be lighted during the hours of darkness utilizing a light source, constructed of weather- and vandal-resistant materials, and provided with an uninterruptible A.C. power source or controlled by a photoelectric device. Nothing in this section shall preclude the requirement for circuit protection devices where applicable.

7. Pedestrian directional signage shall be provided to guide persons to dwelling units and amenities within and around buildings, being posted at all decision-making locations, including: entrances, elevators, stair landings, and walkway intersections. Signage shall include the street name if more than one street name applies to the complex and be so positioned such that text and numerals are mounted between 4 and 6 feet in height, clearly illuminated by dedicated or common area lighting, and not obstructed by landscaping at full maturity. Numerals and lettering shall be at least 2 inches in height using a Sans Serif font with a stroke weight of medium to bold, or an approved equivalent font which is clearly legible.

8. A Wayfinding Plan shall be developed indicating the following:

- a. Location and wording of directional signage for vehicles and pedestrians;
- b. location of building address numbers;
- c. landscaping details for areas near any signage or address numbers.

The plan shall include design drawings or exhibits that clearly illustrate the intent of the Wayfinding Plan.

9. In multiple-family complexes, garages or carports not directly attached to the dwelling unit or placed next to the dwelling unit and discernible as being associated with one addressed dwelling unit shall not use corresponding dwelling unit addresses to identify the garage or carport. Where garages are

attached and the dwelling unit number is not adjacent to the garage door, an address number shall be displayed, in a clearly visible location, using an address number a minimum of four inches in height.

10. Exterior address identification numbers and/or letters shall not be affixed to a surface using two-sided tape or any material not resistant to weather conditions.

11. An 8.5 inch by 11 inch site plan(s) of the complex shall be provided to the Police and Fire Authority. It shall contain all streets, sidewalks, buildings, including identification numbers and/or descriptions, emergency services access key vaults or key override switches, radio controlled entry system access points, and fire hydrants.

Lighting-Single Family Residential

Single-family dwelling units, garages, and tracts of homes shall conform to the following lighting standards:

1. All garage doors shall have a light fixture that is capable of illuminating the door. Garage doors accessed from alleys are to have vandal resistant light fixtures.
2. Private streets, alleys, and fire department required roadways designed for use only in emergency situations shall be illuminated using the same standards as established for public thoroughfares.

Lighting-Multiple Family Residential

Multiple-family buildings, carports, parking areas, driveways, and walking surfaces shall conform to the following lighting standards:

1. All vehicular drive surfaces, open parking areas and carports shall be illuminated with a minimum maintained one foot-candle of light at ground level during the hours of darkness.
2. All exterior common area pedestrian walkways and recreation areas shall be illuminated with a minimum maintained 0.25 foot-candles of light at ground level during the hours of darkness.
3. Open stairways and enclosed common area corridors shall be illuminated with a minimum maintained 0.5 foot-candles of light on all landings and stair treads during the hours of darkness. Enclosed stairways shall be illuminated at all times with a minimum maintained one foot-candle of light on all landings and stair treads.

4. Cluster mailboxes, trash enclosures/areas, vending machines, and public phones located on the exterior shall be illuminated with a minimum maintained one foot-candle of light, measured within a five-foot radius at ground level, during the hours of darkness.

5. Recessed areas of building or fences, which have a minimum depth of two feet, a minimum height of five feet, and do not exceed six feet in width and are capable of human concealment, shall be illuminated with a minimum maintained 0.25 foot-candles of light at ground level during the hours of darkness. This requirement applies to defined recessed areas which are within six feet of the edge of designated walking surface with an unobstructed pathway to it, not hindered by walls or hedge row landscaping a minimum of two feet in height.

6. Accessible luminaires utilized to meet the requirements of this section shall have vandal resistant light fixtures and be not less than three feet in height from the walking surface when used to illuminate walkways and a minimum of 78 inches in height above the driving surface when illuminating surfaces associated with vehicles. Light fixtures shall be deemed accessible if mounted within 15 feet vertically or six feet horizontally from any accessible surface or any adjoining roof, balcony, landing, stair tread, platform or similar structure.

7. The light source utilized to comply with this section to meet parking and drive surface lighting shall have a rated average bulb life of not less than 15,000 hours

8. A site plan shall be provided, unless otherwise approved, showing buildings, parking areas, walkways, detailed landscaping, fixture schedule, mounting height, the lighting ratio and a point-by-point photometric calculation of the required light levels. If a parking lot is equipped with an occupancy sensor, then a point-by-point photometric calculation is required to show it meets the required minimum level of light. Foot-candles shall be measured at grade on a horizontal plane and conform to a uniformity ratio of six to one (6:1) average/minimum. Landscaping shall not be planted so as to obscure required light levels with light fixtures exceeding eight feet in height installed at least two feet from a tree's canopy at 70 percent maturity.

9. The light source shall be controlled by a photocell device or a timeclock with an astronomic feature.

Common Area Laundry Rooms-Multiple Family Residential

Common-area laundry rooms in multiple-family complexes shall be designed and protected as follows:

1. Entry doors shall have:

- a. A minimum 600 square-inch clear vision panel, in the upper half of the door.
 - b. Automatic, hydraulic door closures.
 - c. Self-locking door locks equipped with a dead-locking latch, allowing exiting by a single motion and openable from the inside without the use of a key or any special knowledge or effort.
 - d. Nonremovable hinge pins for out-swinging doors to preclude removal of the door from the exterior by removing the hinge pins.
 - e. A latch protector consisting of minimum 0.125-inch-thick steel attached to the door's exterior with non-removable bolts from the exterior. It shall be two inches wide and extend a minimum of five inches above and below the strike opening and extend a minimum of one inch beyond the edge of the door. It shall have a metal anti-spread pin a minimum of ½ inch in length.
2. The laundry room shall be illuminated at all times with a minimum maintained five foot-candles of light at floor level, using a non-interruptible power source. There shall be no light switches inside the room that control light fixtures used to meet the lighting requirement.
 3. Any portion of an openable window which is within eight feet vertically or six feet horizontally from any accessible surface or any adjoining roof, balcony, landing, stair tread, platform, or similar surface, or any climbable pole or tree, or any surface providing a foothold, shall be secured as follows:
 - a. Windows shall not provide an opening greater than 96 square inches:
or
 - b. Transom windows opening at the top and hinged at the bottom may be utilized provided the bottom portion is not less than six feet from an exterior accessible surface.
 4. The entire laundry room shall be visible from the exterior along common area walking or driving surfaces. Perimeter windows and interior mirrors may be utilized to meet this requirement.
 5. Laundry rooms are to be located in high activity areas with natural surveillance opportunities, and not in remote or isolated locations.

Community Mailboxes

Mail boxes are to be located in highly visible and resident active areas.

Ladders-Multiple Family Residential

Ladders leading to the roof shall do so from the interior of the building.

Recreation & Pools-Multiple Family Residential

The provisions of this section shall apply to all community buildings, park/open spaces, trails, community swimming pools:

1. All types of exterior doors shall be illuminated during the hours of darkness with a minimum maintained one foot-candle of light at ground level, measured within a five-foot radius from the center of the door.
2. Paved walkways in open space areas, not directly serving buildings or parking areas, shall be illuminated with a minimum maintained 0.25 foot-candles of light on the walking surface during the hours of operation and one hour thereafter.
3. Swimming pool decks and other hard surface recreation activity areas shall be illuminated with a minimum maintained 0.50 foot-candles of light on the walking surface during the hours of operation and one hour thereafter.
4. The light source utilized to comply with the buildings, walkways, and pool decks shall have a rated average bulb life of not less than 15,000 hours.
5. Luminaires utilized to meet the requirements of this section shall have vandal resistant light fixtures, if accessible, and be not less than eight feet in height from ground level. A Luminaire not less than 42 inches may be utilized to illuminate a walkway if adjacent landscaping is of a variety which does not mature higher than two feet, and it does not interfere with the required light distribution for a distance of 16 feet along the walkway. Light fixtures shall be deemed accessible if mounted within 15 feet vertically or six feet horizontally from any accessible surface or any adjoining roof, balcony, landing, stair treads, platform or similar structure.
6. Activation of the required exterior lighting shall be either by a photocell device or a time clock with an astronomic clock feature.
7. Swimming pools shall be secured as follows:
 - a. Restroom doors and pool gates shall be equipped with automatic closure devices, dead latches, and a latch protector consisting of minimum 0.125-inch-thick steel, two inches wide and six inches long.
 - b. The pool equipment room or enclosure to be secured with either a deadbolt lock or padlock with a minimum five-pin tumbler operation,

minimum three-eighths-inch thick shackle, and heel and toe locking.

- c. The on and off switch for the spa is to be keyed.
- d. Perimeter fencing, using either tubular steel or aluminum, is to be installed at a minimum height of six feet. Vertical fence pickets are to be spaced not more than four inches on-center and be designed to discourage climbing.
- e. Private park pools/spas, which may be reached by the general public, shall have signage indicating it is private property and no trespassing allowed, citing the current Penal Code section for trespassing.
- f. Emergency access to locked gates is to be provided through installation of a Knox box key vault which shall contain a mechanical key for the gate. The vault shall be sub-mastered to the Orange County Fire Authority for access by the police department. The mounting location shall be 5 feet above finish grade and within 2 feet of the locking device.
- g. Selection of landscaping is to consider height of plants regarding providing needed visibility into the pool area from adjacent uses, buildings, and streets.

Parking Garages & Structures

Parking garage or structure designed to park multiple cars shall conform to the following:

1. Directional signage, including floor designation and section, shall be provided on each level to expedite movement within the facility. Signage shall be a minimum of 12 inches in height and of a contrasting color to the background. It shall be displayed not less than 60 inches from the parking surface and be highly visible from within any portion of the facility.
2. Open bicycle storage areas shall be designed and protected as follows:
 - a. Located in areas highly visible to users of the facility.
 - b. Bicycle racks in residential complexes shall be protected by see-through metal fencing which either fully encloses the racks with fencing or have floor to ceiling fencing, and secured either with an access control system locking device or mechanical door lock. Padlocks are prohibited.
3. Solid perimeter walls shall be either full height floor to ceiling or not exceed 42 inches in height from the parking surface.

4. The number of pedestrian and vehicular access points shall be minimized. Except at vehicle and primary pedestrian openings, the structure shall be designed, to the satisfaction of the City, to preclude human entry from any exterior accessible surface to a height of eight feet. Chain link fencing shall not be utilized if visible from a public right of way. When required, fire authority openings in the form of swing-out gates shall be provided and secured by a padlock with a minimum 3/8-inch diameter shackle and five-pin tumbler operation.
5. Exterior pedestrian doors which provide access into the parking facility, shall be constructed and equipped as follows:
 - a. A minimum 18 gauge steel and equipped with automatic hydraulic closure device.
 - b. A minimum 100-square-inch vision panel, with the width not less than five inches, to provide visibility into the area being entered. Vision panels shall meet requirements of the Uniform Building Code.
 - c. Emergency exits not intended, as a primary entrance shall have no exterior handles, knobs, or levers.
6. Stairways shall be designed as follows:
 - a. Interior doors shall have glazing panels a minimum of five inches wide and 20 inches in height and meet requirements of the Uniform Building Code.
 - b. Areas beneath stairways at or below ground level shall be fully enclosed or access to them restricted.
 - c. Stairways shall be designed to be completely visible from either the interior or exterior or both, unless mandated by the Uniform Building Code to be enclosed.
 - d. Fully enclosed interior or exterior stairways with solid walls, when required, shall have shatter resistant mirrors or other equally reflective material at each level and landing and be designed or placed in such a manner as to provide visibility around corners.
7. Elevator cabs and lobbies shall be designed as follows:
 - a. Elevators which serve more than two floors, above ground level, with at least one shaft wall exposed to the exterior or interior shall have clear glazing installed in one wall to provide visibility into the elevator cab.
 - b. Elevator cabs, the interiors of which are not completely visible when the door is open from a point centered on and 36 inches away from the door, shall have shatter resistant mirrors or other equally reflective material so placed as to make visible the entire elevator cab from this point. The elevator cab shall be

illuminated at all times with a minimum maintained two foot-candles of light at floor level.

c. Elevator emergency stop buttons shall be so installed and connected as to activate the elevator alarm when utilized.

d. Elevator lobbies, if enclosed, shall be constructed of glazing, the maximum amount allowed by the Uniform Building Code.

8. Lighting of driveways, parking areas, walkways and doors shall conform to the following standards:

a. All parking, driving, and walking surfaces, except stairways, shall be illuminated at all times with a minimum maintained 1.0 foot-candles of light.

b. Stairways shall be illuminated at all times with a minimum maintained two foot-candles of light on all landings and stair treads.

c. All types of exterior doors shall be illuminated, during the hours of darkness, with a minimum maintained one foot-candle of light, measured within a five-foot radius of each side of the door at ground level.

d. Recessed areas of buildings or fences, which have a minimum depth of two feet, a minimum height of five feet, and do not exceed six feet in width and are capable of human concealment, shall be illuminated with a minimum maintained 0.25 foot-candles of light at ground level during the hours of darkness. This requirement applies to defined recessed areas which are within six feet of the edge of a designated walking surface with an unobstructed pathway to it, not hindered by walls or hedge row landscaping a minimum of two feet in height.

e. All luminaires utilized to meet the requirements of this section shall have vandal resistant light fixtures, if on the exterior, with no portion of the fixture placed less than 72 inches above the walking or driving surface.

d. The light source utilized to comply with this section to meet parking and drive surface lighting shall have rated average bulb life of not less than 15,000 hours.

e. A site plan shall be provided showing buildings' parking area, walkways, detailed landscaping and a point-by-point photometric calculation of the required light levels. Foot-candles shall be measured on a horizontal plane and conform to a uniformity ratio of 6:1 average/minimum. Landscaping shall not be planted so as to obscure required light levels.

f. Light fixtures for roof top parking shall be Dark-Sky compliant per the International Dark-Sky Association standards for casting light downward.

- g. The light source shall be controlled by a photocell device or a timeclock with an astronomic feature and capable of operating during a power failure.

Emergency Access

1. Private roads and parking areas or parking facilities when controlled by unmanned automated parking gates shall provide for police emergency access utilizing Click2Enter radio controlled entry system and Knox key switch device to be installed and designed as follows:

- a. The key switch control shall be installed at a height of 42 inches from finished driveway grade and a minimum of 15 feet from the entry/exit gate, and be located on the driver's side of the road or driveway. The key switch is to be accessible in such a manner as to not require a person to exit their vehicle to reach it; nor to require any back-up movements in order to enter/exit the gate. The key switch may be installed within a visitor telephone/intercom call box if meeting the above criteria. The control housing shall consist of heavy gauge metal, and be vandal- and weather-resistant and be mounted on a substantial structure such as a steel post, concrete, or masonry pedestal.
- b. Key switches shall be secured to the control housing or telephone/intercom call box utilizing tamper resistant screws.
- c. Except for an open surface parking lot with less than 100 parking spaces, a Click2Enter radio controlled entry system shall be installed per No. 2 below.
- d. Vehicle gates shall be designed to open in a power failure.

2. All lockable pedestrian gates or doors to common area walkways and recreation areas/buildings of residential multifamily complexes or tract of homes shall provide for police emergency access utilizing Click2Enter radio controlled entry system and Knox key switch device which shall be installed as follows:

- a. Pedestrian gates/doors using an electrically automated type lock shall be provided with a Click2Enter radio controlled entry system and a key switch within a telephone/intercom console, or installed adjacent to the door inside a wall/door frame, or in a control housing as described in section No.1 above or in a method approved by the police department. Key switches shall be secured utilizing tamper resistant screws. The radio controlled receiver shall be visible in order to determine, when activated, if the signal was received by illuminating a light. More than one gate or door which is in close proximity to another may be operated by the radio controlled entry system if approved by the police department.

Exceptions:

- (1) Recreation buildings are not required to have a Click2Enter radio controlled entry system.
 - (2) Interior stairway doors are not required to have a Click2Enter radio controlled entry system.
 - a. Pedestrian gates or doors utilizing mechanical locks shall be provided with a Knox key vault adjacent to each gate or door, securely attaching it to a fence or wall, mounted four feet above finished grade and within two feet of the locking device. Mechanical locks using combination locks shall have a keyway and key for the key vault.
 - b. Pedestrian gates in perimeter community walls or fencing shall utilize a Knox key switch if using an electronically automated type lock, or if a mechanical lock is used, a Knox key vault, mounted five feet above finished grade and within two feet of the locking device.
 - c. Pool gates shall only utilize a Knox key vault, mounted five feet above finished grade and within two feet of the locking device.
 - d. Elevators with access control systems shall be provided with a Knox key switch adjacent to the access control reader utilizing tamper resistant screws.
6. Emergency vehicle access gates shall be designed so as to provide access to the padlock from either side of the gate. A Knox key vault shall be installed on each side of the gate. Owner's padlock shall be used to secure the gate.
7. All Knox key switches, key vaults, and padlocks shall be sub-mastered to an Orange County Fire Authority key for access by the police department. The Click2Enter radio controlled entry system shall be programmed to frequencies approved by the police department and Orange County Fire Authority.
8. Key switches, key vaults, padlocks, and radio controlled entry system installations shall be identifiable to approaching police personnel in a manner as approved by the police department.
9. An Emergency Access Plan shall be required when a Click2Enter radio controlled entry system, Knox key switch, or Knox key vault is required to be installed. The plan is to identify the location of each device on a site plan.

Construction Site Security

The number of access points onto the site shall be minimized and, where feasible, situated in locations that are highly visible from an adjacent street, and conform to the following:

1. Perimeter construction site fencing shall be installed adjacent to streets and

designed as follows:

- a. Chain link or other metal fencing and gates, at least six feet in height, and
 - (1) Vehicle and pedestrian access gates shall not be covered. Fencing with fabric shall not be covered for the first 50 feet in lineal length, or greater where necessary for sight distance control, on each side of a gate.
 - b. All vehicle and pedestrian openings shall have gates secured after hours of operation by a padlock(s) designed to prohibit cutting of the shackle; and
 - (1) Coil chain, minimum 30 grade, at least 3/8-inch thick, if used to secure a gate, or
 - (2) Cable at least 5/16-inch thick, if used to secure a gate.
 - c. Perimeter fencing may be removed when there is no longer outside storage of building materials or building fixtures and when there are no remaining exterior construction activities requiring separation of non-construction related personnel and public from exterior construction activity.
 - d. Alternative fencing and protection may be approved by the police department.
2. Office trailers and temporary buildings shall be secured as follows:
- a. At a minimum, doors shall have a deadbolt lock and an auxiliary locking device using a hasp or slide bolt with a protective device to prohibit cutting of a padlock, attached with non-removable bolts from the exterior, and locked with a padlock having a minimum 1/2-inch thick shackle with heel and toe locking; or secured in a manner as approved by the police department.
 - b. All windows shall be secured from entry using either:
 - (1) Steel bars of at least 1/2-inch round or one-inch by 1/4-inch flat steel material, spaced not more than five inches apart, securely attached on the inside of the trailer using bolts that are nonremovable from the exterior; or
 - (2) Steel grate mesh of at least 1/8-inch thick material, securely attached on the interior or exterior of the trailer using means that are resistant to removal from the exterior.
3. Storage containers with at least 64 square feet of storage area shall be secured as follows:
- a. Doors shall be secured using a hasp or slide bolt with a protective device to prohibit cutting of the padlock, attached with nonremovable bolts from the exterior, and locked with a padlock having a minimum 1/2-inch thick shackle with heel and toe locking; or secured in a manner as approved by the police

department.

- b. Exterior hinge pins shall be rendered nonremovable by design or welding.
4. Site lighting shall be installed and designed as follows:
 - a. Where lighting required would impinge on occupied residential properties:
 - (1) Motion sensors may be used to control light fixtures.
 - (2) Elements of the lighting provisions below may be modified or not required when approved by the police department.
 - b. All vehicle gate locations shall be illuminated, during the hours of darkness, with an approximate minimum maintained one foot-candle of light on the ground, within and on all sides of the gated opening for a distance of 15 feet beyond the opening. Outdoor lighting shall be maintained and installed so that direct rays are confined to the site and adjacent properties and streets open to the public are protected from glare.
 - c. All open centralized storage areas for building materials or building fixtures shall be illuminated, during the hours of darkness, with an approximate minimum maintained one foot-candle of light on the ground, within and on all sides of the stored items for a distance of 15 feet beyond the materials or fixtures.
 - d. All trailers, temporary buildings, or containers used as an office or for storage of building materials, or fixtures for buildings, or construction equipment shall be illuminated on all sides with openings, during the hours of darkness, with an approximate minimum maintained one foot-candle of light on the ground for a distance of 15 feet beyond the exterior walls.
 - e. Luminaries utilized to meet this section shall be installed at least 18 feet from the ground, have tempered or polycarbonate lenses, and meet or exceed U.L. Bulletin 1572 for wet locations.
 5. Forklifts shall be rendered inoperable, when hours of operation are ceased, by removing the key and adding a device to either disable the engine or other measure to prohibit moving it.
 6. A record shall be developed and maintained of on-site motorized construction vehicle equipment, which have wheels a minimum of 15 inches in diameter, listing the manufacturer, model, license plate number, vehicle identification number (VIN), and product identification number (PIN).
 7. An address sign shall be installed at all perimeter vehicle access points and include the street name and number, using minimum six-inch high letters and numbers, and shall be posted at the top of the perimeter fence or at least five feet

from the ground.

8. A "No Trespassing" sign, conforming to the requirements of California Penal Code, Section 602, shall be installed at all perimeter access points, posted at the top of the perimeter fence or at least five feet from the ground.

9. A 24-hour emergency phone number, for management of the site, shall be posted at the main gated entrance and on the exterior of an on-site office trailer or building near the main vehicle entrance.

10. The following additional security measures shall be required if the residential construction site has 25 or more dwelling units:

a. Institute at least one of the following additional security measures:

(1) Provide color cameras that view all vehicle access points and record vehicle license plates when the hours of operation cease, saving recorded activity for at least 60 days; or

(2) Utilize a California State Licensed Security Guard for every 10 contiguous acres of the same project or portion thereof, to monitor the site when hours of operation cease, recording persons and vehicles entering and leaving it, saving recorded activity for at least 60 days; or

(3) Other alternate measure(s) approved by the police department that are found to provide at least the equivalent security of providing one of measures (1) or (2) above.

b. Develop a written procedure and implement a property identification program approved by the police department that is designed to readily identify ownership of heavy equipment, building materials where feasible, and building equipment.

Definitions

Astragal is a device, either fixed or movable, which eliminates the vertical opening between a pair of doors when in the closed position.

Burglary resistant glazing means those materials as defined in Underwriters' Laboratories Bulletin 972.

Fully tempered glass means those materials meeting or exceeding UCB Standard 24-2 for Safety Glazing.

Glazing is all glass, plastics, and fiberglass utilized as an exterior window, vision panel, light, or pane within any type of door.

Hours of operation shall mean the time period when any activity requires the presence of employees or workers within or about the affected business.

Hours of darkness shall mean any time from one-half hour before sunset and one-half hour after sunrise and any other time when the illumination level is less than the required lighting for uses as designated in this chapter.

Luminaire is a complete lighting device consisting of a light source together with its direct appurtenances, such as globe, reflector refractor, housing and such support as is integral with the housing. The pole, post or bracket is not considered a part of the luminaire.

Minimum maintained foot-candles of light is the amount of light falling on that point of a surface with the least illumination, calculated through application of a maintenance factor, which is a multiplier applied to account for aging of the lamp and for dirt build-up on the luminaire during the period for which a lamp is in place.

Vandal resistant light fixture has a lens constructed of materials meeting or exceeding U.L. Bulletin 972 (Burglary Resistant Glazing) and a housing meeting or exceeding U.L. Bulletin 1572 (Wet Locations.)

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION



Latitude Residential Project

Lead Agency:

City of Placentia

Development Services Department
401 East Chapman Avenue, Placentia, CA 92870
Contact: *Andrew A. Gonzales, Senior Planner*
(714) 993-8218; Email: agonzales@placentia.org

Prepared by:

Comprehensive Planning Service
Contact: *Joann Lombardo, Principal*
(949)243-5274; Email: joann@jalcps.com

August 10, 2020

This page is intentionally blank.

TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY	1
SECTION 1.0 – INTRODUCTION	2
1.1 INITIAL STUDY REQUIRED.....	2
1.2 STATUTORY AUTHORITY	2
1.3 INCORPORATION BY REFERENCE.....	3
SECTION 2.0 – PROJECT DESCRIPTION	5
2.1 PROJECT TITLE.....	5
2.2 LEAD AGENCY NAME AND ADDRESS	5
2.3 CONTACT PERSON AND PHONE NUMBER.....	5
2.4 PROJECT LOCATION.....	5
2.5 PROJECT SPONSOR’S NAME AND ADDRESS	8
2.6 GENERAL PLAN DESIGNATION	8
2.7 ZONING.....	8
2.8 DESCRIPTION OF PROJECT.....	8
2.9 EXISTING AND SURROUNDING LAND USES.....	16
2.10 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED.....	21
2.11 HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1? IF SO, IS THERE A PLAN FOR CONSULTATION THAT INCLUDES, FOR EXAMPLE, THE DETERMINATION OF SIGNIFICANCE OF IMPACTS TO TRIBAL CULTURAL RESOURCES, PROCEDURES REGARDING CONFIDENTIALITY, ETC.?.....	21
SECTION 3.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	23
SECTION 4.0 – DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)	24
SECTION 5.0 – EVALUATION OF ENVIRONMENTAL IMPACTS	25
SECTION 6.0 – ANALYSIS OF ENVIRONMENTAL IMPACTS	27
6.1 AESTHETICS.....	27
6.2 AGRICULTURE AND FOREST SERVICES.....	30
6.3 AIR QUALITY.....	34
6.4 BIOLOGICAL RESOURCES	43
6.5 CULTURAL RESOURCES.....	47
6.6 ENERGY.....	51
6.7 GEOLOGY AND SOILS	53
6.8 GREENHOUSE GAS EMISSIONS.....	59

6.9 HAZARDS AND HAZARDOUS MATERIALS	64
6.10 HYDROLOGY AND WATER QUALITY.....	77
6.11 LAND USE AND PLANNING.....	83
6.12 MINERAL RESOURCES.....	91
6.13 NOISE.....	93
6.14 POPULATION AND HOUSING.....	104
6.15 PUBLIC SERVICES.....	106
6.16 RECREATION.....	110
6.17 TRANSPORTATION.....	112
6.18 TRIBAL CULTURAL RESOURCES.....	124
6.19 UTILITIES AND SERVICE SYSTEMS	128
6.20 WILDFIRE.....	134
6.21 MANDATORY FINDINGS OF SIGNIFICANCE	137

SECTION 7.0 – LIST OF PREPARERS..... 139

7.1 PREPARATION – ENVIRONMENTAL DOCUMENT.....	139
7.2 PREPARATION - AIR QUALITY / GHG ANALYSIS	139
7.3 PREPARATION - TRAFFIC ANALYSIS	139
7.4 PREPARATION - NOISE ANALYSIS	139

APPENDICES

- A. "Van Buren & Orangethorpe Residential Development Air Quality & Greenhouse Impact Study, City of Placentia", prepared by RK Engineering Group, Inc., June 24, 2020
- B. "Van Buren & Orangethorpe Residential Development Traffic Study, City of Placentia", prepared by RK Engineering Group, Inc., June 23, 2020
- C. South Central Coastal Information Center (SCCIC) correspondence dated February 21, 2018
- D. "Updated Noise Impact Analysis Van Buren and Orangethorpe, City of Placentia, California", prepared by Giroux & Associates, February 17, 2020
- E. "Phase I Environmental Site Assessment, 443, 449, 455 and 461 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, August 15, 2017; "Phase II Environmental Site Assessment, 443, 449, 455 and 461 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, August 30, 2017; "Additional Phase II Environmental Site Assessment, 443, 449, 455 and 461 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, September 29, 2017; "Phase II Environmental Site Assessment-Lead Investigation 443, 449, 455 and 461 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, April 30, 2019; "Well Installation and Sampling Report, 443 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, May 8, 2019; "Phase I Environmental Site Assessment and Shallow Soil Sampling

- (Subsurface Investigation) Rosemead (Willard & Garvey)”, prepared by Stantec Consulting Services, May 13, 2019.
- F. “Geotechnical Due Diligence Evaluation, Proposed Residential Development, Van Buren Street and Orangethorpe Avenue, Placentia, California”, prepared by ALBUS-KEEFE & ASSOCIATES, INC., August 24, 2017
- G. “City of Placentia, County of Orange/Santa Ana Region Priority Project Preliminary Water Quality Management Plan (WQMP) for Van Buren & Orangethorpe Residential”, prepared by C&V Engineers, February 2020
- H. “South Van Buren Street/East Orangethorpe Avenue Residential Development Vehicle Miles Traveled Analysis, City of Placentia”, prepared by RK Engineering Group, Inc., July 24, 2020

LIST OF FIGURES

	<u>Page</u>
Figure 1. Project Regional Location Map	6
Figure 2. Project Site Aerial Location	7
Figure 3. Project Site Plan.....	10
Figure 4. Project Conceptual Open Space Plan.....	11
Figure 5. Project Architecture – 6-Unit Townhomes.....	12
Figure 6. Project Architecture – 8-Unit Townhomes.....	13
Figure 7. Project Existing Site Facilities Aerial Map	18
Figure 8. Project Site Existing Conditions Photos	19
Figure 9. Surrounding Land Uses Aerial Map	20
Figure 10. Rail Line Locations	96
Figure 11. Noise Monitoring Locations.....	97
Figure 12. City of Placentia Existing and Proposed Bikeways.....	116

LIST OF TABLES

	<u>Page</u>
Table 1: Plan Summary	8
Table 2: SCAQMD Regional Significance Thresholds	35

Table 3: Comparison of Project Construction Emissions and Daily Criteria Values .	37
Table 4: Comparison of Project Operational Emissions and Daily Criteria Values ..	38
Table 5: Comparison of Project Construction and Operatoinal Emissions to SCAQMD Localized Significance Thresholds.....	40
Table 6: Construction Related Greenhouse Gas Emissions	62
Table 7: Operational Greenhouse Gas Emissions.....	63
Table 8: General Plan (Land Use Element) Consistency Analysis.....	85
Table 9: City of Placentia Residential Noise Standards	96
Table 10: Noise Level Measurements	99
Table 11: Multimodal Facilities in the Project Area	114
Table 12: Existing Plus Project Traffic Level Conditions	119
Table 13: Existing Plus Ambient Growth (2020) Plus Project Traffic Level Conditions	119
Table 14: Existing Plus Ambient Growth (2020) Plus Cumulative Projects Plus Project Conditions Traffic Level Conditions	120

EXECUTIVE SUMMARY

This Initial Study assesses the potential environmental impacts of a proposal by The Toffoli Investments to construct and operate the Latitude Residential Project, which consists of a 139-townhome unit community, located at 443 S. Van Buren Street, Placentia, California. This proposed Project includes the following applications through the City of Placentia Development Services Department:

- (1) Zone Change No. ZC 2018-01
- (2) Development Plan Review No. DPR 2018-01
- (3) Tentative Tract Map No. TTM 19104

This Initial Study finds with the imposition of mitigation measures related to Cultural Resources, Hazards and Hazardous Materials, Noise, Traffic, Tribal Cultural Resources and Mandatory Findings of Significance, all potentially significant impacts associated with the Project would be reduced to less than significant levels. Consequently, a Mitigated Negative Declaration will be prepared for the Project.

SECTION 1.0 – INTRODUCTION

1.1 INITIAL STUDY REQUIRED

Following preliminary review of the proposed Latitude Residential Project (Project), the City of Placentia (City) has determined that the Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects associated with the Project, as proposed.

1.2 STATUTORY AUTHORITY

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR).

Consistent with the statutory authority, the purpose of this Initial Study is to provide the Lead Agency (i.e. the City) with information to determine if the proposed Project would have a significant environmental impact. Specifically, this Initial Study will:

- Facilitate environmental assessment early in the design of the Project;
- Provide the City with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
- Enable the Applicant or City to modify the Project, mitigating adverse impacts, thereby enabling the Project to qualify for a Negative Declaration or Mitigated Negative Declaration;
- Provide documentation of the factual basis for the findings in a Negative Declaration or Mitigated Negative Declaration that the Project will not have a significant effect on the environment.

The environmental documentation, which is ultimately selected by the City of Placentia in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the Project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review period. The proposed Project is not a project "of statewide, regional, or areawide significance" as prescribed in Section 15206 of the CEQA Guidelines because

it does not meet the criteria for such projects. The Project will not require approval of by a State Agency (i.e., “responsible” or “trustee” agency). A project is required to be submitted to the State Clearinghouse when according to Public Resources Code Section 21082.1(c)(4)(B) A state agency otherwise has jurisdiction by law with respect to the project. Jurisdiction by law as defined in Section 15366 of the CEQA Guidelines as the authority of any public agency to grant a permit or other entitlement for use, to provide funding for the project in question or to exercise authority over resources which may be affected by the project.

Therefore, the document will be submitted to the State Clearinghouse for review and the review period is determined to be 30 days in accordance with Section 15073 of the CEQA Guidelines. Following review of any comments received, the City of Placentia will consider these comments as a part of the Project’s environmental review and include them with the Initial Study documentation for consideration by the City of Placentia in accordance with Section 15074(b) of the CEQA Guidelines.

1.3 INCORPORATION BY REFERENCE

The information contained in this document is based, in part, on the following documents that include the Project site or provide information addressing the general project area or use:

- **City of Placentia General Plan, adopted October 2019** (General Plan). The General Plan is a policy document designed to provide long-range guidance for decision-making affecting the future character of Placentia. It represents the official statement of the community’s physical development, as well as its economic, social, and environmental goals. The General Plan is comprised of the following ten elements: Land Use; Mobility; Housing; Conservation; Open Space and Recreation; Safety; Noise; Economic Development; Health, Wellness and Environmental Justice; and Sustainability. The General Plan was used throughout this Initial Study as the fundamental planning document governing development on the Project site.
- **City of Placentia General Plan Environmental Impact Report (EIR), adopted October 2019** (General Plan EIR). The General Plan EIR (State Clearinghouse Number 2018101031) was prepared in support of the General Plan and in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).
- **City of Placentia Housing Element 2013-2021, adopted January 2014** (Housing Element). The Housing Element provides the identification and analysis of existing and projected housing needs and articulates the City’s official policies for the preservation, conservation, improvement, and production of housing within the City of Placentia for the 2013-2021 planning period.

- **City of Placentia Zoning Code.** Chapter 23 of the City of Placentia Municipal Code establishes the basic zoning regulations under which land is developed and utilized and by which the General Plan is systematically implemented. This includes allowable uses, building setback and height requirements, and other development standards. The basic intent of the Zoning Code (Code) is to promote and protect the public health, safety, convenience, and welfare of present and future citizens of the City.
- **California Building Code (2019) (CBC).** The 2019 California Building Standards Code (Cal. Code Regs., Title 24) was published July 1, 2019, with an effective date of January 1, 2020. It incorporates all parts of the state building standards, including the Residential Code and Green Standards Code.

SECTION 2.0 – PROJECT DESCRIPTION

2.1 PROJECT TITLE

The Latitude Residential Project Development Project

2.2 LEAD AGENCY NAME AND ADDRESS

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

2.3 CONTACT PERSON AND PHONE NUMBER

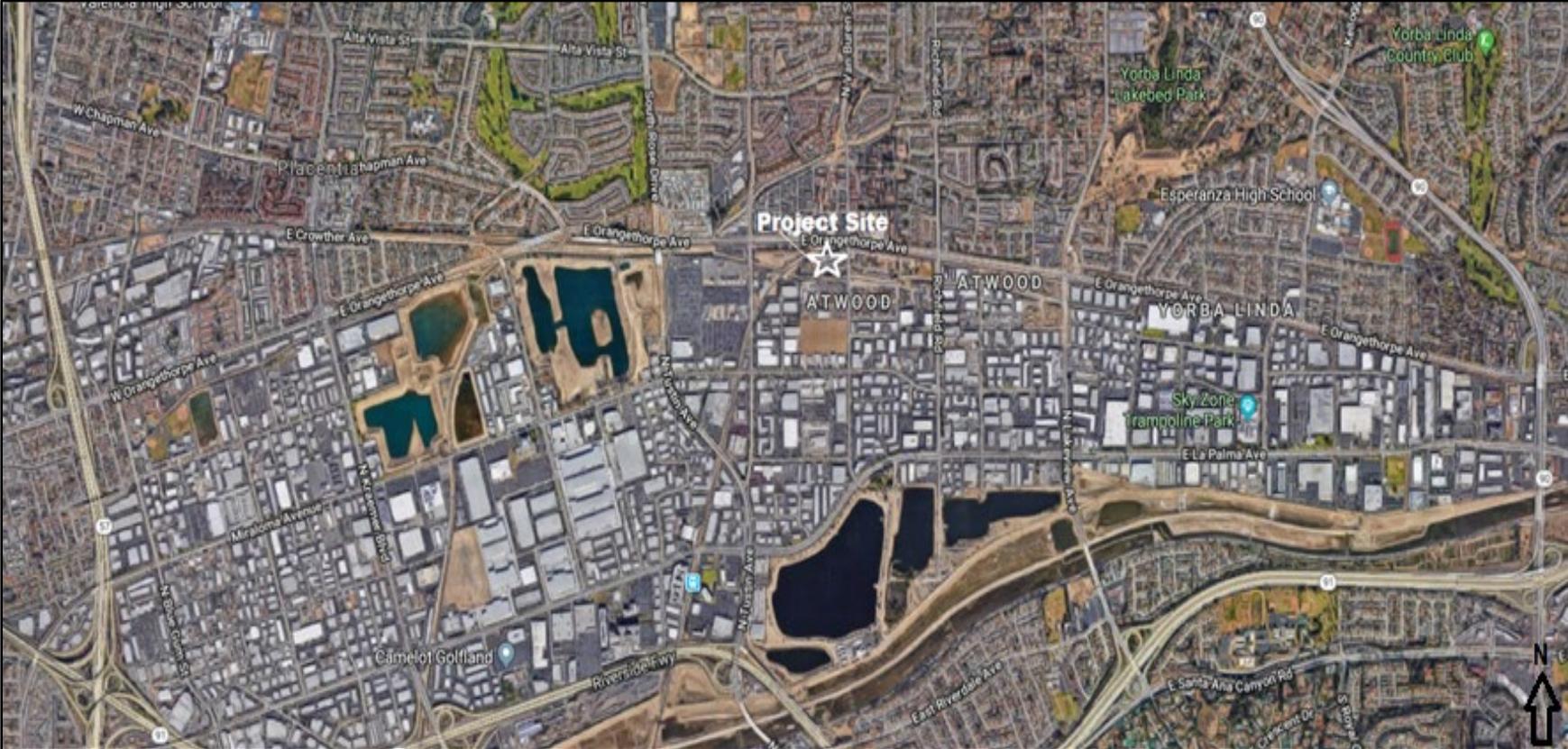
Andrew A. Gonzales, Senior Planner
(714) 993-8218

2.4 PROJECT LOCATION

Regionally, the Project site consists of approximately 5.6 acres located within the northern area of Orange County, north of State Route 91 (SR-91), west of State Route 90 (SR-90) and east of State Route 57 (SR-57), within the jurisdiction of the City of Placentia. (Reference Figure 1, Project Regional Location Map.)

Locally, the Project site is presently divided into three parcels by the County Assessor, with Assessor Parcel Map Numbers (APNs) of 346-164-25, 346-164-26, and 346-164-22. The site is also divided into four addresses: 443, 449, 455, and 461 South Van Buren Street. (Reference Figure 2, Project Site Aerial Map.) Near the center of the Project site, Latitude and Longitude are 33° 52' N / 117° 49' W.

Figure 1. Project Regional Location Map



(source: Google Maps)

Figure 2. Project Site Aerial Location



(source: Google Maps)

2.5 PROJECT SPONSOR’S NAME AND ADDRESS

Toffoli Investments
Contact: Alan Toffoli, 3 Hughes, Irvine, CA. 92618
(949) 768-2535

2.6 GENERAL PLAN DESIGNATION

High Density Residential

2.7 ZONING

- Existing: M Manufacturing and (O) Combining Oil District
- Proposed: High Density Multi-Family (R-3) (effective zoning consistent with General Plan Land Use Map designation)

2.8 DESCRIPTION OF PROJECT

2.8.1 SITE PLAN

The Project proposes to convert a former auto wrecking facility to site to High Density Residential, and to develop the site with 139 for-sale residential townhome units. The site is 5.6 acres, and the townhome development proposes a density of 25 units per acre. As proposed, the townhomes are dispersed throughout the site, with six different unit plan types ranging in size from 734 square feet to 1,333 square feet. (Reference Figure 3. Project Site Plan, and Table 1. Plan Summary.) Given the site’s three-sided shape, the townhome buildings would be setback from adjacent property lines 180 feet from the front at Van Buren Street, and 5 feet from the sides at railroad to the north and channel to the south. Where the Project site is intersected by the two existing residential properties that front on Van Buren Street, the townhome buildings would be set back a minimum of 27 feet from the rear of the existing residential properties. Maximum lot coverage would be 58.2%.

Proposed unit layouts are summarized in Table 1 below by Plan Type, Number of Units, Private Open Space square footage (sf) and Unit sf:

Table 1: Plan Summary			
Plan Type	# Units	Private Open Space Balcony/Patio (sf)	Unit (sf)
1	6	67 sf	734 sf
1x	18	67 sf	794 sf
2	36	84 sf	1233 sf
2x	17	84 sf	1278 sf
3	36	72 sf	1302 sf
3x	26	72 sf	1333 sf

Each of the units would have private balconies and patios. Common open space would be distributed throughout the site, totaling 101,534 square feet. Each area of common open space would provide amenities for gathering and recreation, including BBQs and seating areas, recreation center, tot lot, bocce ball court, dog park and woonerf courts (which are areas constructed with decorative paving and other amenities to encourage pedestrian activity). Combined total Project private and common open space would be 101,534 square feet (2.33 acres), comprising 41.8% of the Project site. (Reference Figure 4. Project Conceptual Open Space Plan.)

Each unit would have an attached garage. Plan 1 and 1X have a single car garage, and the balance of the plans have a two car garage. Total garage parking spaces for the Project is 254. An additional 45 open parking spaces would be provided at various locations throughout the site. A total of 299 parking spaces would be provided, a ratio of 2.15 parking spaces per unit.

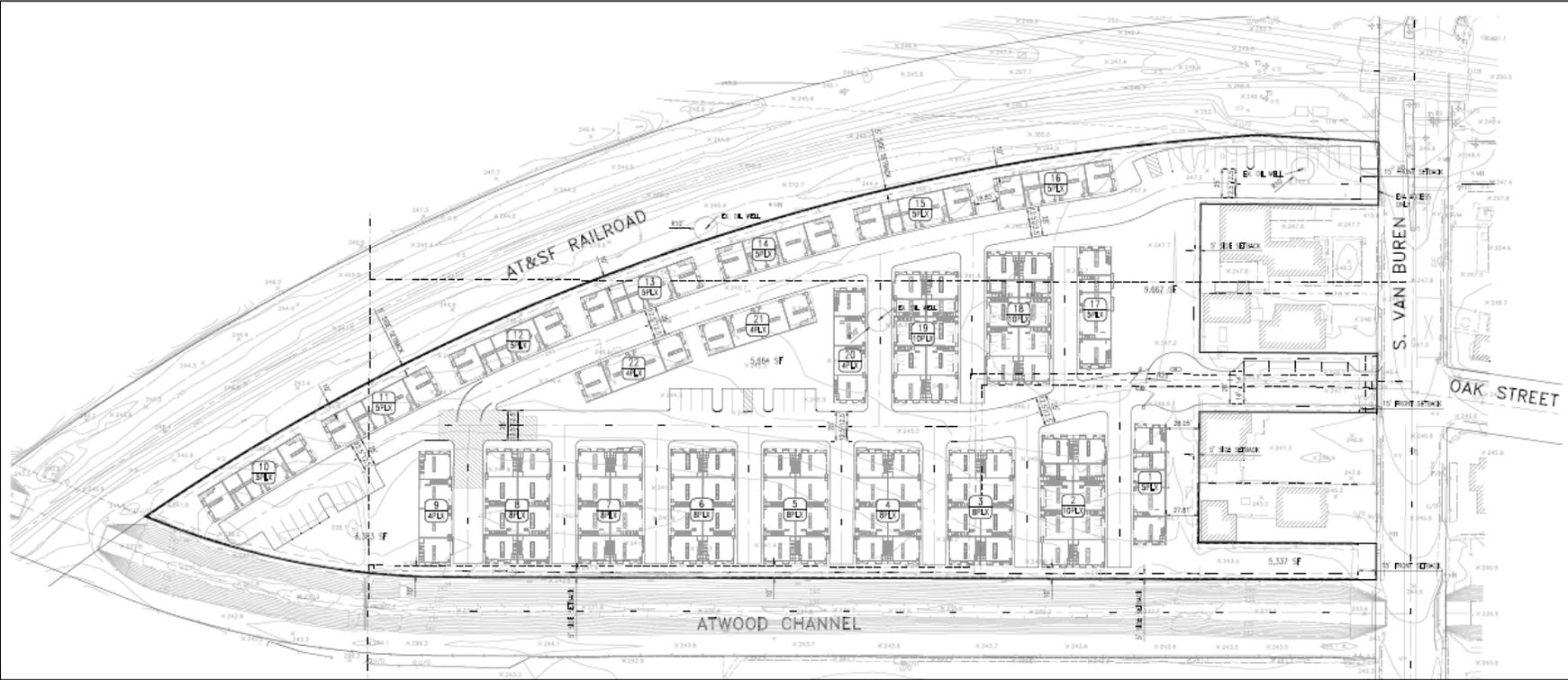
Vehicular and pedestrian entry into the Project would be from Oak Street, which is a private street. The entry would be gated and enhanced by decorative paving and a vehicle turnaround to facilitate easy vehicular movement through the entry. The entry gates are located at the top of the vehicular turnaround.

2.8.2 PROJECT ARCHITECTURE

Architecture of the Project consists of three-story townhomes, enhanced with design elements including balconies, decorative metal guard rails, decorative shutters, gabled roofs with end details, arched soffits, exposed trusses, and concrete tile roofs. Two types of townhome buildings would be provided, 6-unit buildings and 8-unit buildings. (Reference Figure 5. Project Architecture – 6-Unit Townhomes, and Figure 6. Project Architecture 8-Unit Townhomes.) Maximum building height is 39'8".

On the northern border of the site, the Project proposes an 8-foot high concrete masonry wall (CMU) with a stucco finish. The balance of the site periphery would have 6-foot CMU walls with stucco finish.

Figure 3. Project Site Plan



(source: Toffoli Investments)

Figure 4. Project Conceptual Open Space Plan



(source: Toffoli Investments)

Figure 5. Project Architecture – 6-Unit Townhomes



(source: Toffoli Investments)

Figure 6. Project Architecture – 8-Unit Townhomes



(source: Toffoli Investments)

2.8.3 PROJECT ENTITLEMENTS

The Project would require several entitlements:

- (1) Zone Change No. ZC 2018-01
- (2) Development Plan Review No. DPR 2018-01
- (3) Tentative Tract Map No. TTM 19104

Pursuant to Title 23 ZONING, Chapter 23.96 of the Placentia Municipal Code, an amendment to the Zoning Map may be initiated by one or more property owners affected by the proposed amendment or by any member of the City Council, Planning Commission or Director of Development Services. ZC 2018-01 has been initiated by the Project Applicant as required by the Code to bring the zoning of the site into alignment with the updated General Plan High Density Residential designation. The request is to change the zoning classification from M – Manufacturing District and O – Combining Oil District to R-3 (High Density Multiple-Family District).

Approval of the Zoning Map amendment will require the Planning Commission to recommend and the City Council to make the following findings which are evaluated in Section 6.11 of this Initial Study:

- (1) The proposed amendment will not be: (A) detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed amendment or within the city, or (B) injurious to property or improvements within the neighborhood or within the city;
- (2) The proposed amendment will be consistent with the latest adopted General Plan.

Pursuant to Chapter 23.75 of the Municipal Code, a Development Plan Review application is required for construction of new buildings. DPR 2018-01 has been initiated by the Project Applicant as required by the Code, including the proposed Project site plan, conceptual open space plan and architecture presented in the figures above. Approval of the Project DPR will require the Planning Commission to make and the City Council to concur with the following findings which are evaluated in Section 6.11 of this Initial Study:

- (1) The project meets or exceeds the criteria established in Section 23.75.020;
- (2) There have been attached any other conditions necessary to prevent: (A) detriment to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city, and;

- (3) The proposed development will be consistent with the latest adopted general plan; and
- (4) Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions, are made part of the development approval.

Pursuant to Chapter 22.72 of the Municipal Code, a Tentative Tract Map is required to ensure that subdivision of property promotes the public health, safety, convenience and general welfare. TTM 19104 has been initiated by the Project Applicant as required by the Code to subdivide the site for condominium purposes. Approval of the Project TTM will require the Planning Commission to recommend approval to the City Council for final approval and making following findings which are evaluated in 6.11 of this Initial Study:

- (1) The subdivision is consistent with the adopted general plan and any specific plans;
- (2) The design or improvement is consistent with the general plan and any specific plans;
- (3) The site is physically suitable for the proposed type and/or density of development;
- (4) The design or improvements are not likely to cause substantial environmental damage;
- (5) The design or type of improvement is not likely to cause serious public health problems;
- (6) The design or type of improvement will not conflict with easements of record, or established by judgment, acquired by the public at large for access through or use of property within the proposed subdivision or if an easement conflict exists, alternate easements which are substantially equivalent will be provided;
- (7) The subdivision is in conformity with the provisions of this title.

2.8.4 PROJECT DEMOLITION AND ENVIRONMENTAL CLEANUP PROCESS

As discussed in Section 6.9 of this Initial Study, the investigation, clean-up and remediation of the site would include a comprehensive site-wide geophysical survey of the property after removal/demolition of the site obstructions/buildings to identify if abandoned and/or active infrastructure is in-place on the property that could be avoided and/or appropriately addressed during redevelopment activities. These investigation and remediation processes will be conducted with appropriate regulatory oversight and approval. In addition, a Soil Management Plan is proposed as part of the Project to establish a plan should unknown materials or contamination be encountered during redevelopment. Clean-up would be performed under the

oversight of the Department of Toxic Substances Control (DTSC) and the Placentia Fire and Life Safety Department. The proposed plan is to investigate the nature and extent of contamination, evaluate feasibility and effectiveness of remedial alternatives to address contamination, including the excavation and disposal of soil with concentrations of total petroleum hydrocarbons (TPH) and lead above regulatory cleanup levels specified by the DTSC. The specific cleanup goals, sampling frequencies and remediation would be proposed in either a Removal Action Workplan (RAW) or a Remedial Action Plan (RAP) that would be submitted and approved by the DTSC and City prior to conducting the remediation work.

The Project estimates that 5,000 cubic yards (7,500 tons) of lead impacted soil and 670 cubic yards (1,000 tons) of TPH-impacted soil would require excavation and offsite disposal and a licensed landfill. Following the completion of the remedial excavations, and any remedy approved by DTSC such as a Remedial Action Completion report would be prepared for DTSC review requesting a "no further action" (NFA) for the property.

2.8.5 PROJECT GRADE ELEVATION PROCESS

Portions of the Project site are located within Special Flood Hazard Area (SFHA) "AE", defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.¹ As part of the Project development, the Applicant proposes to raise these portions of the site elevation approximately 3 feet to result in 248 feet above mean sea level (amsl) which would be outside the flood hazard area. Raising of the site would require approximately 24,500 cubic yards (CY) of fill and other remedial grading that would be reviewed further by the City as part of the post entitlement process grading plan review and permit issuance. To raise the site grades above the flood plain, the Project proposes to use 27,104 cubic yards (c.y.) of remedial grading with 27,279 c.y. of import.

2.9 EXISTING AND SURROUNDING LAND USES

The Project site was formerly used as an auto wrecking facility. Existing equipment on the site includes a variety structures used for the auto wrecking operations and vehicles stored prior to crushing. The site also contains two non-producing oil wells and the western terminus of Oak Street which is a private street east of S. Van Buren Street. (Reference Figure 7, Project Site Facilities Aerial Map, and Figure 8, Project Site Existing Conditions Photos.)

Previously, from about 1938 to 1946, the Project site was used for agricultural purposes as an orchard. Oil production operations occurred on the site since at least

**

¹ <https://www.fema.gov/flood-zones>, accessed March 13, 2020.

1929.² Since the 1970s, the site has been operated by several automobile wrecking/dismantling businesses.

An active railroad line is located along the northern Project site boundary, and Atwood drainage channel is located along the southern boundary. Surrounding properties are a mix of industrial and residential properties. North of the site and rail lines is an equipment yard and vacant land, then E. Orangethorpe Avenue and then new multi-family residential. East of the site is S. Van Buren Street then existing single family residential. Existing single family residential also occurs adjacent to the site on the west side of S. Van Buren Street. West of the site is vacant land and various manufacturing uses. South of the flood control channel is an equipment supply facility. (Reference Figure 9, Surrounding Land Uses Aerial Map.)

**

² *Phase 1 Environmental Site Assessment, 443, 449, 455, and 461 South Van Buren Street, Placentia California 90621*, prepared by Stantec Consulting Services on behalf, August 15, 2017 and contained as Appendix E.

Figure 7. Project Site Facilities Aerial Map



(Source: Stantec Phase I Environmental Assessment)

Figure 8. Project Site Existing Conditions Photos.



Figure 9. Surrounding Land Uses Aerial Map



(Source: Google Maps)

2.10 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Entitlement of the Project will require approval of this Initial Study/Mitigated Negative Declaration by the City of Placentia City Council, acting as lead agency. The Project also requires a series of entitlements that will require review and approval by the City of Placentia Planning Commission and City Council. These entitlements include a Zoning Map Amendment, Development Plan Review, and Tentative Tract Map.

The Project will not require approval of another public agency. However, Project implementation will require regulatory compliance review and oversight by the following public agencies:

- Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) for regulatory compliance regarding raising the site elevation above the flood hazard area
- State of California Department of Toxic Substances Control (DTSC) for regulatory compliance regarding clean-up of existing on-site hazardous materials
- State of California Department of Conservation Geologic Energy Management Division (CalGEM) (formerly DOGGR) for regulatory compliance regarding abandonment of existing on-site oil wells
- Regional Water Quality Control Board - Santa Ana Region (RWQCB) for regulatory compliance of the Project Storm Water Pollution Prevention Plan (SWPPP).

2.11 HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. California Native American Tribes requested consultation, and the consultation was conducted and completed as discussed in Section 6.18 of this Initial Study and mitigation measures are included to ensure potential identified Native American resources are protected.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage

Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

SECTION 3.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION 4.0 – DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

Signature

Date

SECTION 5.0 – EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone.) A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

SECTION 6.0 – ANALYSIS OF ENVIRONMENTAL IMPACTS

The following section identifies the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. For each environmental topic, the thresholds of significance are presented and the finding relative to each threshold is checked. An analysis supporting each finding is then presented along with an assessment of cumulative impacts and applicable mitigation requirements.

6.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect 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) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

6.1.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. The City of Placentia General Plan does not identify scenic vistas. The Project site is currently a manufacturing site with a former auto wrecking use. An active railroad line is located along the northern Project site boundary, and a drainage channel is located along the southern boundary. Surrounding properties include a mix of manufacturing and residential uses. The Project proposes to replace the existing land uses on the site with residential townhomes, including landscaping and amenities. The Project would be compatible with the existing single family residential uses east of the site and north across E. Orangethorpe Avenue. Consequently, the Project would not have an adverse effect on a scenic vista.

- 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. The City of Placentia General Plan does not identify scenic resources or state scenic highways. Current facilities on the Project site are a variety structures used for the former auto wrecking operations and vehicles stored prior to crushing. The site also contains two non-producing oil wells and the western terminus of Oak Street. The buildings on the site are aluminum type structures and woodsheds. (Reference Figure 8, Project Site Existing Conditions Photos.) These buildings have no identified historical value. The site is generally flat and covered by the various auto wrecking facilities. Existing rows of trees border the site on the north and south. The Project proposes to retain some of these trees and replace the balance with new landscaping. There is no tree preservation ordinance in the City that requires protection of the existing onsite trees. Consequently, the Project would not damage scenic resources.

- c) Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. As discussed in Section 6.1.a, above, the Project would replace a former auto wrecking facility which is currently in a cluttered and unkept condition. (Reference Figure 7, Project Site Facilities Aerial Map and Figure 8, Project Site Existing Conditions Photos.) As proposed, the Project would develop architecturally cohesive residential townhomes, including landscaping and amenities. The Project would be compatible with the existing single family residential uses east of the site and north across E. Orangethorpe Avenue. The Project would improve the visual character and quality of the site and its surrounding, and no significant adverse impacts would occur.

- d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. Existing light sources in the vicinity of the Project site include exterior lighting onsite and from surrounding uses. Vehicles on the adjacent streets and trains on the adjacent rail line also have nighttime lighting. The Project would create new exterior lighting associated with the townhomes, interior private streets and Project entry. These new light sources would be directed onsite and would not create glare or adversely affect the surrounding uses. Consequently, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

6.1.2 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in significant adverse aesthetic impacts. The Project would improve the visual character of the site and surrounding area and would be consistent with existing residential development east and north of the site. Consequently, the Project would not result in significant adverse cumulative aesthetics impacts.

6.1.3 MITIGATION MEASURES

The analysis determined that the proposed Project would not result in any significant adverse impacts regarding aesthetics. Consequently, no mitigation is required.

6.2 AGRICULTURE AND FOREST SERVICES

AGRICULTURAL/FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
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
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-				X

<p>AGRICULTURAL/FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
agricultural use or conversion of forest land to non-forest use?				

6.2.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?

No Impact. Although the Project site was used for agricultural purposes, as an orchard, from at least 1938 until 1946,³ the City of Placentia inclusive of the Project site is developed with urban land uses. The state of California Department of Conversation classifies the Project site and its surrounding areas as “urban and built-up land”.⁴ Similarly, Section 4.3 of the General Plan EIR states there are no agricultural resources in the City. Consequently, the Project would not convert farmland to a non-agricultural use.

- b) Would the Project conflict with existing zoning for agricultural use or a Williamson Act Contract?

No Impact. The Williamson Act (Cal. Govt. Code, §51200 et seq.) allows county governments to enter into contracts with private landowners who agree to restrict parcels of land to agricultural uses or uses compatible with agriculture

**

³ Phase 1 Environmental Site Assessment, 443, 449, 455, and 461 South Van Buren Street, Placentia California 90621, prepared by Stantec Consulting Services on behalf, August 15, 2017 and contained as Appendix E.

⁴<https://maps.conservation.ca.gov/dlrp/ciff/>; accessed January 23, 2020.

for at least ten years. In return, landowners receive property tax assessments that are much lower than normal because they are based upon income derived from farming and open space uses as opposed to full market value of the property. As stated in Section 4.3.3.2. of the General Plan EIR, there are no dedicated agriculture uses currently within the City and no agricultural zoning designation or Williamson Act contracts. Consequently, the Project would not conflict with an agricultural use or Williamson Act contract.

- c) Would the Project conflict with existing zoning for or cause rezoning of, forest land or timberland?

No Impact. The City, inclusive of the Project site, is developed with urban land uses. There are no forest, timberlands or forest/timberland zoning in the City. This finding is consistent with Section 4.3.3.3. of the General Plan EIR which states that the City does not include any farmland. Consequently, the Project would not conflict with zoning for forest land or timberland.

- d) Would the Project result in the loss of forest land or the conversion of forest land to a non-forest use?

No Impact. As discussed in Section 6.2.c of this Initial Study, above, the City, inclusive of the Project site, is developed with urban land uses. There is no forest, timberlands or forest zoning in the City. Consequently, the Project would not result in the loss or conversion of forest land.

- 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. As discussed in Sections 6.2.a, b and c of this Initial Study, above, the City, inclusive of the Project site, is developed with urban land uses. There are no farmlands or forests in the City. Consequently, the Project would not result in the loss or conversion of farmland or forest land.

6.2.2 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in any significant adverse impacts to agriculture and forest resources. Consequently, the Project would not result in significant adverse cumulative agriculture and or forest resource impacts.

6.2.3 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on agriculture and or forest resources. As a result, no mitigation is required.

6.3 AIR QUALITY

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

6.3.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Air Quality section is based on the "Van Buren & Orangethorpe Residential Development Air Quality & Greenhouse Impact Study, City of Placentia", prepared by RK Engineering Group, Inc. (Air Quality Impact Study) and contained as Appendix A to this Initial Study.

- a) Would the Project conflict with or obstruct the implementation of the applicable air quality plan?

Less Than Significant Impact. The City of Placentia is within the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the south and west and mountains to the north and east. Air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP)

for the SCAB. The AQMP was designed to comply with State and federal requirements, reduce the high level of pollutant emissions in the SCAB, and ensure clean air for the region through various control measures.

The regional AQMP is updated periodically with the most recent SCAB AQMP adopted in March 2017 and referred to as the 2016 AQMP. According to the 2016 AQMP, the most significant air quality challenge in the SCAB is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. The 2016 AQMP suggests that total SCAB emissions of NOx must be reduced to approximately 141 tons per day (tpd) in 2023 and 96 tpd in 2031 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NOx in 2023, and an additional 55 percent NOx reduction beyond 2031 levels.

In compliance with the 2016 AQMP, the SCAQMD establishes air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the Project would be in compliance with the SCAQMD AQMP as well as federal and state air quality standards.

Table 2 lists the air quality significance thresholds for the six criteria air pollutants, including NOx, that are relevant to the Project and analyzed in the Air Quality Impact Study.

Table 2: SCAQMD Regional Significance Thresholds		
Pollutant ¹	Construction (lbs²/day)	Operation (lbs/day)
NO_x	100	55
VOC	75	55
PM₁₀	150	150
PM_{2.5}	55	55
SO_x	150	150
CO	550	550

Table 2: SCAQMD Regional Significance Thresholds		
Pollutant ¹	Construction (lbs²/day)	Operation (lbs/day)
¹ ROG (reactive organic gases); NOx (oxides of nitrogen); CO (carbon monoxide); PM-10 (respirable 10-micron diameter particulate matter); PM-2.5 (respirable 2.5-micron diameter particulate matter); SOx (oxides of sulfur).		
² Pounds		

As discussed in Section 6.3.b, below, neither the construction nor the operation would exceed NOx thresholds set by the 2016 AQMP or any of the other air pollutant thresholds set by the SCAQMD and listed above in Table 2. Consequently, the Project is consistent with the goals of 2016 AQMP and its potential impacts are less than significant.

- b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard

Less Than Significant Impact. A violation of an air quality standard could occur over the short-term during construction, or over the long-term during its subsequent operation. Each is addressed below.

Construction Impacts: Project construction raises localized ambient pollutant concentrations. Construction air quality impacts are considered significant if they exceed any of the construction thresholds listed in Table 2.

During construction air quality impacts may occur during demolition, remediation activities described in Section 2.8.4 of this Initial Study, site preparation, and construction activities associated with the Project. Major sources of emissions during construction include exhaust emissions, fugitive dust generated as a result of soil and material disturbance during site preparation, and grading activities, and painting of the structures.

Table 3 presents the calculation of daily emissions projected for site construction. The calculations presented in the Table are the results of the CalEEMod Model which applies typical construction equipment, labor, phasing and materials to the project, based on its size, location and proposed timing. The CalEEMod Model is not intended as an exact accounting of what equipment will ultimately be used and what emissions are produced by a project. Rather, the model represents a "yard stick" by which projects may be compared on a

one-to-one basis. The methodology applied by the CalEEMod Model is based on studies performed by the SCAQMD for construction projects in the southern California. The SCAQMD recommends use of the CalEEMod Model for typical construction projects.

To assess air quality construction impacts for the Project, the Air Quality Impact Study inputted the following assumptions into the CalEEMod Model: (1) Construction of the Project is assumed to begin in year 2020 and last approximately 15 months; (2) Approximately 5,000 cubic yards (7,500 tons) of lead impacted soil and 670 cubic yards (1,000 tons) of TPH-impacted soil would require excavation and offsite disposal at a licensed landfill. Grading the site would require the import of approximately 24,500 cubic yards of soil during the grading phase. For purposes of this analysis, construction phases are not expected to overlap. (Reference Appendix A.) As shown in Table 3, all construction related emissions are within their respective threshold values and the impact is less than significant.

Activity	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Demolition	3.80	48.57	26.23	0.08	7.39	2.59
Site Preparation	4.15	42.47	22.10	0.04	9.31	5.87
Grading	3.63	66.82	27.25	0.14	6.69	3.34
Building Construction	2.50	20.65	19.76	0.04	2.09	1.32
Paving	1.32	12.96	15.11	0.02	0.85	0.67
Architectural Coating	34.70	1.57	2.30	0.00	0.27	0.14
Maximum	34.70	66.82	27.25	0.14	9.31	5.87
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

Operational Impacts: The major source of long-term air quality impacts is that associated with the emissions produced from project-generated vehicle trips. With the exception of wood combustion, stationary sources add only minimally to these values.

Mobile Source Emissions: To assess the traffic impacts associated with the Project, a traffic impact study was prepared (“Van Buren & Orangethorpe Residential Development Traffic Study, City of Placentia”, prepared by RK Engineering Group, Inc. (Traffic Impact Study) and contained as Appendix B to this Initial Study). According to the Traffic Impact Study, the Project is estimated to generate a net of approximately 832 average daily vehicle trips (ADT), with 52 net AM ADT and 64 net PM ADT.

Stationary Source Emissions: In addition to vehicle trips, the future Project occupants would produce emissions from on-site sources including the combustion of natural gas for space and water heating and the use other heating sources (e.g., hearths). Additionally, the structures would be maintained and this requires repainting over time, thus resulting in the release of additional emissions. Also, the use of consumer aerosol products, such as cleaners, is associated with the Project and these release emissions. Finally, the landscape would require maintenance and this equipment produces combustion emissions.

The resultant emissions are projected by the Air Quality Impact Study CalEEMod computer model and included in Table 4. As discussed above, the CalEEMod Model methodology is based on studies performed by the SCAQMD for typical projects in the southern California and represents a “yard stick” by which projects may be compared on a one-to-one basis. As shown in Table 4, all operational related emissions are within their respective threshold values and the impact is less than significant.

In accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Neither the construction nor the operation of the Project would exceed the recommended SCAQMD threshold levels and this impact is less than significant.

Activity	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Mobile Sources	1.94	8.20	26.41	0.10	8.29	2.28
Energy Sources	0.05	0.40	0.17	0.00	0.03	0.03
Area Sources	3.56	2.44	12.47	0.02	0.25	0.25
Total	5.54	11.04	39.06	0.11	8.58	2.56

Table 4: Comparison of Projected Daily Operational Emissions and Daily Criteria Values (Pounds/day)¹						
Activity	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No
¹ Maximum daily emissions during summer or winter; includes both on-site and off-site project emissions.						

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Project construction and operation have the potential to raise localized ambient pollutant concentrations. This could present a significant impact to sensitive receptors if these concentrations were to exceed the State or federal ambient air quality standards at receptor locations. Sensitive receptors include residential, school and hospital uses. Sensitive receptors proximate to the Project site include a residential uses east and north of the Project site.

The Project will be required to follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

Application of these standard SCAQMD fugitive dust control measures are incorporated into this analysis of Project exposure of sensitive receptors to substantial pollutant concentrations.

Localized Significance Thresholds: SCAQMD establishes localized significance thresholds (LSTs) based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 16 – North Orange County. The nearest existing sensitive receptors are the residential uses located approximately 10 feet (<25 meters) to the east of the Project site. The sensitive receptor distance from the site boundary is assumed to be 25 meters and the daily disturbance area is calculated to be 5 acres. These calculated LST thresholds are presented in Table 5 for both construction and operational emissions. As shown in the Table, emissions would be below levels of significance, and consequently, operational localized impacts to sensitive receptors would be less than significant.

Table 5: Comparison of Projected Construction and Operational Emissions to SCAQMD Localized Significance Thresholds¹ (LST) (Pounds/day)				
	Pollutant			
	NO_x	CO	PM₁₀	PM_{2.5}
Project Construction Maximum Emissions (Reference Table 3)	42.42	21.75	9.11	5.82
LST Construction Thresholds	221	1,311	11	6
Exceeds LST Construction Thresholds?	No	No	No	No
Project Operation Emissions (Reference Table 4)	3.25	13.97	0.70	0.40
LST Operational Thresholds	221	1,311	3	2

Table 5: Comparison of Projected Construction and Operational Emissions to SCAQMD Localized Significance Thresholds¹ (LST) (Pounds/day)				
Pollutant				
	NO_x	CO	PM₁₀	PM_{2.5}
Exceeds LST Operational Thresholds?	No	No	No	No

Toxic Air Contaminants: Other potential impacts that could affect sensitive receptors are Toxic Air Contaminants (TACs) is defined as air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. The primary source of TACs from non-industrial land use development projects would include diesel particulate matter (DPM) generated from diesel exhaust emissions. The Project would consist of residential uses. This type of project does not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the Project TAC impact is considered less than significant.

CO Hot Spot Emissions: A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion. Additionally, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in SCAB, there were no CO hot spots concentrations.

Furthermore, the Van Buren and Orangethorpe Residential Project Traffic Impact Study, RK Engineering Group, Inc. (Appendix B), found that all significant Project traffic impacts would be mitigated to less than significant levels. Therefore, the Project would not significantly increase traffic congestion in the vicinity of the site that would lead to the formation of CO Hot Spots. The Project impact to CO Hot Spots is less than significant.

- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Project construction would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment bringing concrete and other building materials to the site. Odors associated with this exhaust would be confined to the immediate vicinity of the equipment itself. By the time such emissions reach any sensitive receptor sites away from the Project site, they will be diluted to well below any level of air quality concern. Additionally, some odor would be produced from the application of asphalt, paints, and coatings. Any exposure to these common odors would be of short-term duration and, while unpleasant and potentially adverse, are not associated with a specific health hazard and are less than significant. Operational odors could be produced from on-site cooking or barbeque typical of a residential use. Because these odors are common in the environment, they would not constitute a significant impact.⁵

6.3.2 CUMULATIVE IMPACTS

As discussed above, in accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Neither the construction nor the operation of the Project would exceed the recommended SCAQMD threshold levels and consequently, the Project would not create significant cumulative impacts relative to air quality.

6.3.3 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts relative to air quality. As a result, no mitigation is required.

**

⁵ SCAQMD CEQA Air Quality Handbook, Figure 5-4, Land Uses Associated with Odor Complaints identifies potentially significant odor impacts from such uses as agriculture (farming and livestock), a wastewater treatment plant, a food processing plant, a chemical plant, a composting facility, a refinery, a landfill, or a dairy. No significant odor impacts are identified from residential uses.

6.4 BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

BIOLOGICAL RESOURCES. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

6.4.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project adversely impact either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project site is fully disturbed by former auto wrecking facilities, paving, vehicles and related apparatus. Trees are located on the north and south borders of the site and scattered within the site. Surrounding uses include a rail line, channel, streets and manufacturing and residential land uses. There are no species identified as candidate, sensitive, or special status species within the limits of either the site or in the immediate area which has been completely altered by development. As stated in Section 4.5.2 of the General Plan EIR, the City is almost completely urbanized and landscaped with mostly non-native species. No known rare or endangered plant or animal species have been identified within the City based on a review of State and Federal data bases. Consequently, no significant impact would occur to any sensitive species designated by the resources agencies as a result of Project implementation.

- b) Would the Project have a substantial impact 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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. As noted above, the Project site is fully disturbed with former auto wrecking facilities, paving and minimal ornamental landscaping. The adjacent channel is concrete open channel with a below ground reinforced concrete box

(RCB) 10 feet wide, 7.5 feet high and 330 feet long. Because the channel is concrete, it does not support riparian habitat. Similarly, because of the urbanized condition of the Project site and surrounding properties, the Project site does not contain riparian habitat or other sensitive natural community. Although some small rodents and mammals that adapt to urban development may exist on the site, no native habitat or grasslands occur on the site that would represent a significant source of foraging for raptors and other sensitive or protected species. As noted above, no significant biological resources are identified in the General Plan EIR for the City. Consequently, Project implementation would not result in significant adverse impacts to riparian or other sensitive natural community

- c) Would the Project have a substantial impact on state or 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. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, streams, lakes, and bogs. According to the USFWS National Wetlands Mapper⁶, there no wetlands within the vicinity of the Project site. Further as discussed above, the adjacent channel is concreted sided. The Project site and its surrounding area are fully development and do not contain riparian habitat or non-channelized water courses. Consequently, the Project would not cause a substantial adverse effect on state or federally protected wetlands.

- 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?

Less Than Significant. As discussed above, the Project site is surrounded by urban land uses and does not contain identified native or sensitive species, riparian or sensitive habitats or wetlands. There are a substantial number of non-native trees on the site, but because they are surrounded by asphalt and structures and noise generating vehicle crushing operations, the trees are unlikely to provide suitable habitat, including nesting habitat, for migratory birds under the federal Migratory

**

⁶ <http://www.fws.gov/wetlands/data/mapper.HTML>; accessed January 23, 2020.

Bird Treaty Act (MBTA) and under Section 3513 et. seq. of the CDFW Code.⁷ The site and surroundings provide no evidence of burrows or rodent populations to support burrowing owls. Consequently, Project impacts regarding substantial interference with the movement of a species would be less than significant.

- e) Would the Project conflict with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Existing vegetation on the site consists of trees and scattered grasses. The City's General Plan does not identify the Project area as supporting sensitive habitat and/or important biological resources, and the Code does not have an ordinance that identifies and/or regulates heritage trees on private property. The Project proposes to retain some of the existing trees and to landscape the periphery and common areas of the site with ornamental trees and shrubs. Consequently, the Project would not conflict with a policy that protects biological resources such as a tree preservation policy.

- 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. The City does not have any adopted Habitat Conservation Plans, Natural Community Conservation Plans or other conservation plans within its corporate boundaries. Consequently, the Project would not conflict with provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan.

6.4.2 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 significant cumulative impacts on biological resources will be associated with the proposed project's implementation.

6.4.3 MITIGATION MEASURES

The Project would not have significant impacts relative to biological resources, and no mitigation is required.

**

⁷ Migratory birds include all native birds in the United States, as listed in 50 CFR (Code of Federal Regulations) 10.13 (List of Migratory Birds).

6.5 CULTURAL RESOURCES

CULTURAL AND RESOURCES. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains including those interred outside of dedicated cemeteries?		X		

6.5.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The CEQA Guidelines, Section 15064.5, define “historic resources” as resources listed in the California Register of Historical Resources, or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources.⁸ The criteria for eligibility are generally set by the Historic Sites Act of 1935, which established the National Register which recognizes properties that are significant at the national, state and local levels. To be eligible for listing in the National Register, a district, site, building, structure, or object that must possess integrity of location, design, setting, materials, workmanship, feeling and association relative to American history, architecture,

**

⁸ California Public Resources Code Section 5020.1(k), Section 5024.1(g).

archaeology, engineering, or culture.⁹ In addition, unless the property possesses exceptional significance, it must be at least 45 years old to be eligible.

The former auto wrecking facilities have been operating on the Project site since the 1970s. It's possible that the existing structures on the site were constructed about that time, making them as old as 58 years. The buildings on the site are aluminum type structures and woodsheds. (Reference Figure 8, Project Site Existing Conditions Photos.) These structures are not associated with a significant event in American history, architecture, archaeology, engineering, or culture, and have no identified historical value. There are no national, state or locally identified historic resources in the vicinity of the site. Consequently, the Project would not result in an impact to a historical resource.

- b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?

Less Than Significant with Mitigation Incorporated. This Section discusses potential impacts to other "unique archaeological resources" which are defined by §15064.5 of the CEQA Guidelines as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

To identify potential archaeological resources on the Project site and its vicinity, a records search by the South Central Coastal Information Center (SCCIC) was conducted and the results are summarized in a February 21, 2018 letter from SCCIC, contained in Appendix C of this Initial Study document. The SCCIC search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of

**

⁹ Guidelines for Completing National Register Forms, National Register Bulletin 16, U.S. Department of the Interior, National Park Service, September 30, 1986 ("National Register Bulletin 16").

Historic Places (NRHP), and the California State Historic Properties Directory (HPD) listings were reviewed for the Project site.

As summarized in the SCCIC letter of February 2018, the Project area is on edge of the Richfield-Atwood Historic District as identified by Placentia Historical Committee as part of their survey of Placentia properties in 1988. None of the previously recorded properties that are near the Project area are listed (or determined to be eligible for listing) on state or federal registers. Additionally, the Project site does not appear to have been previously surveyed for archaeological resources. SCCIC recommends that a halt-work condition be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Mitigation Measure CUL-1, below, is added to the Project to protect potential archaeological resources. With inclusion of this measure, potential impacts relative to archaeological resources would be reduced to less than significant levels.

- c) Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant with Mitigation Incorporated. As discussed in Section 6.5.b, above, the Project site is not within the vicinity of identified archaeological resources, has already been graded and developed, and does not include substantial excavation. There are no cemeteries within Placentia. However, similar to many communities within the region, Native Americans historically occupied the region. Should human remains be encountered during Project grading and construction activities, pursuant to state of California Health and Safety Code provisions (notably § 7050.5-7055), all construction activities must cease and the Orange County Coroner, City Development Services Department and Police Department be immediately contacted. Mitigation Measure CUL-2, below, is added to the Project to reduce the potential impacts related to encountering or disturbing human remains to less than significant levels.

6.5.2 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in any significant adverse cultural resource impacts. Consequently, no significant cumulative impacts relative to cultural resources are expected to occur as a result of the Project.

6.5.3 MITIGATION MEASURES

The following mitigation will be required to protect potential archaeological resources:

Mitigation Measure CUL-1: Unanticipated Discovery of Archaeological Resources.

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Development Services.

If an archaeological resource is encountered during ground-disturbing activities, work within 50 feet of the find must halt and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted. The on-site monitoring shall end when the project site excavation activities are completed, or sooner if the archaeologist indicates that the site has a low potential for archeological resources. During monitoring, the archaeologist shall complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. Following completion of monitoring, the archaeologist shall prepare a summary memorandum of finds, their significance under CEQA and their disposition. (*Note: The California Historical Resources Information System contains a listing of qualified archaeologists at www.chrisinfo.org.)

Mitigation Measure CUL-2: Unanticipated Discovery of Human Remains.

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Development Services.

The discovery of human remains is always a possibility during ground-disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

6.6 ENERGY

ENERGY. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

6.6.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact. As a new development, the Project would be required to comply with the California Building Code (CBC). The proposed Project will incorporate energy efficient measures such as the following:

- Drip irrigation
- Low flow plumbing fixtures
- Energy efficient appliances and light fixtures
- Net Zero 2020 (enhanced Title 24 standards)

Development of the site as a high density residential use is consistent with General Plan designation for the site. Section 4.7 of the General Plan EIR finds that use of the Project site as a residential use consistent with the General Plan would not result in wasteful, inefficient, or unnecessary consumption of electricity resources, or could conflict with a state or local plan for renewable energy or energy efficiency. The Project would be high density residential use consistent with the General Plan. Consequently, the Project would not result in the potentially significant wasteful consumption of energy resources.

- b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. As noted above, the development of the site as a high density residential use is consistent with General Plan designation for the site including General Plan policies that promote infill development and compliance with the CBC. The proposed development is an infill project that would connect to existing on- and off-site utilities. Consequently, the Project would not conflict with or obstruct a plan for renewable energy or energy efficiency.

6.6.2 CUMULATIVE IMPACTS

As an infill development built in accordance with the CBC, the Project would not have adverse impacts relative to energy. As a result, no significant cumulative impacts relative to energy will be associated with the proposed Project's implementation.

6.6.3 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts relative to energy. As a result, no mitigation is required.

6.7 GEOLOGY AND SOILS

GEOLOGY AND SOILS. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),			X	

GEOLOGY AND SOILS. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
creating substantial direct or indirect risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

6.7.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project cause 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?

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Map issued by the State Geologist for the area or base on other substantial evidence of a known fault?

No Impact. The City of Placentia is within the seismically active Southern California region that includes nearby faults, including the Puente Fault located 3.4 miles to the north and the Elsinore Fault located 3.86 miles to the east. A geotechnical evaluation of the site prepared for the Project site found that no seismic faults are known to occur on the Project site and the site does not lie within an "Earthquake Fault Zone" as defined by the State of California in the

Alquist-Priolo Earthquake Fault Zoning Act.¹⁰ This information is confirmed by Section 4.8.4 of the General Plan EIR which states there are no Alquist Priolo Earthquake Fault Zones in the City. Consequently, there would be no Project impacts related to rupture of a known earthquake fault as delineated on the Alquist-Priolo Earthquake Fault Map.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As discussed above, the site is situated in a seismically active area and near several seismically active faults that could generate ground shaking in Placentia. As required by the CBC, the Project would be required to provide a geotechnical study for review and approval by the City prior to issuance of a grading permit. Project construction must then comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would mitigate potential adverse impacts from strong seismic ground shaking. Consequently, Project impacts related to rupture of a known earthquake fault would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction can be defined as the loss of soil strength or stiffness due to a buildup of pore-water pressure during a seismic event and is associated primarily with relatively loose, saturated fine- to medium-grained unconsolidated soils. Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. A relatively shallow groundwater table (within approximately 60 feet below ground surface) or completely saturated soil conditions that contribute to liquefaction.

**

¹⁰ *Geotechnical Due Diligence Evaluation, Proposed Residential Development, Van Buren Street and Orangethorpe Avenue, Placentia, California*, prepared by ALBUS-KEEFE & ASSOCIATES, INC., August 24, 2017;

The *Well Installation and Sampling Report*¹¹ prepared for the Project site, and contained in Appendix E, performed subsurface borings to a depth of 80 feet, with ground water first encountered between 60-66 feet below ground surface (bgs). According to Figure 4.8-2 of the General Plan EIR, the Project site is within a designated liquefaction area that generally is located in the southeastern portion of the City. As discussed above, Project construction must comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would reduce potential adverse impacts from potential liquefaction areas. Consequently, Project impacts related to seismic-related ground failure including liquefaction are less than significant.

iv) Landslides?

No Impact. The Project site and surrounding areas are generally flat, and as noted above, groundwater levels are approximately 60-66 feet below the existing ground surface. According to Figure 4.8-2 of the General Plan EIR, the majority of the city including the Project site is not within a designated landslide area. Project construction must comply with the requirements of the approved geotechnical report and CBC. Although no probability of landslides in the vicinity of the Project site is expected, compliance with these measures would further reduce potential adverse impacts from geologic hazards. Consequently, there would be no Project impacts related to landslides.

b) Would the Project cause substantial soil erosion or the loss of topsoil?

No Impact. The Project site is currently developed with paving. Past uses of the site include agriculture and oil drilling and the surrounding area is fully urbanized. No topsoil exists on the site. The Project would remove all existing structures and paving and result in additional disturbance. However, Project construction would be required to comply with the City Code provisions (including Section 20.40.050 Grading regulations) requiring erosion control. Consequently, there would be no Project impacts relative to soil erosion or loss of topsoil.

c) Would the Project cause 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?

**

¹¹ *Well Installation and Sampling Report, 443 South Van Buren Street, Placentia, California 92870*, prepared by Stantec Consulting Services, May 8, 2019; and contained on Appendix E.

Less Than Significant Impact. As discussed above, although groundwater levels at the site are approximately 60-66 feet below the existing ground surface, the Project site is within a designated liquefaction area according to Figure 4.8-2 of the General Plan EIR. Project construction must comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would reduce potential adverse impacts from potential unstable soils or liquefaction areas. Consequently, Project impacts related to unstable soils, including liquefaction or collapse liquefaction are less than significant.

- d) Would the Project be located on expansive soil, creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. The geotechnical evaluation of the site prepared for the Project site found that the near-surface soils within the site are generally non-expansive or possess Very Low expansion potentials. Additional testing for soil expansion will be required subsequent to rough grading and prior to construction of foundations and other concrete work to confirm these conditions. This testing would ensure that any potential for expansive soils are identified and if required the project geotechnical report would recommend remediation. Consequently, Project impacts related to expansive soils are less than significant.

- e) Would the Project cause 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. An existing City sanitary sewer line runs along S. Van Buren Street adjacent to the Project site. The Project proposes to connect to the existing sewer line. The Project would connect to the existing public sewer line and not use septic tanks or an alternative wastewater disposal system.

- f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The Project site is located within an urbanized area of Placentia and the site and surrounding area have been previously graded and developed. Any near-surface paleontological resources that may have existed at one time have likely been disturbed and/or destroyed by prior development activities. Development of the Project would require only surficial excavation needed to lay out utility lines and flatten pads. The site is also flat with no identified unique geologic features. Consequently, the Project would not destroy a unique paleontological resource or site or unique geologic feature.

6.7.2 CUMULATIVE IMPACTS

The potential cumulative impacts related to geology and soils are site specific. Furthermore, the analysis presented above determined that the implementation of the Project would not result in impacts to geology or soils. Consequently, no significant cumulative impacts relative to geology or soils are expected to occur as a result of the Project.

6.7.3 MITIGATION MEASURES

The Project would not have significant impacts relative to geology and soils, and no mitigation is required.

6.8 GREENHOUSE GAS EMISSIONS

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

6.8.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Air Quality section is based on the "Van Buren & Orangethorpe Residential Development Air Quality & Greenhouse Impact Study, City of Placentia", prepared by RK Engineering Group, Inc. (Air Quality Impact Study) and contained as Appendix A to this Initial Study.

- a) Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.

Less Than Significant Impact. Greenhouse gases (GHGs) comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO₂), methane (CH₄), water vapor (H₂O), and nitrous oxide (N₂O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF₆). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime".

To provide guidance to local lead agencies on determining significance for greenhouse gas (GHG) emissions in their CEQA documents, the SCAQMD has convened a GHG CEQA Significance Threshold Working Group. The SCAQMD is in the process of establishing a threshold for GHG emissions to determine a project's regional contribution toward global climate change impacts for California. On December 5, 2008, SCAQMD adopted a threshold of 3,000 metric tons (Mtons) of CO₂e per year for residential and commercial projects for which it is the lead agency under CEQA.

Construction: As presented in the Air Quality & Greenhouse Impact Study, greenhouse gas emissions are estimated for on-site and off-site construction activity using CalEEMod. Table 6 shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are averaged over 30 years and added to the long term operational emissions, pursuant to SCAQMD recommendations. As demonstrated in the Table, total construction emissions would be 648.89 Mtons of CO₂e or 21.63 Mtons averaged over 30 years. These estimated Project construction GHG emissions are well within the 3,000 Mtons threshold and therefore below a level of significance.

Site Operations: As presented in the Air Quality & Greenhouse Impact Study, greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. During project operation, the majority of greenhouse gas emissions, and specifically CO₂, is due to vehicle travel and energy consumption. As shown in Table 7, total operational emissions would be 1,571.76 Mtons of CO₂e, below the 3,000 Mtons threshold and therefore below a level of significance.

Table 6: Construction-Related Greenhouse Gas Emissions (Mtons/year)			
Activity	Emissions (MTons CO₂e)¹		
	On-site	Off-site	Total
Demolition	34.24	43.87	78.11
Site Preparation	16.85	0.86	17.71
Grading	26.27	114.69	140.96
Building Construction	267.98	118.53	386.51
Paving	20.19	1.38	21.57
Architectural Coating	2.56	1.47	4.03
Total	368.09	280.80	648.89
Averaged over 30 years²	12.27	9.36	21.63
Threshold	3,000 Total		
Notes: ¹ MTCO ₂ e = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydroflurocarbons). ² The emissions are averaged over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.			

Table 7: Operational Greenhouse Gas Emissions (Mtons/year)	
Emission Source	Unmitigated GHG Emissions (MTCO_{2e})¹
Mobile Source	1,386.32
Energy Source	261.96
Area Source	35.98
Water	55.65
Waste	25.45
Carbon Sequestration	-215.23
Construction (30 year average)	21.63
Total Annual Emissions	1,571.76
SCAQMD Tier 3 Screening Threshold ²	3,000
Exceed Tier 3 Threshold?	No
Notes:	
¹ MTCO _{2e} = metric tons of carbon dioxide equivalents	
² Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008	
³ Service population based on average 20 jobs/acre	

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Less Than Significant Impact. In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide greenhouse gas emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). Statewide strategies to reduce GHG emissions include reduced building emission requirements specified in the 2013 Building and Energy Efficiency Standards and California Green Building Standards Code.

Additionally, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB

375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted as a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Infill development is included as a strategy for achieving SB375 compliance. An update to the RTP/SCS, currently proposed by SCAG through the Draft Connect SoCal Plan, continues to include infill development as a strategy. Consequently, the Project would not conflict with policies or regulations aimed at reducing greenhouse gas.

6.8.2 CUMULATIVE IMPACTS

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts relative to greenhouse gas emissions. Consequently, no significant cumulative impacts relative to no greenhouse gas mitigation is expected to occur as a result of the Project.

6.8.3 MITIGATION MEASURES

The Project would not have significant impacts relative to greenhouse gas emissions, and no mitigation is required.

6.9 HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
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 through 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 materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				X

HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X		
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

- 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 with Mitigation Incorporated. The Project is a proposed residential use and would not create a significant hazard to public health. However, existing and past uses on the Project site and adjacent uses may create hazards. Historical uses of the Project site, including past agricultural use as an orchard from at least 1938 until 1946. Oil production operations are known to have occurred on the site since at least 1929. California Geologic Energy Management (CalGEM) maps and files indicate that there are two oil wells on site, one that was abandoned in 1959 and one that is an idle well that still has pumping equipment mounted over it. The idle oil well is located in the northeast corner of the site and the abandoned oil well is documented to have existed in the central portion of the Property and was accompanied by multiple aboveground storage tanks (ASTs). (Reference Figure 7, Project Site Facilities Aerial Map.) The idle oil and gas well produced approximately 802 barrels of oil in 1977 and 120 barrels of oil in 1993. No production since that time has occurred and the Applicant proposes to remove the well as part of the Project.

To assess these potential hazards, a series of Phase I and Phase II Environmental Site Assessment and Sampling Reports were conducted. These reports (collectively referenced as ESA Reports) are listed below and included in Appendix E of this Initial Study.

- "Phase I Environmental Site Assessment, 443, 449, 455 and 461 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, August 15, 2017
- "Phase II Environmental Site Assessment, 443, 449, 455 and 461 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, August 30, 2017
- "Additional Phase II Environmental Site Assessment, 443, 449, 455 and 461 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, September 29, 2017
- "Phase II Environmental Site Assessment-Lead Investigation 443, 449, 455 and 461 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, April 30, 2019
- "Well Installation and Sampling Report, 443 South Van Buren Street, Placentia, California 92870", prepared by Stantec Consulting Services, May 8, 2019
- "Phase I Environmental Site Assessment and Shallow Soil Sampling (Subsurface Investigation) Rosemead (Willard & Garvey)", prepared by Stantec Consulting Services, May 13, 2019.

Based on review of historical records and soil sampling, the ESA Reports identified the following Recognized Environmental Conditions (RECs) and non-ASTM environmental conditions in connection with the Project site:

- **Radon.** Radon is a colorless, tasteless radioactive gas with an United States Environmental Protection Agency (EPA) specified action level of 4.0 picoCuries per liter of air (pCi/L) for residential properties. The health risk potential of radon is primarily associated with its rate of accumulation within confined areas near or in the ground, such as basements, where vapors can readily transfer to indoor air from the ground through foundation cracks or other pathways. Large, adequately ventilated rooms generally present limited risk for radon exposure. The site is located in an area designated as Federal EPA Radon Zone Level 3 with a predicted average indoor screening level less than 2 pCi/L. However, nine of the sixty-three sites tested in the Placentia area exhibited levels above 4 pCi/L. Therefore, the site may be in an area where radon can exist at levels above EPA standards.
- **Lead-Based Paint (LBP).** Concern for lead-based paint (LBP) is primarily related to residential structures. The EPA's Final Rule on Disclosure of Lead-Based Paint in Housing (40 CFR Part 745) defines LBP as paint or other surface coatings that contain lead equal to or in excess of 1.0 milligram per square centimeter or 0.5 percent by weight. Several small structures occur on site with outside painted surfaces that appear to be in poor condition. These surfaces may contain LBP.

- **Asbestos Containing Materials (ACM).** The several small structures that occur on site could contain ACM. The greatest asbestos-related human health risks are associated with friable asbestos, which is ACM that can be reduced to powder by hand pressure. Friable asbestos can become airborne and be inhaled and has been associated with specific types of respiratory disease. The manufacturing and use of asbestos in most building products was curtailed during the late 1970s.
- **Lead-Impacted Soil.** An area of the central portion of the site has a detected concentration of lead that exceeds the California Department of Toxic Substances Control (DTSC) acceptable screening level for residential uses.
- **Cadmium-Impacted Soil.** Elevated levels of cadmium have been identified at two surface locations in the north-central portion of the site exceeding the DTSC acceptable residential screening level.
- **Oil-Impacted Soil.** Oil in the central portion of the site exceeds DTSC acceptable screening levels for residential uses.
- **On-Site Oil Well.** Soils in the vicinity of the idle oil and gas well identified in the northeastern portion of the site Property trace amounts of total petroleum hydrocarbons gasoline (TPHg) and soil vapor.
- **Historical On-Site Oil Well.** Soils in the vicinity the abandoned oil and gas well in the central portion of the site do not demonstrate toxicity levels above DTSC acceptable residential screening levels. However, given that the well was originally abandoned in 1959, it is highly likely that CalGEM will require that the well be re-abandoned to their current standard.
- **Historical Off-Site Oil Wells.** From a review of historical photos, the ESA Reports identified two additional oil derricks along the north site boundary from 1946 until 1972. However, no listings or records exist for these oil wells on the online CalGEM database. Subsequent survey work is required to determine the locations of these wells. If the wells are located on the site, CalGEM and local regulatory agencies should be engaged for purposes of determining the appropriate course of action (i.e. abandonment and/or setback requirements) in regard to the wells.
- **Historical Above Ground Storage Tanks.** Two aboveground storage tanks (ASTs) were observed in the southwestern portion of the site on historic aerial photographs taken between 1963 and 1985. It is unclear if these ASTs were

within the site boundaries. However, soil in the vicinity of the ASTs could contain methane.

- **Site-Wide Soil Vapor.** Because of these historic on-site tanks and wells, there is potential for volatile organic compounds (VOCs) in soil vapor occur on the site.
- **Historical Agricultural Use.** Agricultural cultivation (an orchard) which occurred on the site from 1938 until 1946 could have left residual concentrations of organochlorine pesticides.
- **Former UST.** According to records on file with the Orange County Health Care Agency (OCHCA), a concrete UST was removed from the 461 S. Van Buren Street address on December 19, 1991. Soil samples suggest elevated levels of total recoverable petroleum hydrocarbons (TRPH) and levels of tetrachloroethylene ("PCE").
- **Asphaltic Soil.** An asphaltic soil layer appeared to cover an area roughly making up 0.33 acre in the western portion of the site. This asphaltic layer appears to be used oil mixed with soil which has solidified which could contain total petroleum hydrocarbons (TPH).
- **Mounded Soil.** Among a dense collection of automobile parts, a small mound of soil was observed in the western portion of 455 S. Van Buren Street. To evaluate the physical presence of buried materials in this area, exploratory hand auger boring is required.
- **Adjacent Railroad Easement.** A railroad easement has been located along the northern Property boundary since the late 1800s. Shallow soil sampling for metals near the northern site is required to determine if any RECs were caused by the rail line.

To determine the extent of the above listed RECs and non-ASTM environmental conditions, subsequent soil and groundwater sampling and testing, and additional reconnaissance were conducted and documented in the ESA Reports. Findings and recommendation of the ESA Reports are as follows:

- **TPH and VOC Issues.** An interview with a former Site business employee was conducted as part of the subsequent reconnaissance. The employee states that he was employed at the site between 1994 and 1997, and that during that time he witnessed the illegal disposal of engine oil in the southwest corner of 461 S. Van Buren Street. He further indicated that the southwest corner was a designated area where the oil contained within vehicle engines was

allowed to drain, and that the area was eventually capped with concrete. He also suggested that similar activities were likely done in other portions of the site.

Subsequent soil sampling found approximately 10 cubic yards (15 tons) of TPH impacted soil adjacent to the abandoned well located in the central portion of the site. There is also TPH at the former crusher facility on site, the volume of which is undetermined. These findings warranted additional soil and soil vapor sampling at the above-referenced areas for TPH and VOCs at 5 feet below ground surface (bgs).

In April 2019, additional soil and groundwater sampling was conducted and analyzed for TPH, VOCs and lead impacted soil. Based on the April 2019 soil sampling, TPH impacted soil appears to be localized and extends to approximately 4 feet bgs. The TPH-impacted soil represents a REC. To remove the impacted soil, approximately 670 cubic yards (1,000 tons) will require excavation and offsite disposal. This removal is recommended by the ESA Reports to remediate the TPH-impacted soil to levels acceptable for the proposed residential use. Following the completion of the remedial excavations, a remedy completion certification report would be prepared for DTSC review requesting a "no further action" (NFA) for the property. VOCs were non-detect in all soil samples analyzed.

Groundwater sampling was conducted between April 15 and April 23, 2019. Depth to groundwater was measured in the wells between approximately 60 and 66 feet bgs with a flow direction to the northwest. The analytical results of groundwater samples collected from the wells reported no TPH or VOCs above laboratory reporting limits.

- **Lead in Soil Issues.** The soil samples detected lead above the residential threshold of 80 mg/kg to a depth of 6-inches to 3 feet bgs at various locations throughout the site. These detected elevated lead concentrations in shallow soil are considered a REC. Remedial action, as discussed in the ESA Reports, require excavation and offsite disposal of approximately 4,500 to 5,000 cubic yards (6,750 to 7,500 tons) of soil. Contaminated soils would be transported off site following United States Department of Transportation (DOT) requirements. Trucks transporting the soil would be required to be covered and consistent with SCAQMD dust control measures.

Following the completion of the remedial excavations, as confirmed through soil sampling, a closure report would be prepared for DTSC review requesting a NFA for the property.

- **Oil Well Abandonment.** The inactive well will require to be abandoned under appropriate permitting in accordance with the current standard set forth by CalGEM. The previously abandoned site also will undergo appropriate permitting in accordance with the current standard set forth by CalGEM.

In addition to these wells, if the two potential oil wells near the site boundary are determined to be on the site and confirmed to be oil wells, abandonment (or re- abandonment) would be necessary since there appears to be no record of them with CalGEM. As recommended in the ESA Reports, the CalGEM recommended setback of 10 feet from well to building should be incorporated in the Project site plan.

- **Methane.** No methane was detected during the soil sample testing for the Project site. However, because there remains the potential for on-site methane from past oil operations, prior to Project development, a larger scale site-wide methane survey will need to be conducted under oversight of the City of Placentia Fire and Life Safety Department in accordance with their "Combustible Soil Gas Hazardous Mitigation Guideline C-03". At a minimum, the ESA Reports recommend the following mitigation procedures due to the presence of oil wells on the site and potential offsite wells near the northern site boundary:
 - All abandoned onsite oil wells within 25 feet of any structure or within 25 feet from a continuous hardscape that covers an abandoned well will need to be vented;
 - Subslab passive venting systems will need to be installed below all proposed buildings within 25 feet of any well or within 25 feet from a continuous hardscape that covers an abandoned well.
- **Unknown Structures and/or Contamination.** The site has a long history of oil drilling/production and automobile salvage activities, and approximately 65% of the site is covered with stored vehicles and vehicle parts, some of which cannot easily be moved. Unknown/undocumented issues or features (including soil contamination, sumps, oil pipelines, or unregistered storage tanks) could be encountered during grading. In preparation for such occurrences, the ESA Reports recommend that a Soil Management Plan (SMP) be prepared for the site that can be followed should unknown materials or contamination be encountered during redevelopment. The ESA Reports also advise that, if feasible, a comprehensive site-wide geophysical survey of the site be performed after removal of all vehicles and site structures to identify if abandoned and/or active infrastructure is in-place on the site that could be

avoided in connection with redevelopment activities.

Each of these above recommendations identified in the ESA Reports are incorporated as Mitigation Measures HAZ-1 – HAZ-9. With incorporation of HAZ-1 through HAZ-9, potential Project impacts regarding on-site hazardous materials would be reduced to less than significant levels.

In addition, a RAW or a RAP proposing remediation to meet residential cleanup goals would be submitted and approved by the DTSC and City prior to conducting the remediation work at the site.

- b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant with Mitigation Incorporated. As a residential development, the Project is not associated with the transport or use of hazardous materials. However, the past uses on the Project site are associated with RECs. As discussed in Section 6.9.a, above, these potential hazards would be mitigated through Mitigation Measures HAZ-1 through HAZ-9. With inclusion of these measures, potential Project impacts regarding significant hazards from the release of hazardous materials would be reduced to less than significant levels.

- 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 with Mitigation Incorporated. The closest school to the Project site is the El Camino Real High School located approximately 0.4 miles northwest of the site. As discussed above, the proposed residential Project is not associated with the transport or use of hazardous materials. However, the past uses and existing buildings and paving on the Project site are associated with RECs. These potential hazards would be mitigated through Mitigation Measures HAZ-1 through HAZ-9. With inclusion of these measures, Project impacts regarding emitting hazardous emissions, materials, substances or waste within one-quarter mile of a school would be reduced to less than significant levels.

- d) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Phase I and Phase II assessments conducted for the Project site do not identify the Project site as being listed as a hazardous materials site

pursuant to Government Code Section 65962.5. This finding is supported by the state of California Department of Toxic Substances Envirostar website.¹² Consequently, the Project would not create a significant hazard to the public or the environment pursuant to Government Code Section 65962.5.

- 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 public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact. Fullerton Municipal Airport is the nearest airport to the City of Placentia and is located approximately 11 miles west of the site. Consequently, the Project would not result in significant impacts related to airport safety hazards.

- f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. Construction activities associated with future development in the City could temporarily impact street traffic adjacent to the proposed development site during the construction phase due to roadway improvements and potential extension of construction activities into the right-of-way. This could reduce the number of lanes or temporarily close certain street segments. Any such impacts would be limited to the construction period and would affect only adjacent streets or intersections. With implementation of construction traffic plan, temporary street closures would not affect emergency access in the vicinity of future developments, and potential impacts would be less than significant. Mitigation Measure HAZ-10 is added to require a construction traffic plan. Consequently, with implementation of Mitigation Measure HAZ-10, the Project would not impair implementation or interfere with the City's emergency response or evacuation plans.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project site is neither within nor adjacent to a designated wildland area and would not, therefore, be exposed to the potential for wildland

**

¹²<http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global>; accessed January 29, 2018.

fire. The City of Placentia Fire and Life Safety Department will provide fire protection and would respond to fire and/or emergency situations occurring in the project area, including the subject site. Consequently, the Project would not expose people or structure to a significant risk from wildland fires.

6.9.2 CUMULATIVE IMPACTS

The Project could disturb hazardous materials that were used during the past agricultural uses and when the existing buildings and paving on the Project site were constructed. Mitigation Measures HAZ-1 through HAZ-9 are added to the Project to reduce potential impacts related to hazardous materials to less than significant levels. In addition, Mitigation Measure HAZ-10 is added to require a construction traffic control plan to ensure emergency access routes are not obstructed. As a result, no significant cumulative impacts relative to hazards or hazardous materials will be associated with the proposed Project implementation.

6.9.3 MITIGATION MEASURES

The following measures will be required to mitigate potential Project impacts related to hazards or hazardous materials to less than significant levels:

Mitigation Measure HAZ-1: **Radon.**

Timing: Prior to Issuance of Building Permits.

Department Responsible: Development Services.

Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that buildings have been designed with positive ventilation to reduce the potential for radon accumulation. The U.S. EPA recommends that positive ventilation and the absence of basements or subsurface parking reduces the risk of Radon accumulations and exposure.

Mitigation Measure HAZ-2: **Lead-Based Paint (LBP).**

Timing: Prior to Issuance of Demolition Permits.

Department Responsible: Development Services.

Prior to issuance of any demolition permit for the Project, the Applicant shall demonstrate that the existing onsite structures haven been surveyed for LBP, and that any identified LBP have been prior to activities with the potential to disturb painted surfaces, in accordance with all applicable laws.

Mitigation Measure HAZ-3: **Asbestos Containing Materials (ACM).**

Timing: Prior to Issuance of Demolition Permits.

Department Responsible: Development Services.

Prior to issuance of any demolition permit for the Project, the Applicant shall demonstrate that the existing onsite structures haven been surveyed for ACM.

The survey shall include sampling of suspect ACM which shall be collected for laboratory analysis of asbestos in order to determine the need for compliance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations. All ACM shall be removed from the site prior to activities with the potential to disturb affected surfaces, in accordance with all applicable laws.

Mitigation Measure HAZ-4: Recognized Environmental Conditions - Total petroleum hydrocarbons (TPH).

Timing: Prior to Issuance of Building Permits.

Department Responsible: Development Services / Public Works.

Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: Approximately 670 cubic yards (1,000 tons) of soils will be excavated and disposed of offsite to remediate the TPH-impacted soil to levels acceptable for the residential use. Following the completion of the remedial excavations, a remedy completion report shall be prepared for DTSC review requesting a no further action letter (NFA) for the property.

Mitigation Measure HAZ-5: Recognized Environmental Conditions – Lead impacted soils.

Timing: Prior to Issuance of Building Permits.

Department Responsible: Development Services / Public Works.

Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: Approximately 4,500 to 5,000 cubic yards (6,750 to 7,500 tons) of soils will be excavated and disposed of offsite to remediate the lead-impacted soil to levels acceptable for the residential use. Contaminated soils will be transported off site following United States Department of Transportation (DOT) requirements. Trucks transporting the soil will be covered and consistent with SCAQMD dust control measures. Following the completion of the remedial excavations, a remedy completion report would be prepared for DTSC review requesting a no further action letter (NFA) for the property.

Mitigation Measure HAZ-6: Recognized Environmental Conditions – Oil wells.

Timing: Prior to Issuance of Building Permits.

Department Responsible: Development Services/Public Works.

Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is

cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: All existing and abandoned oil wells on site have completed permitting in accordance with the current standard set forth by California Geologic Energy Management (CalGEM).

Mitigation Measure HAZ-7: Recognized Environmental Conditions – Methane.

Timing: Prior to Issuance of Building Permits.

Department Responsible: Development Services/Public Works.

Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: A site-wide methane survey will be conducted under the City of Placentia Fire and Life Safety Department oversight and at a minimum the following will be implemented:

- a. All abandoned onsite oil wells within 25 feet of any structure or within 25 feet from a continuous hardscape that covers an abandoned well will need to be vented;
- b. Subslab passive venting systems will need to be installed below all proposed buildings within 25 feet of any well or within 25 feet from a continuous hardscape that covers an abandoned well.

Mitigation Measure HAZ-8: Recognized Environmental Conditions – Geophysical survey.

Timing: Prior to Issuance of Building Permits.

Department Responsible: Development Services/Public Works.

Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: A comprehensive site-wide geophysical survey of the site has been performed after removal of the site obstructions to identify if abandoned and/or active infrastructure is in-place on the site that could be avoided in connection with redevelopment activities.

Mitigation Measure HAZ-9: Recognized Environmental Conditions – Soil Management Plan.

Timing: Prior to Issuance of Building Permits.

Department Responsible: Development Services/Public Works.

Prior to issuance of any building permit for the Project, the Applicant shall demonstrate that the following measure has been completed and the site is

cleared of this Recognized Environmental Conditions (RECs) subject to City Development Services Director and City Engineer review and approval: A Soil Management Plan has been prepared for the site that can be followed should unknown materials or contamination be encountered during redevelopment.

Mitigation Measure HAZ-10 Traffic Control Plan.

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Public Works.

Prior to any grading or construction activities, the Applicant shall be prepare a construction traffic control plan for review and approval by the City Engineer to ensure emergency access routes are not obstructed.

6.10 HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in a substantial erosion or siltation on- or off-site;				X
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X

HYDROLOGY AND WATER QUALITY. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
iv) Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

6.10.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. Pursuant to the federal Water Pollution Control Act, also known as the Clean Water Act (CWA) and the National Pollution Discharge Elimination System (NPDES), new developments in the City are required to include the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of a project, and a Water Quality Management Plan (WQMP) for the operation phase of a project. The City of Placentia is in the jurisdictional area of the Santa Ana Regional Water Quality Control Board (RWQCB). WQMP requirements within the RWQCB were further clarified by the County of Orange Drainage Area Management Plan (DAMP) which requires the preparation and implementation of WQMPs for development projects. Consistent with the DAMP, the Applicant has submitted for City review and approval a Preliminary Water Quality Management Plan (Project WQMP) for the proposed Project.¹³ The City has reviewed the Project WQMP and has found it to be acceptable

**

¹³ City of Placentia, County of Orange/Santa Ana Region Priority Project Preliminary Water Quality Management Plan (WQMP) for Van Buren & Orangethorpe Residential”, prepared by C&V Engineers; contained as Appendix G of this Initial Study.

As described in the Project WQMP (Appendix G of this Initial Study), the existing site is generally flat and drains southwards toward the Atwood Channel. As part of the Project improvements, a local storm drain system would be provided that would collect and convey stormwater runoff to an underground catch basin and infiltration system near the southwest corner of the site for treatment and retention. Primary overflow from the infiltration system would be conveyed to the existing City 24" storm drain which discharges to Atwood Channel. The Project WQMP finds that there would be no hydrologic conditions of concern from the site. The Project would also be required to submit a SWPPP for City Engineer review and approval prior to construction. The required preparation and implementation of the SWPPP and WQMP would reduce potential Project violations of water quality standards and waste discharge requirements to less than significant levels.

- b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The Project **Well Installation and Sampling Report** identifies groundwater depth at the Project site at a depth of approximately 60-66 feet below the existing ground surface. Existing site conditions contain about 22% impervious ground cover. With development, the Project would contain about 85% impervious ground cover. As presented in the Project WQMP, the Project would install a system to capture and filter stormwater underground without depleting or interfering with groundwater levels. Consequently, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

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

- i) Result in substantial erosion or siltation on- or off-site?

No Impact. There are no streams or rivers in the vicinity of the Project site. The site is currently developed with buildings, paving and auto wrecking facilities. As described in Section 6.10.a, above, the existing site is generally flat and drains southwards toward the Atwood Channel. As part of the Project improvements, a local storm drain system would be provided that would collect stormwater runoff in an underground catch basin and infiltration system near the southwest corner of the site for treatment and retention. Primary overflow from the infiltration system would be conveyed to the existing City 24" storm drain which discharges

to Atwood Channel. Consequently, no Project impacts would occur relative to substantial alteration of the existing drainage pattern of the site or area or substantial erosion.

- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. As discussed in Section 6.10.c.i, above, the Project would retain the existing drainage flow and filter the runoff water in compliance with the Project WQMP. Filtered stormwater runoff from the Project would then be conveyed to the existing City 24" storm drain which discharges to the Atwood Channel. Consequently, the Project would not increase the rate of surface runoff in a manner that would result in any flooding.

- iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. As discussed above, the Project would retain the existing drainage flow and filter the runoff water in compliance with the Project WQMP. Filtered stormwater runoff from the Project would then be conveyed to the existing City 24" storm drain which discharges to the Atwood Channel. Consequently, the Project would exceed capacity of existing stormwater drainage systems or add polluted runoff.

- iv) Impede or redirect flood flows?

No Impact. Despite the Project proposal to raise the site elevation approximately 3 feet to result in 248 feet amsl, Project drainage would be consistent with historical flow patterns with site flowing from east to west, ultimately discharging through existing pipe connection to channel. Post development, as discussed in Section 6.10.c.i, above, the Project would retain and filter the existing drainage flow and then convey primary overflow to the existing City 24" storm drain which discharges to the Atwood Channel. Consequently, the Project would not impede or redirect flood flows or exceed capacity of existing stormwater drainage systems or add polluted runoff.

- d) Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The Environmental Site Assessment for the Project reports that the Project site Property is located at approximately 245 feet above mean sea level (amsl) and groundwater in the vicinity at approximately 60-66 feet below ground

surface. At this amsl, portions of the Project site are within a 100-year flood hazard area. As part of the Project development, the Applicant proposes to raise the site elevation approximately 3 feet to result in 248 feet amsl which would be outside the flood hazard area. As discussed in Section 2.8, raising of the site would require approximately 24,500 cubic yards of fill, with 23,500 of that amount imported fill, and other remedial grading that would be reviewed further by the City as part of the post entitlement process grading plan review and permit issuance.

A tsunami is a tidal wave or sea wave caused by seismic activity. Placentia is located inland approximately 36 miles from the Pacific Ocean and is not subject to tsunamis. A seiche involves the oscillation of a body of water in an enclosed basin, such as a reservoir, storage tank, or lake. According to the City's General Plan, no enclosed bodies of water are located in the immediate vicinity of the Project site. As discussed in Section 6.9.3 of this Initial Study, Project development would include removal of existing onsite contaminants and soil remediation. Post development pollutants associated with site runoff would be collected and filtered as discussed in Section 6.10.c.i. Consequently, the Project would not result in risk of pollutant release during flood hazard, tsunami or seiche.

- e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As discussed in Section 6.10.b, above, the Project **Well Installation and Sampling Report** identifies groundwater depth at the Project site at approximately 60-66 feet below the existing ground surface. Existing site conditions contain about 22% impervious ground cover. With development, the Project would contain about 85% impervious ground cover. As presented in the Project WQMP, the Project would install a system to capture and filter stormwater underground without adversely affecting water quality or groundwater levels. Consequently, the Project would not conflict with or obstruct implementation of a water quality control or groundwater management plan.

6.10.2 CUMULATIVE IMPACTS

The required preparation and implementation of the SWPPP and WQMP would reduce potential Project impacts to stormwater runoff and water quality. As a result, no significant cumulative impacts relative to hydrology and water quality will be associated with the proposed project's implementation.

6.10.3 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on hydrology or water quality. As a result, no mitigation is required.

6.11 LAND USE AND PLANNING

LAND USE AND PLANNING. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

6.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project physically divide an established community?

No Impact. The Project site was most recently used by an auto wrecking facility, which is no longer operating. Existing equipment on the site includes a variety of structures used for the auto wrecking operations and vehicles stored prior to crushing. The site also contains two non-producing oil wells and the western terminus of Oak Street which is a private street east of S. Van Buren Street. North of the site are rail lines, then an equipment yard and vacant land, then E. Orangethorpe Avenue and then new multi-family residential. East of the site is S. Van Buren Street then existing single family residential. Existing single family residential also occurs adjacent to the site on the west side of S. Van Buren Street. (Reference Figure 9, Surrounding Land Uses Aerial Map.)

The Project would replace the former auto wrecking facility which is currently in a cluttered and unkept condition with an architecturally cohesive residential townhomes, including landscaping and amenities. Recognizing the reasonable transition of the site to a residential designation, the General Plan which was updated in 2019 changed the land use designation of the site from Industrial to High Density Residential. The Project would be compatible with the High Density Residential land use designation and with existing single family residential communities east of the site and north across E. Orangethorpe Avenue. Consequently, the Project would not physically divide an established community.

- b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project requires the following entitlements:

- Zone Change No. ZC 2018-01
- Development Plan Review No. DPR 2018-01
- Tentative Tract Map No. TTM 19104.

Zone Change. If approved, the Project would convert the Zoning Map land use designation from M-O Manufacturing and Combining Oil District to R-3 Multiple-Family Residential. Pursuant to Chapter 23.60 of the Code, the purpose of the "O" district is to provide for the use of land or the surface thereof in connection with the removal of minerals, including, but not limited to, oil, gas and other hydrocarbon substances. The current General Plan which was updated in 2019 changed the land use designation of the Project site from Industrial to High Density Residential. The General Plan states that the High Density Residential designation is intended to accommodate multiple family residences with a maximum development of 25 dwelling units per acre, and that the designation is compatible with the High-Density Multi-Family (R-3) zone. ZC 2018-01 has been initiated by the Project Applicant as required by the Code to bring the zoning of the site into alignment with the updated General Plan High Density Residential designation.

ZC 2018-01 will be processed pursuant to Chapter 23.96 of the Code, which requires the Planning Commission to recommend and the City Council to make the following findings:

- (1) The proposed amendment will not be: (A) detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed amendment or within the city, or (B) injurious to property or improvements within the neighborhood or within the city;
- (2) The proposed amendment will be consistent with the latest adopted General Plan.

As discussed in Section 6.9 of this Initial Study, the Project includes the removal and remediation of on-site oil wells. Other potential hazardous materials on site associated with past uses and existing structures would be removed and rebated through the Project. These Project clean-up activities would remove potential conditions detrimental to health, safety or general welfare.

Table 8, below, identifies the General Plan Land Use Element policies relevant to the Project and the Project’s consistency with the policies. As summarized in the Table, the Project is consistent with the applicable goals and policies of the Placentia General Plan Land Use Element. Consequently, the Project meets the required findings of Chapter 23.96: (1) The Project would not be detrimental to the health, safety or general welfare, or injurious to persons or property; (2) The Project would be consistent with the General Plan.

Table 8: General Plan (Land Use Element) Consistency Analysis		
Policy No.	Land Use Element Policy	Consistency Assessment
Goal LU-1: Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.		
1.1	Preserve single-family neighborhoods in Placentia, which provide support for the city’s commercial and industrial uses.	Consistent: The Project will convert the industrial site into a cohesively designed single-family attached residential community. It will help preserve and enhance the existing single family neighborhoods east and west of the site.
1.2	Allow for a variety of residential infill opportunities including single family, multi-family, mixed-use, manufactured housing, and mobile homes, in designated areas to satisfy regional housing needs.	Consistent: The Project will convert the industrial site into a cohesively designed single-family attached residential community. Its residential character and density is consistent with the General Plan Land Use Map designation for the site.
1.8	Monitor and amend ordinances periodically to provide incentives for the development of workforce housing, affordable housing, and mixed-use multi-family housing.	Consistent: The General Plan states that the High Density Residential designation is intended to accommodate multiple family residences with a maximum development of 25 dwelling units per acre, and that the designation is compatible with the High-Density Multi-Family (R-3) zone. ZC 2018-01 has been initiated by the Project Applicant as required by the Code to bring the zoning of the site into alignment with the updated General Plan High Density Residential designation.
Goal LU-2: Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.		
2.4	Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to be compatible with adjacent neighborhoods.	Consistent: The 5.56-acre site is currently underutilized as a former auto-wrecking facility. The Project will convert the industrial site into a cohesively designed single-family attached residential community. Its residential character and density is consistent with the General Plan Land Use Map designation for the site and would be compatible with existing residential neighborhoods east and west of the site.

Table 8: General Plan (Land Use Element) Consistency Analysis

Policy No.	Land Use Element Policy	Consistency Assessment
2.5	Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards or design guidelines with such techniques as buffering, landscaping, setbacks and traffic calming features.	Consistent: The Project proposes landscaped setbacks on each side of the site, creating a buffer from railroad tracks north of the site and the channel and existing industrial type use south of the site.
2.6	Require new multifamily development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to reduce impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.	Consistent: The Project is a new multifamily development and would provide landscaped buffers on all sides. Masonry walls would be provided to reduce noise impacts from the adjacent rail line.
2.10	Encourage non-conforming uses and buildings to be brought into compliance with City codes.	Consistent: The Project will change the zoning designation of the site to R-3 consistent with the updated General Plan designation of High Density Residential, and would develop the site in accordance with the High Density Residential designation.
2.15	Work with Placentia Fire and Life Safety Department (PFLSD) to ensure adequate monitoring of those uses that utilize hazardous materials to avoid industrial accidents, chemical spills, fires, and explosions.	Consistent: The Project includes the clean-up and remediation of the site from past oil operations. All clean up and remediation will be done in accordance with City, regional and state requirements.
2.21	Ensure development provides adequate infrastructure improvements are provided to support new multi-family development, including on-site recreational amenities.	Consistent: The Project proposes on-site infrastructure improvements to support the new residential development. Each unit within the development would have private patio/balcony space and would share common recreational amenities including a dog-park and recreation area.
Goal LU-4: Ensure that new development minimizes the impacts on the natural environment including the natural landscape, vegetation, air and water resources.		
4.1	Require all new development to adhere to the standards of the Low Impact Development (LID) guidance.	Consistent: As part of the Project development plan, a preliminary WQMP has been prepared which has been reviewed and approved by the City. The Project would comply with SWPPP and DAMPP requirements as discussed in Section 6.10 of this Initial Study.

Table 8: General Plan (Land Use Element) Consistency Analysis

Policy No.	Land Use Element Policy	Consistency Assessment
4.2	Require all new development to minimize impervious surfaces wherever feasible.	Consistent: As discussed within the Project WQMP (Appendix G), the development would minimize impervious surfaces wherever feasible.
4.6	Ensure that all new development adheres to the Water Quality Management best practices and approved plans beginning at the grading stage of construction.	Consistent: As discussed within Section 6.10 of this Initial Study, the Project would comply with SWPPP requirements to control runoff during the construction process.
Goal LU-5: Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.		
5.1	Encourage development projects to utilize high quality design for architecture and site planning through the City’s design review process. Create Design Guidelines for focused areas and for development Citywide.	Consistent: The Project will convert the industrial site into a cohesively designed single-family attached residential community consistent with the General Plan land use designation for the site and compatible with residential uses east and west of the site.
5.4	Ensure compatible design with sensitive building massing and proportion.	Consistent: The Project will convert the industrial site into a cohesively designed single-family attached residential community consistent with the General Plan land use designation for the site and compatible with residential uses east and west of the site.

Development Plan Review. The Project also includes a Development Plan Review (DPR). Approval of the Project DPR will require the Planning Commission to find and the City Council to concur that the Project meets or exceeds the provisions of Chapter 23.21 “R-3” High Density Multiple Family District, and the following findings pursuant to Chapter 23.75 of the Code:

- (1) The project meets or exceeds the criteria established in Section 23.75.020;
- (2) There have been attached any other conditions necessary to prevent: (A) detriment to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed development or within the city, or (B) injurious to the property or improvements within the neighborhood or within the city, and;

- (3) The proposed development will be consistent with the latest adopted general plan; and
- (4) Conditions necessary to secure the purposes of this section, including guarantees and evidence of compliance with conditions, are made part of the development approval.

Finding 1, above, requires the Project to meet or exceed development standards listed in Section 23.75.020 of the Code. Through the City entitlement, Project compliance with building setback and height, landscape, circulation, landscaping and lighting standards, and police and fire protection requirements will be evaluated. In this manner, the Project is expected to comply with the listed standards, including the development standards for the R-3 zone.

Chapter 23.21 "R-3 High Density Multiple-Family District" establishes standards for use, setbacks, parking, lot coverage, minimum site area and building separation. The Project meets each of these standards as summarized below:

- Townhomes are a permitted use in the R-3 zone.
- Required R-3 zone setbacks are 15 feet front, 5 feet side, 10 feet street side and rear. As discussed in Section 2.8 of this Initial Study, with the site's three-sided shape, the townhome buildings would be setback from adjacent property lines 180 feet from the front at Van Buren Street, and 5 feet from the sides at railroad to the north and channel to the south. Where the Project site is intersected by the two existing residential properties that front on Van Buren Street, the townhome buildings would be set back a minimum of 27 feet from the rear of the existing residential properties.
- Required R-3 zone maximum building height is 35 feet, measured at average roof height. As proposed, the Project 6-unit townhome buildings would be 35'2" in height at its highest point, but below 35 feet at average roof height. The 8-unit townhome buildings would be a maximum of 36'8" in height, but below 35 feet at average roof height.
- Required R-3 zone parking is 215 spaces which the Project proposes to meet with a total of 299 parking spaces.
- Maximum required lot coverage is 60%. Lot coverage for the Project includes buildings, parking areas, patios and driveways, and totals 141,177 square feet (3.24 acres), comprising 58.2% of the site below the required maximum.

- Minimum site area in the R-3 zone is 9,000 square feet for a corner lot and 8,000 square feet for an interior lot. Because of the site's unusual location bordered on the north by railroad tracks and the south by a channel, it is neither a corner lot nor interior lot as described in the Code. However, with a site size of approximately 5.6 acres (5.57 acres or 242,629 square feet), the Project meets the minimum site area.
- Required minimum distances between buildings in the R-3 zone are 20 feet for double row dwelling buildings, 12 feet for single row dwelling group and 10 feet between all other buildings. The Project site plan would meet these minimum distance separations.

As discussed above under "Zone Change", the Project would remove and remediate on-site oil wells and would bring the site zoning and use into compliance with the General Plan High Density Residential designation for the site. The City entitlement process as well as mitigation measures recommended through this Initial Study will ensure appropriate conditions are made part of the Project development approval. Consequently, the Project meets the required findings of Chapter 23.75: (1) The Project meets the applicable development standards; (2) The Project would not be detrimental to the health, safety or general welfare, or injurious to persons or property; (3) The Project would be consistent with the General Plan; (4) The Project would comply with necessary conditions.

Tentative Tract Map. The Project also includes a Tentative Tract Map to subdivide the site for condominium purposes. Pursuant to Chapter 22.72 of the Code, a Tentative Tract Map is required to ensure that subdivision of property promotes the public health, safety, convenience and general welfare. Approval of the Project TTM will require the Planning Commission to make and the City Council to concur with the following findings:

- (1) The subdivision is consistent with the adopted general plan and any specific plans;
- (2) The design or improvement is consistent with the general plan and any specific plans;
- (3) The site is physically suitable for the proposed type and/or density of development;
- (4) The design or improvements are not likely to cause substantial environmental damage;
- (5) The design or type of improvement is not likely to cause serious public health problems;

- (6) The design or type of improvement will not conflict with easements of record, or established by judgment, acquired by the public at large for access through or use of property within the proposed subdivision or if an easement conflict exists, alternate easements which are substantially equivalent will be provided;
- (7) The subdivision is in conformity with the provisions of this title.

As presented in this Initial Study, the Project is consistent with the General Plan; would comply with applicable development standards; the Project would remove and remediate existing on-site oil wells; and through City entitlement process as well as mitigation measures recommended through this Initial Study, Project design, improvements and subdivision will conform to City Municipal and Building Code requirements. Consequently, the Project meets the above seven required findings of Chapter 22.72, and there would be no Project conflicts with an applicable land use plan, policy or regulation.

6.11.2 CUMULATIVE IMPACTS

Converting the Project site to a residential could encourage adjacent commercial or manufacturing properties to similarly convert. However, each proposed General Plan Land Use Map and Zoning Map amendment would be subject to its own review including review under CEQA. Consequently, cumulative impacts relative to land use and planning would be less than significant.

6.11.3 MITIGATION MEASURES

The analysis determined that the proposed Project would not result in any significant adverse impacts regarding land use and planning. Consequently, no mitigation is required.

6.12 MINERAL RESOURCES

MINERAL RESOURCES. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
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, specific plan or other land use plan?			X	

6.12.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

Less Than Significant Impact. Oil production operations are known to have occurred on the site since at least 1929. As discussed in Section 6.9 of this Initial Study, CalGEM maps and files indicate that there are two oil wells on site, one that was abandoned in 1959 and one that is an idle well that still has pumping equipment mounted over it. The idle oil well is located in the northeast corner of the site and the abandoned oil well is documented to have existed in the central portion of the site. Because both wells are non-producing, the Project's proposal to remove, clean-up and remediate the wells would not affect oil production.

Similarly, because the wells are non-productive and generally inconsistent with the existing residential uses east and north of the site, the Project proposal to permanently remove to remove the "O" designation from the site would not result in a significant regional or statewide loss of a mineral resource. Consequently, Project impacts relative to the loss of a known mineral resource would be less than significant.

- 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?

Less Than Significant Impact. Oil production is not identified as a locally important mineral in the City General Plan. Consequently, the Project would not result in the loss of a locally important mineral resource recovery site.

6.12.3 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in any significant adverse impacts to mineral resources. Consequently, no significant adverse cumulative impacts to mineral resources would occur as a result of the project.

6.12.4 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on mineral resources. As a result, no mitigation is required.

6.13 NOISE

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

6.13.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Noise section is based on the "Updated Noise Impact Analysis Van Buren and Orangethorpe, City of Placentia, California" (Noise Impact Analysis), prepared by Giroux & Associates, contained as Appendix D.

- a) Would the Project result in a generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated. **Noise Measurements:** Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by

weighting sounds within the range of maximum human sensitivity more heavily in a process called "A-weighting," written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted. Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period.

Typical human hearing can detect changes in sound levels of approximately 3 dBA under normal conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is discernable to most people in an exterior environment while a change of 10 dBA is perceived as a doubling (or halving) of the noise. Because people are generally more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.

Noise Standards: A noise level of 65 dB is the level at which ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. A noise exposure of 65 dB CNEL is typically recommended as the exterior noise land use compatibility guideline for new residential dwellings in California. CNEL-based standards generally apply to usable outdoor recreational space at backyards, patios or balconies. Interior exposures of noise-sensitive uses are controlled through adequate structural attenuation.

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in any residential use, included single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is 25-30 dB, an exterior noise exposure of 70-75 dB CNEL allows the interior standard to be met without any specialized structural attenuation (dual paned windows, etc.), but with closed windows and fresh air supply systems or air conditioning in order to maintain a comfortable living environment.

Noise ordinance limits generally apply to "stationary" sources such as mechanical equipment or vehicles operating on private property. The City of Placentia noise standards are presented in Table 9. Applicable noise standards must be met at

the nearest residential property line. For residential use, the noise standard is 55 dB Leq daytime and 50 dB Leq nighttime.

In accordance with Section 23.81.170 of the Placentia Municipal Code, construction related activities are exempt from noise regulations provided the activities take place during the hours of 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. No construction activities are allowed on Sundays or federal holidays. Since the project will not create noise generating operational activities, the noise standards were not used for project evaluation and are presented for informational purposes only.

Table 9: City of Placentia Residential Noise Standards		
Noise Zone	Noise Level	Time Period
Residential	55 dB(A)	7:00 a.m.--10:00 p.m.
	50 dB(A)	10:00 p.m.--7:00 a.m.
Commercial	65 dB(A)	Anytime
Industrial	70 dB(A)	Anytime

Baseline Noise: The Project site is affected by train activity on the two rail lines along the northern boundary. (Reference Figure 10. Rail Line Locations.) The nearest rail line carries freight and is operated by Burlington Northern (BNSF). This rail line is only minimally used and is within 50 feet of the entire site’s northern boundary. The more heavily utilized lines are operated by Metrolink and located farther north and range from 100 feet distance from the closest property line on the east side of the site to 250 feet on the west side of the site. Metrolink rail lines handle commuter rail and freight trains. Based on recent train schedules 14 Metrolink trains traverse the line each day. No precise numbers of daily freight trains were available.

Train noise nuisance is exacerbated by the required use of train horns for safety near at-grade crossings. The Van Buren crossing is a “quiet zone” where horns are not used except in an emergency. Of the two rail operators, freight rail noise is the more dominant, though a less frequent, noise source. Although the noise metric used to address train noise is a CNEL or a daily average, the single event noise intrusion potential from a nearby train is high.

Figure 10. Rail Line Locations



To determine existing noise levels in the Project area, Giroux & Associates conducted baseline noise measurements from two meters at the locations shown in Figure 11. Meter 1 was located on the northeastern site perimeter and captures both train noise as well as traffic noise from E. Orangethorpe Avenue. Along the northern site perimeter, to the east, the rail line is very close to the site; about 100 feet from the track centerline. Traveling west the distance separation becomes progressively larger so that readings at Meter 1 would presumably be much higher than at Meter 2. Meter 2 is approximately 350 feet from the main Metrolink track centerline.

Noise measurements were taken from the two meter locations to document existing baseline levels in the area, particularly train noise along the adjacent rail line to serve as a basis to determine noise exposure from ambient noise activities upon the proposed project. Long term (24-hour) noise measurements were conducted on Thursday, August 17 to Friday August 18, 2017, at the two on-site locations. The monitoring results from the two meters are shown in Table 10.

Meter 1 was sited approximately 100 feet from the railway centerline and the observed noise level was 74 dB CNEL. This is the maximum recorded noise level at

the property line. Meter 2 has a greater separation and as a result, the observed noise levels at this location were lower, about 69 dB CNEL.

Because CNEL is a weighted 24-hour noise metric, it is the average noise levels that are primarily evaluated. Given that noise levels may vary by location due to use of bells and distance to busy roadways, the above values are considered consistent and are considered to provide an accurate characterization of the existing acoustic baseline. From this data, the Noise Impact Analysis assesses baseline noise levels in proximity to the railroad tracks and identifies required mitigation that could be necessary to meet the City of Placentia recommended noise compatibility guidelines for usable outdoor space and possibly for habitable rooms close to the railroad track.

Figure 11. Noise Monitoring Locations

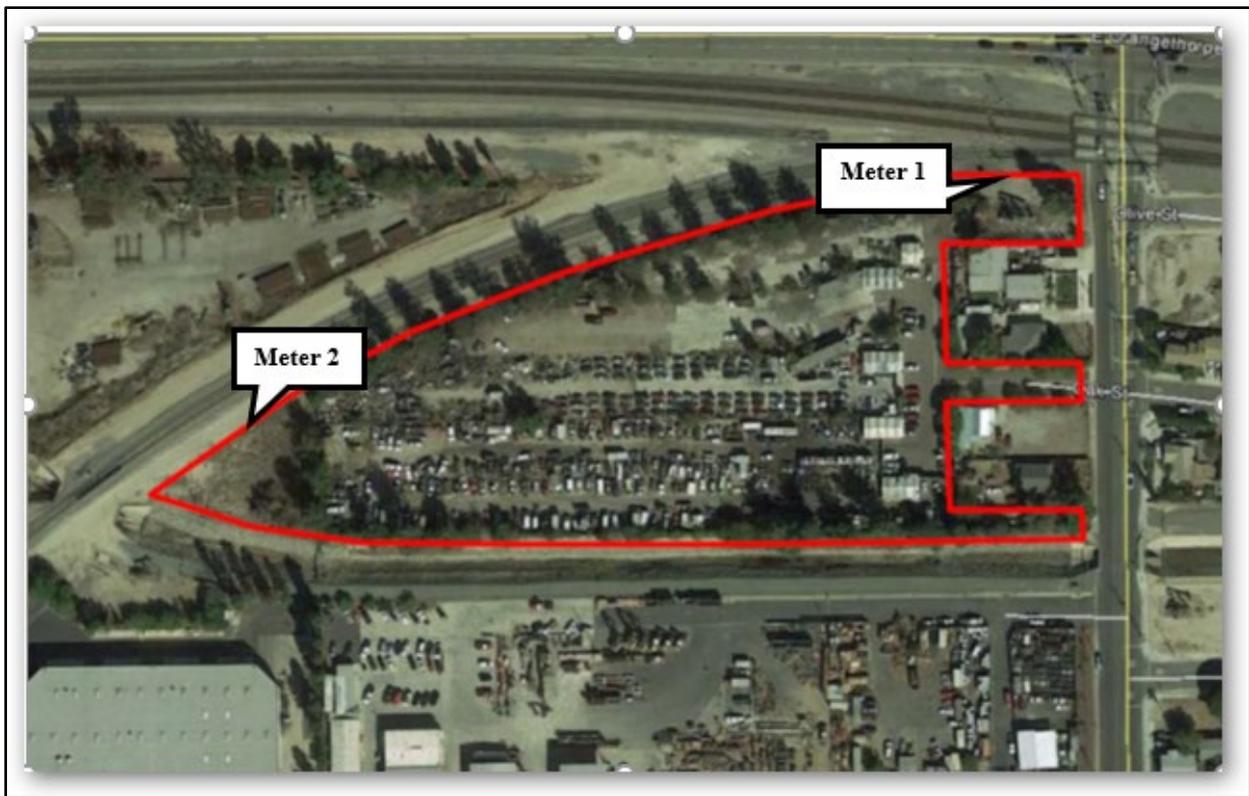


Table 10: Noise Level Measurements¹		
Time Interval	Leqs Meter 1	Leqs Meter 2
13:00-14:00	66.4	64.5
14:00-15:00	66.0	54.5
15:00-16:00	67.4	61.2
16:00-17:00	66.8	62.2
17:00-18:00	68.1	62.1
18:00-19:00	65.9	54.8
19:00-20:00	71.0	73.9
20:00-21:00	68.6	66.4
21:00-22:00	65.5	52.8
22:00-23:00	66.6	55.3
23:00-24:00	70.5	58.9
0:00-1:00	64.3	53.5
1:00-2:00	67.7	64.3
2:00-3:00	68.7	67.1
3:00-4:00	64.3	53
4:00-5:00	68.3	58.6
5:00-6:00	66.8	55.8
6:00-7:00	62.2	52.3
7:00-8:00	63.1	52.2
8:00-9:00	67.4	64.9
9:00-10:00	54.0	48.3
10:00-11:00	64.0	63.3
11:00-12:00	64.0	53.9
12:00-13:00	66.8	53.2
CNEL	73.9	69.4

¹ The Leq represents the equivalent sound level and is the numeric value of a constant level that over the given period of time transmits the same amount of acoustic energy as the actual time-varying sound level.

On-Site Impacts - Operational Noise - Exterior: As shown in Table 10, the northeastern portion of the property closest to the Metrolink lines has a maximum noise level of 74 dB CNEL. It will be desirable to meet the 65 dB CNEL typically recommended as the exterior noise land use compatibility guideline for new residential dwellings in California. For the Project, this means achieving a 65 dB CNEL within the common open space areas located throughout the site.

The Noise Impact Analysis determined that recreational space may slightly exceed the City's noise standard for outdoor uses. However, inclusion of an 8-foot CMU wall on the north boundary of the site adjacent to the rail lines would provide an extra measure of sound attenuation to ensure acceptable noise levels for recreational use.

Operational Noise – Interior: The requirement for habitable interior space is a noise level less than 45 dB CNEL. Standard requirements of the CBC include acoustical upgrades capable of reducing interior noise to 45 dB CNEL, such as:

- All facades must be constructed with substantial weight and insulation;
- Sound-rated windows providing noise reduction performance similar to that of the façade must be included for habitable rooms; a minimum sound reduction of 30 dB sound transmission class (STC) is required for all north-facing windows; a more upgraded set of windows on upstairs units directly abutting the northern site perimeter rated at STC = 33 or higher is recommended to reduce single event noise from late night train passages in upstairs bedrooms;
- Sound-rated doors or storm doors providing noise reduction performance similar to that of the façade must be included for all exterior entries;
- Acoustic baffling of vents is required for chimneys, fans and gable ends;
- Installation of a mechanical ventilation system affording comfort under closed window conditions is required.

Interior noise levels at the proposed residential units closest to the tracks will be reduced to the 45 dB CNEL interior standard for habitable rooms by standard construction practice with closed windows. However, single event noise from trains may be intrusive even if the interior standard is met. To reduce intrusive train noise, the Noise Impact Analysis recommends locating non-habitable rooms (kitchens, baths, hallways, stairwells, etc.) along the building facades directly facing the tracks is suggested. The option to close windows to shut out noise requires the provision of supplemental ventilation. Window upgrades from "standard" to STC=30 or better are recommended to reduce intrusive train noise for habitable rooms for the units closest to the tracks.

The Noise Impact Analysis recommends the following measures to reduce intrusive train noise from the interior of the proposed units:

- All windows throughout the Project will be dual-paned glass and all upstairs living and bedrooms of units abutting the tracks shall be equipped with supplemental ventilation supplying at least 30 CFM of fresh make-up air (Building Code requirement), and
- Upstairs windows of living or bedrooms in units with a line-of-site to the tracks shall be rated at STC=30 or better (single event noise nuisance reduction) with STC = 33 rated windows recommended for upstairs windows directly facing the train tracks.
- Because window closure is a necessary condition to meet the noise standard, the code requires the provision of supplemental ventilation, including a fresh air intake that provides 30 CFM of fresh outside air. In order to not compromise acoustic protection integrity of the HVAC systems, the fresh air inlet shall be located on the building facades away from the track.

On-Site Impacts – Construction Noise: Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large, earth-moving equipment sources for demolition and grading. During construction and paving, equipment is generally less noisy. The closest existing sensitive uses to the Project site are the single family homes to the east. Only paving activities will be adjacent to this area and there is a minimum setback of 100 feet. According to the City of Placentia Municipal Code, permissible hours of construction are 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction is not allowed on Sundays or federal holidays. Adherence to this schedule reduces construction noise impacts on adjacent sensitive uses to less than significant levels. However, to further reduce construction noise impacts, the Noise Impact Analysis recommends the following measures:

- All construction and general maintenance activities, except in an emergency, shall be limited to the hours of hours of 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday.
- All on-site construction equipment shall have properly operating mufflers.
- All construction staging areas should be located as far away as practical from the nearest homes.

Each of the measures recommended by the Noise Impact study to reduce noise are incorporated as mitigation measures to the Project. These measures include NOI-1 to reduce exterior noise levels, NOI-2 to reduce interior noise levels, and NOI-3 to require additional measures to reduce impacts of Project construction

noise on adjacent residential uses. With inclusion of these mitigation measures, presented below, Project impacts relative to exposure to noise levels in excess of established standards would be reduced to less than significant levels. The operation of the Project itself would generate noise typical of adjacent residential uses and would not exceed established noise standards.

- b) Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated. Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. Although the perceptibility threshold is about 65 VdB, human response to vibration is not usually significant unless the vibration exceeds 70 VdB. The range of vibration decibels (VdB) is as follows:

65 VdB	-	threshold of human perception
72 VdB	-	annoyance due to frequent events
80 VdB	-	annoyance due to infrequent events
94-98 VdB	-	minor cosmetic damage

The United States DOT data estimates vibration levels of 83 VdB at 60 feet from a train traveling at 50 mph. The Metrolink trains typically travel at a typical speed of 30 mph and as a light rail train, produce a lower vibration level of 72 VdB. The Noise Impact Analysis assessed the potential vibration impacts from the adjacent trains on future Project residents. It found that the recommended dual paned windows would reduce vibration levels for second floor residential space but vibration levels from track activities could exceed annoyance level at the ground floor if hard surfaces are used. The Noise Impact Analysis recommends the use of soft materials such as carpet to would ensure vibration levels are below even annoyance thresholds. This recommendation is added as Mitigation Measure NOI-4, below, and would reduce Project impacts relative to ground-borne noise levels to less than significant levels. The structural damage threshold would not be exceeded at any unit. Vibrations generated during Project construction, including excavation and remediation activities, would be short term and required to comply with Mitigation Measure NOI-3, below. Adherence to this mitigation measure would reduce construction generated vibration from the Project to less than significant levels.

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

No Impact. Fullerton Municipal Airport is the nearest airport to the City of Placentia and is located approximately 11 miles west of the site. The site is not located in the airport land use plan area for the Fullerton Municipal Airport. As a result, Project implementation would not expose people to excessive airport noise levels. Consequently, the Project would not result in significant impacts related to exposure to excessive airport related noise levels.

6.13.2 CUMULATIVE IMPACTS

Potential noise impacts associated with the Project location could affect the future residents of the site. These impacts are site specific and not cumulative in nature. Mitigation Measures NOI-1, NOI-2, NOI-3 and NOI-4 are added to the Project to reduce potential noise impacts to Project residents and adjacent properties to less than significant levels. Consequently, no cumulative impacts relative to noise would occur from or to the Project.

6.13.3 MITIGATION MEASURES

The following mitigations will be required to ensure City noise land use compatibility standards are met:

Mitigation Measure NOI-1: Operational Noise - Exterior.

Timing: Prior to Issuance of Building Permits for Design Approval/Prior to Certificate of Occupancy for construction.

Department Responsible: Development Services.

An 8-foot masonry wall shall be constructed at the northern boundary of the Project site adjacent to the existing rail lines. This wall shall reduce exterior noise levels at the common open spaces to 65 dB CNEL. The final location and design of the wall shall be subject to Development Services Director review and approval.

Mitigation Measure NOI-2: Operational Noise – Interior.

Timing: Prior to Issuance of Building Permits for Design Approval/Prior to Certificate of Occupancy for construction.

Department Responsible: Development Services.

The following upgrades shall be incorporated into the building design to reduce interior noise levels to 45 dB CNEL:

- All windows throughout the Project will be dual-paned glass and all upstairs living and bedrooms of units abutting the tracks shall be equipped with supplemental ventilation supplying at least 30 CFM of fresh make-up air (Building Code requirement), and
- Upstairs windows of living or bedrooms in units with a line-of-site to the tracks shall be rated at STC=30 or better (single event noise nuisance reduction) with STC = 33 rated windows recommended for upstairs windows directly facing the train tracks.
- Because window closure is a necessary condition to meet the noise standard, the code requires the provision of supplemental ventilation, including a fresh air intake that provides 30 CFM of fresh outside air. In order to not compromise acoustic protection integrity of the HVAC systems, the fresh air inlet shall be located on the building facades away from the track.

Mitigation Measure NOI-3: Construction Noise.

Timing: During all demolition, grading and construction activities.

Department Responsible: Development Services.

During all demolition, grading and construction activities, the Applicant shall ensure that the following measures are followed:

- All construction and general maintenance activities, except in an emergency, shall be limited to the hours of hours of 7 a.m. to 7 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday.
- All on-site construction equipment shall have properly operating mufflers.
- All construction staging areas should be located as far away as practical from the nearest homes.

Mitigation Measure NOI-4: Vibration.

Timing: Prior to Issuance of Building Permits for Design Approval/Prior to Certificate of Occupancy for construction.

Department Responsible: Development Services.

Floors of ground level areas that are used for living or sleeping shall be covered with a soft material such as carpet to reduce vibration levels.

6.14 POPULATION AND HOUSING

POPULATION AND HOUSING. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

6.14.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Less Than Significant Impact. The Project would amend the Zoning Map land use designation from M-O Manufacturing and Oil Combing District to R-3 Multiple-Family Residential. The Project is consistent with the General Plan Housing Element Goal to develop and maintain housing supply and variety. Assuming an average household size of 3.11 persons¹⁴, the Project would generate 432 additional persons in the City, which represents a 0.83% increase over the City’s current 52,333 population. This increase is nominal. As discussed in Section 6.11.2, converting the Project site to a residential could encourage adjacent

**

¹⁴ State of California, Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, 1 May 2019.

commercial or manufacturing properties to similarly convert. However, each proposed General Plan Land Use Map and Zoning Map amendment would be subject to its own review including review under CEQA. Consequently, Project impacts relative to inducement of substantial population growth would be less than significant.

- b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently occupied by a former auto wrecking facility and there is no housing on the site. Consequently, the Project would not displace existing people or housing.

6.14.2 CUMULATIVE IMPACTS

Converting the Project site to a residential designation could encourage adjacent commercial or manufacturing properties to similarly convert, potentially bringing additional residential population to the Project area. However, each proposed General Plan Land Use Map and Zoning Map amendment would be subject to its own review including review under CEQA. Consequently, cumulative impacts relative to population and housing would be less than significant.

6.14.3 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on population and housing. As a result, no mitigation is required.

6.15 PUBLIC SERVICES

PUBLIC SERVICES. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

6.15.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a)i) Fire Protection?

Less Than Significant Impact. Placentia had been a member of the Orange County Fire Authority Joint Powers Authority (OCFA). However, beginning July 2020, City of Placentia Fire and Life Safety Department will provide fire protection to the City of Placentia. City fire stations available to serve the Project site include Fire Station 34 is located at 1530 North Valencia approximately 2.7 miles from the Project site; Fire Station 35 is located at 120

South Bradford approximately 2.6 miles from the Project site. Battalion 2 provides firefighting services at these locations. Services include structural fire protection, emergency medical and rescue services.

The Project would replace a former auto wrecking facility with a new residential development constructed to the latest Building and Fire Codes. The proposed Project site plan has been reviewed and accepted by OCFA and, effective July 1, 2020, the City Fire and Life Safety Department will oversee compliance with the fire codes. Also as previously noted, the Project would increase City population by approximately 432 persons or 0.83% which is a nominal increase. The transition of the site to the proposed residential use is not expected to create increased demands for fire protection services. Consequently, Project impacts relative to new or physically altered fire protection facilities would be less than significant levels.

a)ii) Police Protection?

Less Than Significant Impact. The City of Placentia police protections services are provided by the City Police Department, which is headquartered at 401 East Chapman Avenue. The Project would replace a former auto wrecking facility with a new residential development constructed to the latest Development and Building Codes, including installation of contemporary fencing and exterior lighting. The Project would increase City population by approximately 432 persons or 0.83% which is a nominal increase. The transition of the site to the proposed residential use is not expected to create increased demands for police services. Consequently, Project impacts relative to new or physically altered police protection facilities would be less than significant.

a)iii) Schools?

Less Than Significant Impact. The Placentia-Yorba Linda Unified School District serves the City and the Project site. The district operates 30 schools, including 20 elementary schools (K-6), six middle schools (7-8), and four high schools (9-12). The site is currently located within the attendance area boundaries of Van Buren Elementary School, Kraemer Middle School, and Valencia High School.

The transition of the Project site from an auto wrecking facility to 139 residential townhomes could put new demands on school services. However, per California Government Code (CGC), the Project would be subject to the payment of school impact fees (Section 53080, CGC). As authorized under Section 17620(a) of the California Education Code (CEC) and Section 65995(b) of the CGC, local school districts are authorized to impose and collect school

“impact fees” for all residential and non-residential development activities that occur within their jurisdiction to off-set the additional costs associated with the new students that result directly from the construction of new homes. Payment of school impact fees constitutes full mitigation for the impacts associated with new residential development. Consequently, Project impacts relative to new or physically altered school facilities would be less than significant.

a)iv) Parks?

Less Than Significant Impact. The City of Placentia Community Services Department is responsible for maintaining the parks and recreation facilities within Placentia. The City currently operates and maintains several parks and other recreational facilities that serve the residents of Placentia. Section 22.54.030 of the Placentia Municipal Code requires that 2.5 acres of City parks per 1,000 persons existing within the City be dedicated to local parks. Based on an expected Project population of 432 persons, the Project would create a requirement for 1.08 acre of park. In lieu of land dedication, Title 5, Section 5.02.070 of the Municipal Code, which establishes the in-lieu park fee of \$3,682 per R-3 zoned residential unit. Payment of the park in-lieu fee would off-set the Project’s incremental demand for park facilities. Consequently, Project impacts relative to new or physically altered park facilities would be reduced to less than significant levels.

a)v) Other Public Facilities?

Less Than Significant Impact. Other public facilities include library and general municipal services. The Placentia Library District is responsible for providing library services in the City of Placentia. The Placentia Library is located at 411 East Chapman Avenue. The transition of the Project site from an industrial use to 139 residential townhomes could put new demands on other the library and other public facilities. As indicated previously, the Project would generate 432 additional residents. However, the potential increase in residents in the City is not anticipated to result in significant adverse impacts on the existing library services and facilities and/or other public services provided by the City due to the availability and accessibility of electronic library services, which reduce the need and demand for library facilities. Similarly, other municipal services are typically funded through user fees, property tax or sales tax revenues to which the future Project residents would contribute. Consequently, Project impacts relative to new or physically altered public facilities would be less than significant.

6.15.2 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in any significant adverse public services impacts subject to payment of park fees. Consequently, the Project would not result in significant adverse cumulative impacts to public services.

6.15.3 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on public services. As a result, no mitigation is required.

6.16 RECREATION

RECREATION.				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
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?			X	
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

6.16.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The City of Placentia Community Services Department provides a variety of parks and recreation facilities in the City, including recreation, sports and senior programs. The transition of the Project site from an industrial facility to 139 residential townhomes could put new demands on recreational services. However, the Project is also proposing common open space within its site plan that consists of 101,534 square feet distributed in five areas. Each area of common open space would provide amenities such as shade structures, lounge seating, fire pit, concrete ping pong table and barbeques. In addition, the Project would be required to pay the applicable park in-lieu fee and park and recreation impact fees pursuant to the Placentia Municipal Code to offset the project's demand for parks and recreational facilities. Payment of the park in-lieu and park and recreation impact fees would off-set the Project's incremental demand for park and recreational facilities. Consequently, Project impacts relative

to substantial physical deterioration of parks or other recreational facilities would be less than significant.

- b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. As discussed previously, the Project includes common open space area totaling 101,534 square feet which includes with a variety of amenities. The potential environmental impacts of these common open spaces are evaluated within this Initial Study and are not found to have a significant effect on the environment. In addition, the Project would be required to pay the applicable park in-lieu fee pursuant to Section 5.02.070 and park and recreation impact fees pursuant to Section 5.02.060 of the Municipal Code to offset the project's demand for parks and recreational facilities. Payment of the park in-lieu fee and park and recreation impact fee would off-set the Project's incremental demand for park and recreational facilities. Consequently, Project impacts relative to construction or expansion of recreational facilities which might have an adverse physical effect on the environment would be less than significant.

6.16.2 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in any significant adverse recreation impacts subject to payment of park fees. Consequently, the Project would not result in significant adverse cumulative impacts to recreation facilities or services.

6.16.3 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts on recreation. As a result, no mitigation is required.

6.17 TRANSPORTATION

TRANSPORTATION. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
d) Result in inadequate emergency access?				X

6.17.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

Data presented in this Transportation/Traffic section is based on the "Van Buren & Orangethorpe Residential Development Traffic Impact Study, City of Placentia, California", (Traffic Impact Study) prepared by RK Engineering Group Inc., contained as Appendix B to this Initial Study; and "South Van Buren Street / East Orangethorpe Avenue Residential Development Vehicle Miles Traveled Analysis, City of Placentia", prepared by RK Engineering Group, Inc., July 24, 2020 contained as Appendix H to this Initial Study.

- a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. Transit Facilities. Transit is available to the City from Orange County Transportation Authority (OCTA) with Route 30 providing service to the Project area between Cerritos and Anaheim Hills via Orangethorpe Avenue. OCTA Route

38 servicing Lakewood to Anaheim Hills via La Palma Avenue has a stop approximately 0.6 miles from the site at intersection of Van Buren/La Palma. In addition, OCTA Route 71 provides service from Yorba Linda to Balboa via Rose Drive/Tustin Avenue, Redhill Avenue and Newport Boulevard. All of these routes provide service in the vicinity of the Project.

An existing Metrolink rail line is located just north of the Project site. Currently, the nearest Metrolink station for Placentia residents is located in Fullerton, about 6.5 miles east of the Project site. Plans for a new Placentia Metrolink station are currently underway with an anticipated opening in 2023. This station will be located at S. Melrose Street and W. Crowther Avenue about 2.6 miles east of the Project site.

Table 11, Multimodal Transportation Facilities in the Project Area, below, identifies existing transit facilities near the Project site. With the site’s proximity to existing and planned transit, there will be ample transit available to future Project residents, and the Project would not conflict with circulation or mobility plans related to transit.

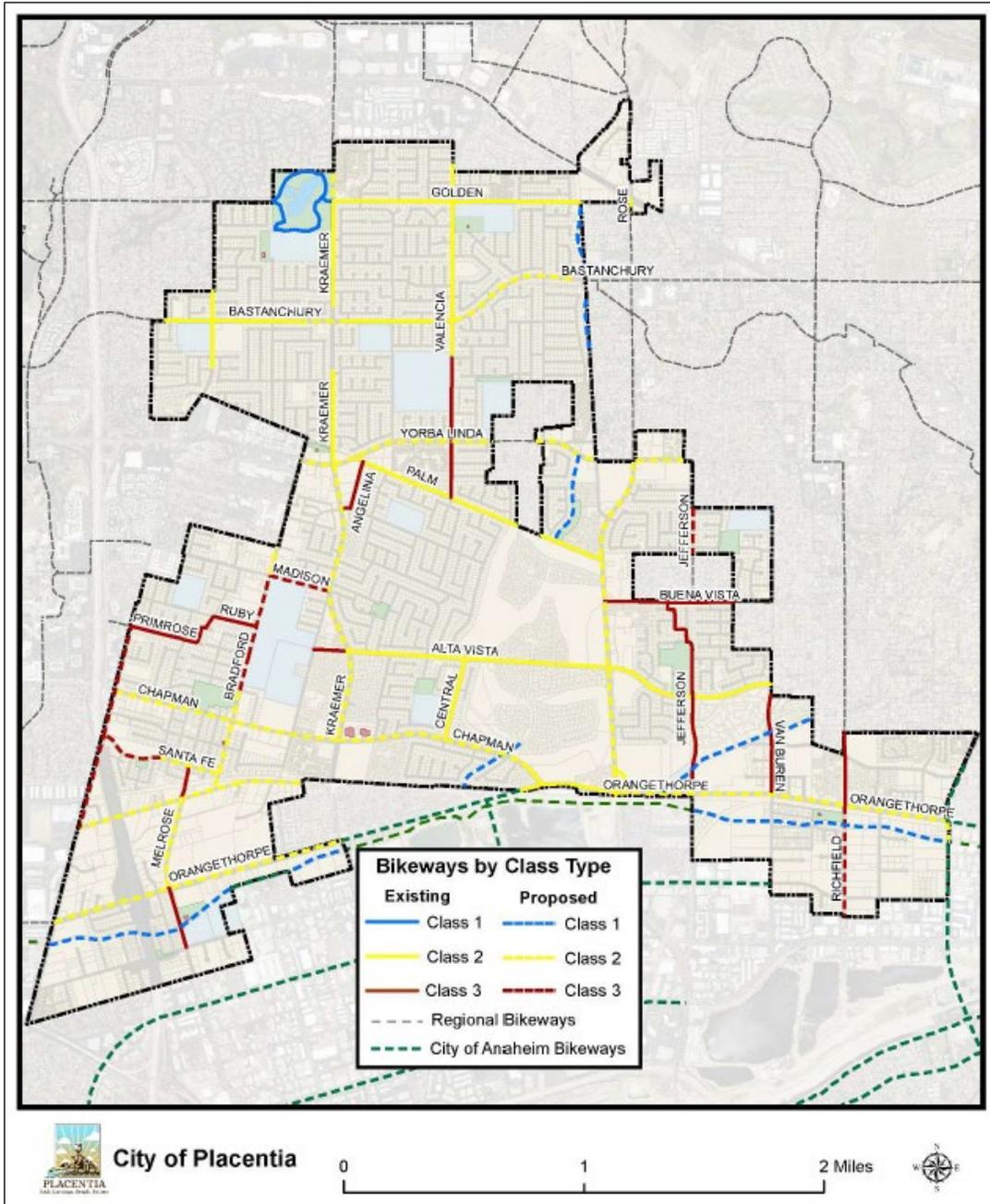
Table 11: Multimodal Transportation Facilities in Project Area	
Facility	Proximity to Project
<i>Transit Services</i>	
OCTA Bus Route 30	Less than 500 feet (Van Buren / Orangethorpe)
OCTA Bus Route 38	~0.6 miles (Van Buren / La Palma)
OCTA Bus Route 71	~0.6 miles (Tustin / Orangethorpe)
Metrolink Anaheim Canyon Station - Inland Empire-Orange County Line	~1.0 miles
Metrolink Placentia Station (future) 91/Perris Valley Line	~2.6 miles
<i>Bikeways</i>	
Orangethorpe Avenue – Class II (Proposed)	Less than 500 feet
OCFCD Atwood Channel – Class I (Proposed)	Less than 500 feet
Miraloma Avenue (w/o Van Buren) - Class II	~0.3 miles
Santa Ana River Trail – Class I	~1.25 miles

Bicycle and Pedestrian Facilities. Exhibit 3-4, Existing and Proposed Bike Network, of the General Plan Mobility Element identifies bikeways in the City by type. (Reference Figure 12, below.) An existing Class III bikeway is designated on S. Van Buren Street from just below Alta Vista Street to the north to E. Orangethorpe Avenue to the south, running just north of the Project site. Class III bike routes are signed as bikeways intended to provide continuity to the bikeway system. Typically, Class III bike routes have no designated area for bicyclists as they are shared with motor vehicles on the street. Another existing Class III bikeway is designated on Jefferson Street west of the Project site, running from Buena Vista to Orangethorpe Avenue.

A Class II bikeway is planned along the length of Orangethorpe where it traverses the City. Class II bicycle facilities are signed and striped bicycle lanes located to the right of the vehicle traffic lane along a roadway. Bicycle lanes are typically located along collector and arterial roadways that provide connections through the City street system. A Class I bikeway is planned along the Atwood Channel by the Orange County Flood Control District directly west of the Project site. Class I bike paths are located off roadways, with at-grade or grade-separated roadway crossings. Class I bike paths are paved and do not allow motor vehicle traffic. Class I bike paths are typically located along long uninterrupted corridors such as rivers, creeks, flood control channels, and railroad rights-of-way.

Table 11 identifies existing bikeway facilities near the Project site. The Project proposes sidewalks and pedestrian areas within its site plan. With existing and planned bikeways nearby and sidewalks and pedestrian areas within the proposed site plan, the Project would not conflict with circulation or mobility plans related to bicycle or pedestrian facilities.

Figure 12. City of Placentia Existing and Proposed Bike Network



Roadways. To determine the vehicular traffic impacts on local roadways, the City of Placentia applies level of service (LOS) thresholds, which rate traffic

congestion on a scale from A to F, based on the volume of traffic to the capacity of the roadway (V/C):

A: Free Flow. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. (V/C=0-0.60)

B: Reasonably Free Flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted. (V/C=0.61-0.70)

C: Stable Flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. (V/C=0.71-0.80)

D: approaching Unstable Flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. (V/C=0.81-0.90)

E: Unstable Flow, Operating At Capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. (V/C=0.91-100)

F: Forced or Breakdown Flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. The road is in a constant traffic jam. (V/C>1.00)

In the City of Placentia, traffic flow is considered acceptable if it moves at LOS D or better. Any intersection operating at a LOS E or LOS F will be considered deficient and will be considered impacted and would require mitigation to achieve acceptable operations when any of the following changes in the volume to capacity (V/C) ratios occur between the "without Project" and the "with Project":

<u>Pre-Project LOS</u>	<u>Pre-Project V/C</u>	<u>Project V/C Increase</u>
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

Project Traffic: For the Project, the Traffic Impact Study evaluated both Project construction trips and Project operational trips.

Construction Traffic: Project construction would consist of demolition, site remediation and preparation, grading, building, paving and coatings. As discussed in the Traffic Impact Study, these construction activities would generate a total of 714 total truck and vehicle trips. These trips are short term and intermittent during the duration of the Project construction and would not result in a significant impact. However to reduce the short term congestion caused by Project construction traffic, the Traffic Study recommends a series

of measures which are incorporated in Mitigation Measure TR-1, presented below.

Operational Traffic: Project traffic impacts by analyzing traffic levels on the following intersections which were selected by the City Traffic Engineer:

North-South Street

1. S. Van Buren Street
2. S. Van Buren Street
3. S. Van Buren Street
4. S. Van Buren Street

East-West Street

- E. Orangethorpe Avenue
- Olive Street
- Oak Street
- Miraloma Avenue

For each of these intersections, the Traffic Impact Study evaluated the following scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Existing Plus Ambient Growth (2020) Conditions;
- Existing Plus Ambient Growth (2020) Plus Project Conditions;
- Existing Plus Ambient Growth (2020) Plus Cumulative Projects Conditions;
and
- Existing Plus Ambient Growth (2020) Plus Cumulative Projects
Plus Project Conditions.

The Traffic Impact Study estimated Project traffic based on the Institute of Traffic Engineers (ITE) 10th Edition Traffic Planning Handbook, and subtracted traffic from the existing uses on the Project site from the proposed uses. Based on this analysis, the Project is forecast to generate approximately 832 net daily trips which include approximately 52 net AM peak hour trip and approximately 64 net PM peak hour trips. The Traffic Impact Study applied the net Project trips to existing conditions at the four studied intersections. Existing conditions are based on traffic counts taken in February 2018 for all the study intersections with the exception of the Van Buren Street/Orangethorpe Avenue for which the traffic counts were provided by the City staff for use in the analysis.

As shown in Table 12, under existing conditions, all of the four intersections listed were found to operate at LOS A or B during AM and PM peak hours. Adding the Project to existing conditions, the intersection traffic levels would remain unchanged, with the exception of S. Van Buren and Miraloma during the PM when peak hour traffic would increase from LOS B under existing conditions to LOS C under with Project conditions. A LOS C represents a stable flow of traffic and is not a significant increase.

Table 12: Existing Plus Project Traffic Level Conditions												
Intersection	Existing Conditions				Existing Plus Project Conditions				Change in V/C		Significant Impact?	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM		
	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS				
S. Van Buren / E. Orangethorpe Ave	0.611	B	0.624	B	0.618	B	0.632	B	0.007	0.008	No	
S. Van Buren / Olive	-	A	-	A	-	A	-	A	0.1	0.0	No	
S. Van Buren / Oak	-	B	-	B	-	B	-	B	0.7	0.4	No	
S. Van Buren / Miraloma	-	B	-	B	-	B	-	C	0.2	0.7	No	

The Traffic Impact Study also assessed year 2020 conditions by adding an ambient growth rate of 2% to existing traffic levels, and then compared the 2020 ambient growth conditions to a plus Project condition. As shown in Table 13, traffic levels S. Van Buren and Miraloma during the PM would be LOS C without. The Project would have nominal effect on 2020 ambient growth traffic conditions and would not affect LOS at any of the four studied intersections, including S. Van Buren and Miraloma. The Project would not have a significant impact on year 2020 traffic conditions inclusive of ambient growth.

Table 13: Existing Plus Ambient Growth (2020) And Plus Project Conditions Traffic Level Conditions												
Intersection	Existing Conditions Plus Ambient Growth				Existing Plus Ambient Growth Plus Project Conditions				Change in V/C		Significant Impact?	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM		
	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS				
S. Van Buren / E. Orangethorpe Ave	0.619	B	0.633	B	0.626	B	0.641	B	0.007	0.008	No	
S. Van Buren / Olive	-	A	-	A	-	A	-	A	0.1	0.0	No	
S. Van Buren / Oak	-	B	-	B	-	B	-	B	0.8	0.5	No	
S. Van Buren / Miraloma	-	B	-	C	-	B	-	C	0.3	0.8	No	

The Traffic Impact Study also assessed year 2020 ambient growth conditions and added cumulative projects planned in the surrounding area, and then compared the 2020 ambient growth plus cumulative projects to a plus Project condition. As shown in Table 14, the Project would have nominal effect on 2020 ambient growth plus cumulative traffic conditions and would not affect LOS at any of the four studied intersections. The Project would not have a significant impact on cumulative year 2020 traffic conditions.

Table 14: Existing Plus Ambient Growth (2020) Plus Cumulative Projects Plus Project Conditions Traffic Volumes											
Intersection	Existing Conditions Plus Ambient Growth Plus Cumulative Projects				Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions				Change in V/C		Significant Impact?
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS	V/C ³ Ratio	LOS			
S. Van Buren / E. Orangethorpe Ave	0.624	B	0.638	B	0.631	B	0.646	B	0.007	0.008	No
S. Van Buren / Olive	-	A	-	A	-	A	-	A	0.1	0.1	No
S. Van Buren / Oak	-	B	-	B	-	B	-	B	0.8	0.4	No
S. Van Buren / Miraloma	-	B	-	C	-	B	-	C	0.4	0.7	No

Consequently, the Project would not conflict with applicable plans or policies relative to circulation or mobility.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant. In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018 which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA Guidelines Section 15064.3. Subsection b of the Section 15064.3 established the criteria for analyzing VMT transportation impacts, including criteria for: land use projects, transportation projects and qualitative analysis. Regarding the use of qualitative analysis, subsection b notes that if existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc.

The City of Placentia is still in the process of adopting criteria for evaluating VMT impacts under CEQA, including the preferred analysis methodology and thresholds of significance. Consistent with Section 15064.3 (b) of the CEQA Guidelines, noted

above, the VMT Analysis for the Project followed the qualitative analysis criteria. (Reference Appendix H.)

The Project VMT Analysis follows the methodology and significance criteria described in Section 21099 of the Public Resources Code and the California Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Advisory), including:

- a. Reducing greenhouse gas emissions
- b. Development of diversifying land uses
- c. Promoting multimodal transportation.

a. Reducing Greenhouse Gas (GHG) Emissions: GHG emissions have been quantified and analyzed in the Project Air Quality Study (Appendix A) and are discussed in Section 6.8 of this Initial Study. Mobile source GHG emissions generated by the Project would generate approximately 1,386.32 metric tons of carbon dioxide equivalent (CO₂e) annually from VMT, which are below the applicable threshold of significance for GHG. This demonstrates that the Project's contribution to VMT, which is directly correlated to GHG emissions, would not lead to a significant impact under CEQA. Also, as discussed in Section 6.8, above, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Therefore, Project VMT would not contribute to a significant impact to GHG.

b. Development of Diversifying Land Uses: Section 21099 of the California Public Resources Code states that the criteria for determining the significance of transportation impacts must promote a diversity of land uses. The California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures, August 2010 report recognizes that by diversifying land uses, such as providing more housing and increasing density, land use development can achieve up to 30% reduction in VMT. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. The Transportation Research Board (TRB) Special Report 298 literature suggests that doubling neighborhood density across a metropolitan area might lower household VMT by about 5 to 12 percent.

The Project would increase the allowable zoning to R-3, High Density Multiple-Family, and as a result, the project would increase the population density of the site as compared to the existing surrounding neighborhood. Therefore, as a result of the increased housing diversity and density, the Project would help to reduce

VMT compared to a single use low density development, such as the former industrial use. Per the CEQA Guidelines, if the Project results in a decrease in VMT in the project area compared to existing conditions, then it should be presumed to have a less than significant transportation impact.

c. Promote Multimodal Transportation: The Project will promote multimodal transportation by locating near several different transit lines and bicycle routes. Table 11, above, lists existing and proposed transit and bikeways near the Project site. As discussed in Section 6.17.a, above, with existing and planned transit and bikeways nearby, there will be ample multimodal facilities available to future Project residents. Therefore, the Project would promote multimodal transportation and may be presumed to have a less than significant transportation impact.

The Project meets each of the criteria outlined above: (a) reducing greenhouse gas emissions; (b) development of diversifying land uses; and (c) promoting multimodal transportation. In addition, the Project would provide the following transportation demand management (TDM) strategies and design features to help further reduce single occupancy vehicle trips and decrease vehicle miles traveled:

- a. Electric vehicle charging spaces will be provided, per California Building Standards requirements.
- b. On-site and off-site pedestrian connections will be provided to serve the project site.

Consequently, based on the Project VMT Analysis, Project impacts to VMT would be less than significant, and the Project complies with State CEQA Guidelines Section 15064.3, subdivision (b).

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant with Mitigation Incorporated. Although the Project would not result in a significant impact traffic levels on City streets, the Traffic Impact Study recommended the following measures to improve Project vehicular ingress and egress:

- Sight distance at all Project access points should be reviewed with respect to City of Placentia sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

- Provide appropriate signage and pavement markings at the project site driveways, including stop bars and stop signs and restrict project access through clear signage and other means.

These measures are incorporated as Mitigation Measures TR-2 and TR-3. With inclusion of these mitigations, the Project would not substantially increase hazards due to a design feature.

d) Result in inadequate emergency access?

No Impact. Primary access to the Project site will be provided via proposed full-access driveway from Oak Street, a private street, to South Van Buren Street. As Project site plan has been reviewed and accepted by City Development Service and Engineering Department staff and the City Fire and Life Safety Department staff. As part of the City Fire and Life Safety Department's review of the Project, their staff considered the ability of their equipment and vehicles to adequately access the site and provide fire protection services. Consequently, the Project would not result in inadequate emergency access.

6.17.3 CUMULATIVE IMPACTS

The analysis determined that the proposed Project, including proposed cumulative projects, would not result in any significant adverse transportation or traffic impacts subject to conditions. Consequently, no significant adverse cumulative transportation or traffic impacts would result from the project.

6.17.4 MITIGATION MEASURES

The following mitigation measures are required to ensure internal circulation, project entry and roadway circulation system continue to operate in an efficient, effective, and safe manner.

Mitigation Measure TR-1: **Construction Traffic.**

Timing: During Project construction.

Department Responsible: Public Works.

As part of its Traffic Control Plan (Mitigation Measure HAZ-10), the Applicant shall direct and monitor Project construction crews to ensure the following measures are implemented:

- Promote use of car-pool and can pool by the construction workers.
- Reduce inbound and outbound construction trips during the weekday peak traffic periods of between 7:00 AM to 9:00 AM to maintain 52 or less (inbound and outbound combined) AM trips per hour.

- Reduce inbound and outbound construction trips during the weekday peak traffic periods of between 4:00 PM to 6:00 PM to maintain 64 or less (inbound and outbound combined) PM trips per hour.
- Provide unrestricted access to schools for school buses;
- Avoid delays to transported students resulted by truck and construction traffic.
- Avoid adverse impacts on school buses' on-time performance and passenger safety resulting from changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops during and after construction.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Haul routes should not pass by any school, except when school is not in session.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Mitigation Measure TR-2: Site Access.

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Public Works.

Prior to issuance of grading plans, the Applicant shall submit for Engineering Department review and approval site access plans demonstrating that the sight distance at all Project access points is adequate and complies with City standards.

Mitigation Measure TR-3: Signage and Striping.

Timing: Prior to Issuance of Certificate of Occupancy.

Department Responsible: Public Works.

Prior to issuance of a certificate of occupancy, the Applicant shall demonstrate that appropriate signage and pavement markings at the Project site driveways, including stop bars and stop signs and restrict project access through clear signage and other means have been installed subject to Public Works Department review and approval.

6.18 TRIBAL CULTURAL RESOURCES

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

6.18.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section 6.5.a, above, the Project site does not contain historical resources. However the SCCIC survey prepared for the site recommends that an archaeological monitor be retained to monitor ground-disturbing activities. (Reference Appendix C.) Mitigation Measure CUL-1 presented in Section 6.5.a provide for monitoring should archaeological resources be encountered. With inclusion of this measure, potential impacts relative to historical archaeological resources would be reduced to less than significant levels.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation Incorporated. California Public Resources Code § 21080.3.1 and Assembly Bill (AB) 52 established a process to assess tribal cultural resources through consultation with the Native American tribal representatives. Pursuant to these requirements, on March 12, 2018 the City of Placentia sent letters to the two tribal representatives that have requested consultation: Andrew Salas, Chairman for Gabrieleño Band of Mission Indians/Kizh Nation, and Joyce Stanfield Perry, Tribal Manager for the Juaneño Band of Mission Indians - Acjachemen Nation. In a letter dated March 19, 2018, Chairman Andrew Salas responded to the City's letter requesting consultation.¹⁵ A consultation with

**

¹⁵ Letter from Andrew Salas, Chairman of Gabrieleño Band of Mission Indians/Kizh Nation, to Andrew Gonzales, Senior Manager, City of Placentia, dated March 18, 2018; available at City of Placentia available at City of Placentia Development Services offices.

Chairman Salas was subsequently conducted via a conference call on April 12, 2018. During the consultation, Chairman Salas summarized his tribal history in the region and in the recent tribal resource finds within the region. To ensure any possible tribal resources are properly identified, Chairman Salas requested that mitigation be added to the Project requiring a Native American monitor during grading activities. This request for mitigation is incorporated in Mitigation Measure TCR-1, below. In addition, Mitigation Measure CUL-2 (Section 6.5.3) addresses the potential for discovery of human remains if determined to be prehistoric, requiring notification of the NAHC and determination and notification most likely descendant (MLD). Ms. Stanfield Perry did not respond to the City's letter requesting consultation nor a subsequent email by City staff reminding her of the consultation request. The statutory 30-day consultation period ended and the City has determined Ms. Stanfield Perry's nonresponse as abandonment for consultation. Consequently with inclusion of Mitigation Measures CUL-2 and TCR-1, potential impacts to tribal resources would be reduced to less than significant levels.

6.18.2 CUMULATIVE IMPACTS

Mitigation Measure TRC-1 is added to the Project to protect potential tribal resources that could be found on site during excavation activities. Further Mitigation Measure CUL-2 presented in Section 6.5.3 of this Initial Study would reduce potential impacts to potential tribal remains. By reducing on site impacts to less than significant levels, cumulative impacts relative to tribal resources would also be reduced to less than significant levels.

6.18.3 MITIGATION MEASURES

The following measure will be required to mitigate potential Project impacts related to tribal resources to less than significant levels:

Mitigation Measure TRC-1: Native American Monitoring.

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Development Services.

Prior to any grading or construction activities, the Applicant shall retain representative(s) of Gabrieleño heritage to perform Native American monitoring of excavation activities. If prehistoric tribal resources are recovered, all interested tribal groups shall have input in regard to treatment and all materials will be reburied on site at a location deep enough not to be disturbed in the future. If requested by the City, a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology must also be contacted immediately to evaluate the find and determine compliance with California Public Resources Code § 21080.3.1 and

Assembly Bill (AB) 52. (Reference Mitigation Measure CUL-1). Native American monitoring shall cease when ground disturbance activities are completed, or sooner if the Native American monitor indicates that the site has a low potential for Native American resources. During monitoring, the tribal representative shall complete monitoring logs on a daily basis. The tribal representative document his/her findings according to accepted protocols and provide that documentation to the City Development Services Director upon completion monitoring activities.

6.19 UTILITIES AND SERVICE SYSTEMS

UTILITIES AND SERVICE SYSTEMS. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		X		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?		X		
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X		
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

6.19.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact with Mitigation Incorporated. The Project is an infill development that would connect to existing utility connections currently available to the site. Redevelopment of the site from an industrial use to a high density residential use was considered as part of the 2019 General Plan and General Plan EIR. As discussed in Section 4.20.2.3 of the General Plan EIR, utility requirements for the redevelopment of the Project site are analyzed along with other redevelopment areas proposed through the General Plan. Redevelopment of the Project would be required to comply with General Plan goals and policies, and applicable General Plan EIR mitigation measures including utility mitigations WW-1, WW-2 and WW-3, which are applied to the Project as measures UTL-1, UTL-2 and UTL-3 below. Consequently with inclusion of these measures, potential adverse impacts relative to relocation of new or expanded utilities would be less than significant.

- b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section 4.20.3.5 of the General Plan EIR, the City of Placentia receives direct water service from the Yorba Linda Water District (YLWD) and the Golden State Water Company (GSWC). Water supplied is a blend of ground water and imported water. Both water service providers prepare Urban Water Master Plans (UWMPs) that include demand forecasts and supply reliability forecasts for normal, dry and multiple year dry conditions. The YLWD 2015 UMWP predicts 100 percent reliability for normal year and single dry year demands from 2020 through 2040.

Redevelopment of the site from an industrial use to a high density residential use was considered as part of the 2019 General Plan and General Plan EIR. Redevelopment of the Project would be required to comply with General Plan goals and policies, and applicable General Plan EIR mitigation measures including water mitigations WW-1, WW-2, WW-3 and WW-4, which are applied to the Project as measures UTL-4, UTL-5, and UTL-6 below. Consequently with inclusion of these measures, potential adverse impacts relative to water supplies would be less than significant.

- c) Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section 6.19.a., above, the Project is an infill development that would connect to existing utility connections currently available to the site. Redevelopment of the site from an industrial use to a high density residential use was considered as part of the 2019 General Plan and General Plan EIR. As discussed in Section 4.20.2.3 of the General Plan EIR, wastewater requirements for the redevelopment of the Project site are analyzed along with other redevelopment areas proposed through the General Plan.

Orange County Sanitation District (OCSD) is a public agency that provides wastewater collection, treatment, and disposal services to the City of Placentia as well as other areas within the County. OCSD has two operating facilities (Wastewater Treatment Plants (WWTP) or Water Reclamation Facilities (WRF)) with a combined capacity of 332 million gallons per day (MGD) that treat an average daily flow of 184 MGD of wastewater from residential, commercial and industrial sources. During peak flow events, wastewater flows can be shifted between plants to meet changing flow conditions. As discussed in the General Plan EIR, the OCSD 2017 Facilities Master Plan concluded that due to lower population projections and less wastewater flows than were forecast in the 2009 Facilities Master Plan, wastewater flow capacity is not the driving factor for the OCSD capital improvement program, but rather replacement and rehabilitation of OCSD's aging infrastructure and maximizing resource recovery are OCSD's facilities planning challenges.

Redevelopment of the Project would be required to comply with General Plan goals and policies, and applicable General Plan EIR mitigation measures including wastewater mitigations WW-1, WW-2 and WW-3, which are applied to the Project as measures UTL-1, UTL-2 and UTL-3 below. Consequently with inclusion of these measures, potential adverse impacts relative to wastewater treatment capacity would be less than significant.

- d) Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. As discussed in Section 4.20.4.2 of the General Plan EIR, trash collected from the City is disposed at several landfills throughout the State, though the majority (about 96.8%) of the City's solid waste was disposed at the Olinda Alpha Landfill. The balance of the City's solid waste is disposed at the Azusa Land Reclamation Landfill, the Commerce Refuse-to-Energy Facility, the El Sobrante Landfill, the Frank R. Bowerman Sanitary Landfill and the Prima Deshecha Landfill.

The State of California has established 50 percent as the minimum waste reduction rate for all cities. However, the goal has been updated to divert 75% (previously 50%) of California's waste stream away from the landfill and instead towards recycling by the year 2020. The City of Placentia is considered to be in compliance with the State's target disposal rates for both residential and employment generated solid waste.

As discussed in the General Plan EIR, buildout associated with implementation of the proposed General Plan would increase the volume of solid waste generated in the City that is diverted to existing landfills, which would contribute to the acceleration of the landfill closures or possibly the use of landfills at a greater distance from the City. The closure dates for the various landfills range from 2021 until 2102. However, through the combination of the remaining capacities at the landfills, adequate capacity would be available to accommodate the buildout of the proposed General Plan, which includes redevelopment of the Project site to high density residential. Redevelopment of the Project would be required to comply with General Plan goals and policies, including Conservation Element goals and policies that address opportunities to reduce solid waste generation and disposal within the City.

Additionally, as discussed in the General Plan EIR, future developments resulting from the implementation of the General Plan would be reviewed on a project-by-project basis to ensure that solid waste disposal services and landfill facilities would be available to serve the development. As part of the entitlement process for the Project, it would be conditioned to comply with federal, state, and local statutes and regulations related to solid waste. Consequently, the Project would be consistent with the General Plan and would result in less than significant impacts relative to solid waste capacity and regulations.

- e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. As discussed above, the Project would be required to comply with General Plan Conservation Element goals and policies with require conformity with federal, state and local regulations related to solid waste.

Consequently, Project impacts relative to compliance with solid waste regulations would be less than significant.

6.19.2 CUMULATIVE IMPACTS

Mitigation Measures UTL-1 through UTL-6 are added to the Project to ensure adequate wastewater and water capacity. The Project also would be consistent with General Plan goals and policies, which together with the mitigation measures, would reduce Project impacts related to utilities and service systems to less than significant levels. By reducing Project impacts to less than significant levels, cumulative impacts relative to utilities and service systems would also be reduced to less than significant levels.

6.19.3 MITIGATION MEASURES

The following measures will be required to mitigate potential Project impacts related to utilities and service systems to less than significant levels:

Mitigation Measure UTL-1: Utilities/Wastewater.

Timing: Prior to Issuance of Occupancy Permits.

Department Responsible: Public Works.

Prior to issuance of a wastewater permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to the appropriate sewer service provider.

Mitigation Measure UTL-2: Utilities/Wastewater.

Timing: Prior to Issuance of Building Permits for Design Approval/Prior to Certificate of Occupancy Permits.

Department Responsible: Public Works.

Prior to issuance of a building permit, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer collection system and submit the engineering study to the City Engineer for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.

Mitigation Measure UTL-3: Utilities/Wastewater.

Timing: Prior to Issuance of Building Permits.

Department Responsible: Public Works.

Prior to issuance of a building permit, the Project Applicant shall provide evidence that the transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.

Mitigation Measure UTL-4: Water.

Timing: Prior to Issuance of Grading Permits.

Department Responsible: Public Works.

Project Applicant shall pay applicable connection and/or user fees to the appropriate water service provider.

Mitigation Measure UTL-5: **Water.**

Timing: Prior to Issuance of Building Permits for Design Approval/Prior to Certificate of Occupancy.

Department Responsible: Public Works.

Prior to issuance of a building permit, the Project Applicant shall prepare an engineering study to support the adequacy of the water systems and submit the engineering study to the City Engineer for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.

Mitigation Measure UTL-6: **Water.**

Timing: Prior to Issuance of Building Permits.

Department Responsible: Public Works.

Prior to issuance of a building permit, the Project Applicant shall provide evidence of water supply availability and transmission capacity to service buildings for which building permits are being requested.

6.20 WILDFIRE

WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

6.20.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. As discussed in Section 4.21.4 of the General Plan EIR, the City of Placentia is nearly entirely built out, and is near completely urbanized. The General

Plan is intended to improve circulation as the City continues to grow including mobility systems that improve emergency response times. The Safety Element of the General Plan includes goals and policies that encourage updated and improving emergency response procedures. Implementation of the General Plan was found to improve emergency response.

Development of the Project site as high density residential is anticipated in the General Plan. It would be developed consistent with General Plan goals and policies and would replace scattered automotive uses with new buildings constructed to current CBC and Fire Code standards. Consequently, the Project would not substantially impair an adopted emergency response or evacuation plan.

- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As discussed in Section 4.21.4 of the General Plan EIR, the City of Placentia is relatively flat with hills located on the outskirts of surrounding cities, such as those to the north near Brea. Prevailing winds during the fall wildfire season are generally from the northeast, which could exacerbate fire risk to the City under extreme conditions; however, the wildfire risk in the City is less than significant.

The Project would replace scattered automotive uses with a contemporary development built to current CBC and Fire Code standards. As part of the Project, existing site hazardous materials would be removed and the site would be remediated. Consequently, the Project would not exacerbate wildfire risks.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed in Section 4.21.4 of the General Plan EIR, the City of Placentia is almost completely urbanized. The risk of Wildland-Urban Interface fires in the City is relatively low. According to CAL FIRE's Fire and Resources Assessment Program Fire Hazard Severity Zones map for Orange County map, contained in Figure 4.21-1 of the General Plan EIR, no fire hazard severity zones occur within or in the vicinity of the City of Placentia.

The Project would be located on an infill site surrounded by urban development. Consequently, the Project would not require installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities that could exacerbate fire risk.

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. As discussed in Section 4.21.4 of the General Plan EIR, the City is not immediately adjacent to any landforms that could create significant exposure to flooding or landslides. The Project site, as discussed in Section 6.10 of this Initial Study, does contain portions that are within a 100-year flood hazard area. As part of the Project development, the Applicant proposes to raise the site elevation to 248 feet amsl which would be outside the flood hazard area. As discussed in Section 2.8, raising of the site would require approximately 24,500 cubic yards of fill, with 23,500 of that amount imported fill, and other remedial grading that would be reviewed further by the City as part of the post entitlement process grading plan review and permit issuance. In addition, Project construction must comply with the requirements of the approved geotechnical report and CBC. Consequently, compliance with these measures would reduce potential adverse impacts related to flooding or landslides to less than significant levels.

6.20.2 CUMULATIVE IMPACTS

The analysis determined that the proposed Project would not result in any significant adverse impacts relative to wildfire. Consequently, the Project would not result in significant adverse cumulative impacts related to wildfire risks.

6.20.3 MITIGATION MEASURES

The analysis indicated that the implementation of the proposed Project would not result in any significant impacts related to wildfire. As a result, no mitigation is required.

6.21 MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE.				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or an endangered threatened species, or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare

or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. The Project would not have substantial impacts on special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the Project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. There is potential for inadvertent finds of archaeological and Native American archeological resources during project grading. Potential impacts to Native American resources would be mitigated by Mitigation Measures CUL-1, CUL-2 and TRC-1. With implementation of these mitigation measures, the Project's Mandatory Finding of Significance relative to degrading the quality of the environment would be less significant.

- b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. The Project would result in potential significant impacts relative to cultural resources, hazards and hazardous materials, noise, transportation and utilities/service systems. Mitigation measures CUL-1, CUL-2, TRC-1, HAZ-1 to HAZ-10, NOI-1 to NOI-4, TR-1, TR-2 and UTL-1 to ULT-6 are added to the Project to reduce these impacts to less than significant levels. Consequently, with these mitigation measures added, cumulative impacts relative to these environmental areas would also be less than significant. Consequently, the Project's Mandatory Finding of Significance relative to contribution to cumulative impacts would be less than significant with mitigation incorporated.

- c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. The Project would result in potential significant impacts relative to hazards and hazardous materials, noise, and transportation. Mitigation measures HAZ-1 through HAZ-10, NOI-1 to NOI-4, TR-1 to TR-3 are added to the Project to reduce these impacts to less than significant levels. Consequently, the Project's Mandatory Finding of Significance relative to a substantial adverse effect on human beings would be less than significant with mitigation incorporated.

SECTION 7.0 – LIST OF PREPARERS

7.1 PREPARATION – ENVIRONMENTAL DOCUMENT

- Joann Lombardo, Comprehensive Planning Services

7.2 PREPARATION - AIR QUALITY / GHG ANALYSIS

- Bryan Estrada, RK Engineering Group, Inc.
- Darshan Shivaiah, Engineering Group, Inc.

7.3 PREPARATION - TRAFFIC ANALYSIS

- Alex Tabrizi, RK Engineering Group, Inc.
- Michael Torres, RK Engineering Group, Inc.

7.4 PREPARATION - NOISE ANALYSIS

- Hans Giroux, Giroux & Associates

LATITUDE RESIDENTIAL PROJECT



MITIGATED NEGATIVE DECLARATION

SCH No. 2020080269

RESPONSES TO COMMENTS AND ERRATA

Lead Agency:

City of Placentia

Development Services Department
401 East Chapman Avenue, Placentia, CA 92870
Contact: *Andrew A. Gonzales, Senior Planner*
(714) 993-8218; Email: agonzales@placentia.org

October 21, 2020

This page is intentionally blank.

TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY	1
SECTION 1.0 – COMMENTS AND RESPONSES TO COMMENTS	2
1.1 JOANN NAU.....	3
1.2 SHELLY SCOTT, BRANCH CHIEF, REGIONAL-IGR-TRANSIT PLANNING, DISTRICT 12.	5
1.3 JESSIE LANE, ENVIRONMENTAL SCIENTIST, CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE.....	9
1.4 TODD MCINTYRE, CHIEF STRATEGY OFFICER, METROLINK, SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY.....	11
SECTION 2.0 – ERRATA	18
2.1 ERRATA #1	18
2.2 ERRATA #2.....	18
2.3 ERRATA #3.....	19
2.4 ERRATA #4.....	21

EXECUTIVE SUMMARY

The Initial Study / Mitigated Negative Declaration (MND) for the Latitude Residential Project, dated August 10, 2020, was posted with the State Clearinghouse and distributed for public review for a 30-day period, from August 20, 2020 through September 18, 2020.

The State Clearinghouse (SCH) Number for the Project is: 2020080269.

This document contains the comments received during that 30-day review period, responses to the comments received, and an errata that documents changes to the MND made in response to comments received. None of the comments identified new significant information such as changes in the Project or environmental setting as well as additional data or other information that warrants recirculation of the MND.

Together with the MND and the Latitude Residential Project Mitigation Monitoring and Reporting Program (MMRP), this document is part of the California Environmental Quality Act (CEQA) administrative record for the Latitude Residential Project.

The Latitude Residential Project is a 139-townhome unit community, located at 443 S. Van Buren Street, Placentia, California. This proposed Project includes the following applications through the City of Placentia Development Services Department:

- (1) Zone Change No. ZC 2018-01
- (2) Development Plan Review No. DPR 2018-01
- (3) Tentative Tract Map No. TTM 19104.

SECTION 1.0 – COMMENTS AND RESPONSES TO COMMENTS

Comments to the Latitude Residential Project MND were received from the following individual and public agencies:

1. JoAnn Nau, 2473 Valdina, Anaheim, California 92801.
2. Shelly Scott, Branch Chief, Regional-IGR-Transit Planning, District 12, 1750 East 4th Street, Suite 100, Santa Ana, California 92705.
3. Jessie Lane, Environmental Scientist, California Department of Fish and Wildlife, South Coast Region, Habitat Conservation Planning, 3883 Ruffin Road, San Diego, California 92123.
4. Todd McIntyre, Chief Strategy Officer, Metrolink, Southern California Regional Rail Authority, 900 Wilshire Boulevard, Suite 1500, Los Angeles, California, 90017.

A copy of each comment letter or email received by the Placentia regarding the Latitude Residential Project MND is included in this section. The comments are numbered, then followed by a summary of each comment and a response to the comment.

1.1 JOANN NAU, 2473 VALDINA, ANAHEIM, CALIFORNIA 92801.

4 September 2020
To: Andrew Gonzales
Subject: Latitude Residential Project – 443, 449, 455, & 461 S. Van Buren Street

In regards to this Residential project at the above mentioned location I have concerns and responding to the Environmental Plan submitted to the City of Placentia dated August 10, 2020. I am the daughter of the home owner at 513 S Van Buren, Mr Nathan Haney, and am his Power of Attorney.

In the pictorial below a dog park is planned right next to our home on 513 s Van Buren. This will be right up against our property line and will create a nuisance both in noise levels and potential consistent activity. This property has been considered rural and quiet for decades and the disruption of a tranquil living environment is a legitimate concern.

Creating a dog park where the residence will hear people and barking all day long is not acceptable. The bedrooms are facing the dog park and so are the living space windows. The drive way will be right up against the dog park and each time the residence get in or out of the car they will be confronted with barking, not exactly a nice welcome home.

Comment #1

I will assume that the builder has gone through this plan thoroughly and knows the issues by creating green space Dog Park right next to a residence. What is the plan for lighting, noise control, Hours of operation, park usage rules number of humans and dogs, enforcement plan of the park rules?

This will also affect the resale value of the home which is crucial for my parents income should they be forced to sell the home to care for their aging needs.

Comment # 2

In regards to the planned Bocce ball court I'm looking for the same plans: lighting, noise control, hours of operation, park usage rules, and enforcement plan of the park rules? In addition the property on 513 S Van Buren is at a lower grade level at the back of the property which will be the connecting call to the court. What is the plan for fencing there?

I understand progress is necessary yet considerations need to be made which are agreeable to both parties.

Best Regards

JoAnn Nau
2473 Valdina Anaheim, CA 92801
714-392-0663

RECEIVED
SEP 04 2020
PLANNING

Comment #1: Creating a dog park where the residence will hear people and barking all day long is not acceptable...I will assume that the builder has gone through this plan thoroughly and knows the issues by creating green space Dog Park right next to a residence. What is the plan for lighting, noise control, Hours of operation, park usage rules number of humans and dogs, enforcement plan of the park rules?

Response #1: This comment raises questions regarding a proposed dog park within the Project, its location, lighting and noise. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted. However, this comment is appreciated and will be considered by the City of Placentia during their deliberation on the proposed Project.

Comment #2: In regards to the planned Bocce ball court I'm looking for the same plans: lighting, noise control, hours of operation, park usage rules, and enforcement plan of the park rules? In addition the property on 513 S. Van Buren is at a lower grade level at the back of the property which will be the connecting call to the court. What is the plan for fencing there?

Response #2: This comment raises questions regarding a proposed bocce court within the Project, its location, lighting and noise. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted. However, this comment is appreciated and will be considered by the City of Placentia during their deliberation on the proposed Project.

**1.2 SHELLY SCOTT, BRANCH CHIEF, REGIONAL-IGR-TRANSIT
PLANNING, DISTRICT 12, 1750 EAST 4TH STREET, SUITE 100,
SANTA ANA, CALIFORNIA 92705.**

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY	RECEIVED	GAVIN NEWSOM, Governor
DEPARTMENT OF TRANSPORTATION	SEP 17 2020	
DISTRICT 12 1750 EAST 4 TH STREET, SUITE 100 SANTA ANA, CA 92705 PHONE (657) 328-6000 FAX (657) 328-6522 TTY 711 www.dot.ca.gov/caltrans-near-me/district12	PLANNING	Making Conservation a California Way of Life.
September 17, 2020		
Andrew Gonzales City of Placentia 401 East Chapman Avenue Placentia, CA 92870	File: IGR/CEQA SCH: #2020080269 12-ORA-2020-01435 Latitude Residential	
Dear Mr. Gonzales,		
Thank you for including the California Department of Transportation (Caltrans) in the review of the Initial Study / Mitigated Negative Declaration (IS/MND) for the Latitude Residential Project for the City of Placentia. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.		
The Project proposes to convert a former auto wrecking facility to site to High Density Residential, and to develop the site with 139 for-sale residential townhome units. The site is 5.6 acres, and the townhome development proposes a density of 25 units per acre. As proposed, the townhomes are dispersed throughout the site, with six different unit plan types ranging in size from 734 square feet to 1,333 square feet. Given the site's three-sided shape, the townhome buildings would be setback from adjacent property lines 180 feet from the front at Van Buren Street, and 5 feet from the sides at railroad to the north and channel to the south. Where the Project site is intersected by the two existing residential properties that front on Van Buren Street, the townhome buildings would be set back a minimum of 27 feet from the rear of the existing residential properties. Maximum lot coverage would be 58.2%.		
The City of Placentia is located in northern Orange County and encompasses about 6.62 square miles. Surrounding cities include: Anaheim to the south, Yorba Linda to the East, Brea to the North, and Fullerton to the west. The Project site consists of approximately 5.6 acres located north of State Route 91 (SR 91), west of State Route 90 (SR 90) and east of State Route 57 (SR 57). Locally, the Project site is divided into four addresses: 443, 449, 455, and 461 South Van Buren Street.		

City of Placentia
September 17, 2020
Page 2

State Routes 91, 90, and 57 are overseen by Caltrans, and as the responsible agency, Caltrans and has the following comments:

Comment #1 **Transit Planning:**

1. Caltrans encourages the City to continue coordination with the Orange County Transportation Authority (OCTA) to ensure that construction will not interfere in the nearby transit stops.
2. Please provide adequate wayfinding signage to transit stops within the project vicinity and local roadways.

Comment #2 **NPDES/Stormwater Compliance**

3. Section 6.10.1 a) of the Initial Study/ Mitigated ND references that the analysis of impacts for water quality that includes the preparation of a WQMP per the Orange County MS4 permit requirements. Based on the discussion in this section the city has reviewed the project WQMP and has found it to be acceptable. The water quality impact analysis of this section refers to a WQMP to be acceptable to the city (per Section 6.10.1) but the reference/ attached WQMP has not been approved/ signed (attachment G) by the individual who prepared the WQMP. It is our understanding that the if the WQMP is not signed, then any changes from the preliminary to the final WQMP will require the environmental document (IS/MND) to be re validated if there are any changes to the final WQMP. Recommend that the impact analysis outlined in the WQMP be included in the IS/ MND as well as the mitigation measures (post construction BMPs).

Comment #3 **Permits:**

4. Any project work proposed in the vicinity of the State right of way would require an encroachment permit, and all environmental concerns must be adequately addressed. Please coordinate with Caltrans in order to meet the requirements for any work within or near State Right-of-Way. A fee may apply. If the cost of work within the State right of way is below one Million Dollars, the Encroachment Permit process will be handled by

City of Placentia
September 17, 2020
Page 3

our Permits Branch; otherwise the permit should be authorized through the Caltrans's Project Development Department. When applying for Encroachment Permit, please incorporate all Environmental Documentation, SWPPP/ WPCP, Hydraulic Calculations, R/W certification and all relevant design details including design exception approvals. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual. The latest edition of the Manual is available on the web site:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, do not hesitate to contact Julie Lugaro at Julie.lugaro@dot.ca.gov.

Sincerely,



SCOTT SHELLEY
Branch Chief, Regional-IGR-Transit Planning
District 12

Comment #1: Transit Planning: (1) Caltrans encourages the City to continue coordination with the Orange County Transportation Authority (OCTA) to ensure that construction will not interfere in the nearby transit stops. (2) Please provide adequate wayfinding signage to transit stops within the project vicinity and local roadways.

Response #1: This comment addresses coordination with OCTA and wayfinding signage to transit stops. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted. However, this comment is appreciated and will be considered by the City of Placentia during their deliberation on the proposed Project.

Comment #2: Section 6.10.1.a of the Initial Study / MND references that the analysis of impacts of water quality that includes the preparation of the WQMP per the Orange County MS4 permit requirements...The water quality impact analysis of this section refers to a WQMP to be acceptable to the city but the reference/attached WQMP has not been approved/ signed by the individual who prepared the WQMP. It is our understanding that the if the WQMP is not signed, then any changes from the preliminary to the final WQMP will require the environmental document to be re-validated if there are any changes to the final WQMP. Recommend that the impact analysis outlined in the WQMP be included in the IS/MND as well as the mitigation measures (post construction BMPs).

Response #2: City of Placentia staff have reviewed the preliminary WQMP and approved the conceptual plan. A final WQMP is required following project entitlement and prior to City review and approval of grading plans. The information contained in the Initial Study follows City requirements. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted.

Comment #3: Any project work proposed in the vicinity of the State right of way would require an encroachment permit, and all environmental concerns must be adequately addressed. Please coordinate with Caltrans in order to meet the requirements of any work within or near State right of way.

Response #3: This comment addresses encroachment permit requirements. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted.

1.3 JESSIE LANE, ENVIRONMENTAL SCIENTIST, CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE, SOUTH COAST REGION, HABITAT CONSERVATION PLANNING, 3883 RUFFIN ROAD, SAN DIEGO, CALIFORNIA 92123.

Gonzales, Andrew

From: Lane, Jessie@Wildlife <Jessie.Lane@Wildlife.ca.gov>
Sent: Friday, September 18, 2020 3:34 PM
To: Gonzales, Andrew
Cc: Turner, Jennifer@Wildlife
Subject: Latitude Residential Project MND (SCH# 2020080269)

Good afternoon Mr. Gonzales,

The California Department of Fish and Wildlife (CDFW) has reviewed the above-referenced Initial Study / Mitigated Negative Declaration (MND) dated August 10, 2020, for the for the Latitude Residential Project (SCH# 2020080269). CDFW is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; §§ 15386 and 15281, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and other sections of the Fish and Game Code (1600 *et seq.*).

Comment #1

The MND indicates, "[t]here are a substantial number of non-native trees on the site, but because they are surrounded by asphalt and structures and noise generating vehicle crushing operations, the trees are unlikely to provide suitable habitat, including nesting habitat, for migratory birds under the federal Migratory Bird Treaty Act (MBTA) and under Section 3513 *et seq.* of the CDFW Code." Although sensitive species are not identified as likely to occur on the Project site, existing ornamental vegetation has the potential to provide habitat to migratory or nesting birds protected under California Fish and Game Code Sections 3503 and 3513 *et seq.* To minimize significant impacts to migratory or nesting birds, CDFW recommends incorporating the following into the MND as a mitigation measure:

"If Project activities cannot occur outside of the bird nesting season (January 15th through September 15th for raptors and February 15th through August 31st for songbirds), nesting bird surveys shall be conducted by a qualified biologist no more than 3 days prior to construction-related activities including clearing of vegetation, grubbing, or grading. If active nests or breeding behavior are observed within the Project area during the survey, an appropriate buffer zone as determined by the qualified biologist shall be established around the nest. The qualified biologist shall be on site to monitor activity daily during vegetation clearing and grading."

Should any active nests be identified during preconstruction surveys or if you have any questions pertaining to biological resources for this project, please contact CDFW for additional coordination.

Thank you,

Jessie Lane
Environmental Scientist
California Department of Fish and Wildlife
South Coast Region, Habitat Conservation Planning
3883 Ruffin Road
San Diego, CA 92123

RECEIVED
SEP 18 2020
PLANNING

Comment #1: The MND indicates, "[t]here are a substantial number of non-native trees on the site, but because they are surrounded by asphalt and structures and noise generating vehicle crushing operations, the trees are unlikely to provide

suitable habitat, including nesting habitat, for migratory birds under the federal Migratory Bird Treaty Act (MBTA) and under Section 351-3 et. seq. of the CDFW Code." Although sensitive species are not identified as likely to occur on the Project site, existing ornamental vegetation has the potential to provide habitat to migratory or nesting birds protected under California Fish and Game Code Sections 3503 and 35L3 et seq. To minimize significant impacts to migratory or nesting birds, CDFW recommends incorporating the following into the MND as a mitigation measure:

"If Project activities cannot occur outside of the bird nesting season (January 75th through September 15th for raptors and February 15th through August 31st for songbirds), nesting bird surveys shall be conducted by a qualified biologist no more than 3 days prior to construction-related activities including clearing of vegetation, grubbing, or grading. If active nests or breeding behavior are observed within the Project area during the survey, an appropriate buffer zone as determined by the qualified biologist shall be established around the nest. The qualified biologist shall be on site to monitor activity daily during vegetation clearing and grading." Should any active nests be identified during preconstruction surveys or if you have any questions pertaining to biological resources for this project, please contact CDFW for additional coordination.

Response #1: The MND evaluates the potential for nesting birds, including potential Project interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, and potential impediment to the use of native wildlife nursery sites, consistent with Appendix G of the CEQA Guidelines. CDFW's comment does not raise any new environmental issue or provide new information that would require the recirculation of the MND. However, the City of Placentia appreciates CDFW's comment and will incorporate its recommendation by adding the following mitigation measure to the MND and MMRP. With inclusion of this measure, potential Project impacts to migratory or nesting birds will be less than significant.

Mitigation Measure BIO-1: Nesting Birds.

Timing: Prior to Issuance of any clearing, grubbing or grading.

Department Responsible: Development Services.

Any clearing of vegetation, grubbing, or grading on the Project site shall occur outside the bird nesting season, which occurs between January 1st to September 15th (which accommodates the nesting period for passerine birds and raptors). If the nesting season cannot be avoided, the Applicant shall retain a qualified biologist subject to the review and approval of the City to survey the site for nests. If active nests or breeding behavior are observed within the Project area during the survey, an appropriate buffer zone as determined by the qualified biologist shall be established around the nest. The qualified biologist shall notify CDFW of the active nest and shall be on site to monitor activity daily during vegetation clearing and grading.

1.4 Todd McIntyre, Chief Strategy Officer, Metrolink, Southern California Regional Rail Authority, 900 Wilshire Boulevard, Suite 1500, Los Angeles, California, 90017.



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

September 24, 2020

Mr. Andrew Gonzales
Senior Planner
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

RE: Latitude Residential Project Mitigated Negative Declaration (MND) Review Comments

Dear Mr. Gonzales:

The Southern California Regional Rail Authority (SCRRA) has recently learned of the Mitigated Negative Declaration (MND) review for the Latitude Residential Project. Thank you for the opportunity to comment on key issues related to SCRRA and operations of the railroad adjacent to the project site.

As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations, and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (Metro), San Bernardino County Transportation Authority (SBCTA), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), and Ventura County Transportation Commission (VCTC).

The railroad right of way (ROW) adjacent to the proposed project is a heavily trafficked railroad mainline. The mainline ROW is operated and maintained by SCRRA and owned by OCTA. In addition to several freight trains operated daily, there are normally 27 Metrolink train frequencies that operate on weekdays through this corridor. Fewer trains operate on the weekends. Rail traffic along this corridor occurs 24 hours a day, 7 days a week, and is expected to increase in the future to address growing demands.

Please find the general comments to the project MND review related to the railroad and its operations listed below.

Comment #1

1. On page 95 of the *Latitude Residential Project Initial Study/Mitigated Negative Declaration* document, the **Baseline Noise** (6.13.1 *Analysis of Environmental Impacts*) states that the nearest rail line carries freight and is operated by BNSF,

Latitude Residential Project MND Review Comment
Page 2

while the heavier used "Metrolink" line is 100+ feet away. That statement is incorrect. The nearest rail line is Metrolink's Inland Empire – Orange County Line where there are 16 weekday passenger trains (pre-COVID) and several freight trains. The tracks noted being 100+ feet away are owned and operated by BNSF. Metrolink's 91-Perris Valley Line operates on that line with 11 weekday trains (pre-COVID) and the bulk of BNSF freight trains run on those tracks also.

- Comment #2 2. All drainage from the development must drain away from the railroad corridor. This includes any irrigation runoff for landscaping along the railroad corridor.
- Comment #3 3. All trees must be set back from the ROW line so that when fully matured, the trees do not hangover the ROW line onto railroad property.
- Comment #4 4. A 6' fence is required along the railroad Property line. Since this will be a high-density residential development, it is recommended that a 6' minimum high block wall is constructed along the railroad corridor instead of a fence to better secure access to the railroad ROW.
- Comment #5 5. Although the developer has conducted a noise and vibration impact analysis and mitigation measures are proposed in the building design, the City or Developer should include informational packets to future residents and make them aware that they are moving adjacent to a very active rail line.
- Comment #6 6. On Page 11 of the *Latitude Residential Project Initial Study/Mitigated Negative Declaration* document, Figure 4 appears to show a secondary access driveway to the development. Based on the ROW lines, the driveway appears to be less than 60' from the Van Buren Street highway-rail grade crossing, which is currently within a quiet zone established through the FRA. The proposed driveway may affect the quiet zone in a negative manner causing the status to be removed and trains to resume blowing the horns through the crossing. We suggest that the developer and City reach out to the BNSF railroad (owner of the crossing) and the FRA to discuss any implication to the existing quiet zone due to the proposed driveway and any mitigation that may be needed.
- Comment #7 7. Since additional housing units are being added, which will likely increase the pedestrian volumes in the area, the Van Buren Street highway-rail grade crossing should be brought up to current crossing standards that include pedestrian gates. Any proposed roadway/railroad or pedestrian/railroad crossing improvements, whether at-grade or grade-separated, must be coordinated with the California Public Utilities Commission (CPUC) and Rail Authority with jurisdiction.

Latitude Residential Project MND Review Comment
Page 3

- Comment #8 8. Any proposed utility crossings with the railroad must be coordinated with OCTA and SCRRA.
- Comment #9 9. Adequate lighting should be provided on the property along the railroad corridor to deter anyone from trespassing onto the railroad ROW.
- Comment #10 10. Site development plans (grading, drainage, landscaping, lighting, etc.) should be provided to SCRRA for review.
- Comment #11 11. To assess any requirements for construction (including demolition or alteration of structures) adjacent to the railroad, construction plans should be sent to the SCRRA Engineering Department at the following address:

SCRRA Engineering Department
Attn: Joe McNeely, Principal Engineer
2558 Supply Street
Pomona, CA 91767

Plans may be sent to Joe and questions addressed via email at mcneelyj@scrra.net

Please consult SCRRA Engineering and Construction standards and guidelines as necessary, including Right of Entry permit concerns, at the following web address:

<https://metrolinktrains.com/about/agency/engineering--construction/>

Thank you again for allowing us to provide commentary.

If you have any questions, please contact Roderick Diaz, Director of Planning and Development at (213) 452-0455 or via e-mail at diazr@scrra.net.

Sincerely,



Todd McIntyre
Chief Strategy Officer

Cc: Dinah Minter, OCTA

Comment #1: On page 95 of the Latitude Residential Project Initial Study/Mitigated Negative Declaration document, the Baseline Noise (6.13.1 Analysis of Environmental Impacts) states that the nearest rail line carries freight and is operated by BNSF, while the heavier used "Metrolink" line is 100+ feet away. That statement is incorrect. The nearest rail line is Metrolink's Inland Empire – Orange County Line where there are 16 weekday passenger trains (pre-COVID) and several freight trains. The tracks noted being 100+ feet away are owned and operated by BNSF. Metrolink's 91-Perris

Valley Line operates on that line with 11 weekday trains (pre-COVID) and the bulk of BNSF freight trains run on those tracks also.

Response #1: The City of Placentia appreciates Metrolink's comments and is incorporating the corrected language in Section 2, Errata, of this document. This corrected information does not raise any new environmental issue or provide new information that would require the recirculation of the MND.

Comment #2: All drainage from the development must drain away from the railroad corridor. This includes any irrigation runoff for landscaping along the railroad corridor.

Response #2: This comment is a general statement regarding drainage from development. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted.

Comment #3: All trees must be set back from the ROW line so that when fully matured, the trees do not hangover the ROW line onto railroad property.

Response #3: This comment is a general statement regarding maintenance of trees. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted. However, this comment is appreciated and will be considered by the City of Placentia during their deliberation on the proposed Project.

Comment #4: A 6' fence is required along the railroad Property line. Since this will be a high- density residential development, it is recommended that a 6' minimum high block wall is constructed along the railroad corridor instead of a fence to better secure access to the railroad ROW.

Response #4: As described in Section 2.8.2 of the MND, the Project proposes an 8-foot high concrete masonry wall (CMU) with a stucco finish on the northern boundary adjacent to the rail lines. Mitigation Measure NOI-1 of the MND requires that the 8-foot wall at the northern boundary be designed to reduce noise levels at the Project's common open space areas to 65 dB CNEL. Metrolink's Comment #4 does not raise any new environmental issue, and no additional response or mitigation is warranted.

Comment #5: Although the developer has conducted a noise and vibration impact analysis and mitigation measures are proposed in the building design, the City or Developer should include informational packets to future residents and make them aware that they are moving adjacent to a very active rail line.

Response #5: The MND evaluates noise and vibration impacts related to adjacent rail lines and includes mitigation measures to address potential rail related impacts to future Project residents. Metrolink's comment does not raise any new environmental issue or provide new information that would require the recirculation of the MND. However, the City of Placentia appreciates Metrolink's comment and will add its recommendation to Mitigation Measure NOI-2, as shown below:

Mitigation Measure NOI-2: Operational Noise – Interior.

Timing: Prior to Issuance of Building Permits for Design Approval/Prior to Certificate of Occupancy for construction.

Department Responsible: Development Services.

The following upgrades shall be incorporated into the building design to reduce interior noise levels to 45 dB CNEL:

- All windows throughout the Project will be dual-paned glass and all upstairs living and bedrooms of units abutting the tracks shall be equipped with supplemental ventilation supplying at least 30 CFM of fresh make-up air (Building Code requirement), and
- Upstairs windows of living or bedrooms in units with a line-of-site to the tracks shall be rated at STC=30 or better (single event noise nuisance reduction) with STC = 33 rated windows recommended for upstairs windows directly facing the train tracks.
- Because window closure is a necessary condition to meet the noise standard, the code requires the provision of supplemental ventilation, including a fresh air intake that provides 30 CFM of fresh outside air. In order to not compromise acoustic protection integrity of the HVAC systems, the fresh air inlet shall be located on the building facades away from the track.
- The Project Applicant and future property manager shall provide informational packets to all prospective residents to inform them of the location of the nearby active rail lines.

Comment #6: On Page 11 of the Latitude Residential Project Initial Study/Mitigated Negative Declaration document, Figure 4 appears to show a secondary access driveway to the development. Based on the ROW lines, the driveway appears to be less than 60' from the Van Buren Street highway-rail grade crossing, which is currently within a quiet zone established through the FRA. The proposed driveway may affect the quiet zone in a negative manner causing the status to be removed and trains to resume blowing the horns through the crossing. We suggest that the developer and City reach out to the BNSF railroad (owner of the crossing) and the FRA to discuss any implication to the existing quiet zone due to the proposed driveway and any mitigation that may be needed.

Response #6: The location noted in Metrolink's comment is an EVA gate, accessible only to emergency vehicles, and is not used by the public or

pedestrians. It is not a secondary access driveway and would not affect the quiet zone. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted.

Comment #7: Since additional housing units are being added, which will likely increase the pedestrian volumes in the area, the Van Buren Street highway-rail grade crossing should be brought up to current crossing standards that include pedestrian gates. Any proposed roadway/railroad or pedestrian/railroad crossing improvements, whether at-grade or grade-separated, must be coordinated with the California Public Utilities Commission (CPUC) and Rail Authority with jurisdiction.

Response #7: The northern boundary of the site would be completely enclosed with an 8-foot wall. The Project entry would be 452 feet from the rail lines and there would be ample dog parks and recreation areas within the Project to meet future residents' needs. There are no attractions north of the site likely to draw additional pedestrian traffic near the rail lines. Consequently, the Project would not substantially increase pedestrian crossings and additional improvements are not warranted. This comment does not raise any new environmental issue, and no additional response or mitigation is warranted.

Comment #8: Any proposed utility crossings with the railroad must be coordinated with OCTA and SCRRA.

Response #8: This is a general comment regarding utility crossings. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted. However, this comment is appreciated and will be considered by the City of Placentia during their deliberation on the proposed Project.

Comment #9: Site development plans (grading, drainage, landscaping, lighting, etc.) should be provided to SCRRA for review.

Response #9: This is a general comment regarding coordination with SCRRA. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted. However, this comment is appreciated and will be considered by the City of Placentia during their deliberation on the proposed Project.

Comment #10: Adequate lighting should be provided on the property along the railroad corridor to deter anyone from trespassing onto the railroad ROW.

Response #10: This is a general comment regarding Project lighting to

deter trespassing. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted. However, this comment is appreciated and will be considered by the City of Placentia during their deliberation on the proposed Project.

Comment #11: To assess any requirements for construction (including demolition or alteration of structures) adjacent to the railroad, construction plans should be sent to the SCRRA Engineering Department,

Response #11: This is a general comment regarding coordination with SCCRA. The comment does not address the information or analysis contained within the MND that focuses on the environmental topics contained in the Initial Study, Appendix G of the CEQA Guidelines. The comment does not raise any new environmental issue, and no additional response or mitigation is warranted. However, this comment is appreciated and will be considered by the City of Placentia during their deliberation on the proposed Project.

SECTION 2.0 – ERRATA

A few of the comments received and discussed in Section 1 of this document noted corrections and/or recommended measures that are incorporated in the following Errata to the MND and MMRP. Additions are shown in double underline and deletions in cross out. Associated changes to the MND technical studies will be incorporated when final studies are submitted to the City for plan check submission.

2.1 ERRATA #1

Executive Summary – MND, Page 1

This Initial Study finds with the imposition of mitigation measures related to Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, Traffic, Tribal Cultural Resources and Mandatory Findings of Significance, all potentially significant impacts associated with the Project would be reduced to less than significant levels. Consequently, a Mitigated Negative Declaration will be prepared for the Project.

2.2 ERRATA #2

Existing and Surrounding Land Uses – MND, Page 17

Two ~~An~~ active railroad lines are ~~is~~ located north of the ~~along the northern~~ Project site boundary, and Atwood drainage channel is located along the southern boundary. Surrounding properties are a mix of industrial and residential properties. North of the site are the ~~and~~ rail lines and ~~is~~ an equipment yard and vacant land, then E. Orangethorpe Avenue and then new multi-family residential. East of the site is S. Van Buren Street then existing single family residential. Existing single family residential also occurs adjacent to the site on the west side of S. Van Buren Street. West of the site is vacant land and various manufacturing uses. South of the flood control channel is an equipment supply facility. (Reference Figure 9, Surrounding Land Uses Aerial Map.)

2.3 ERRATA #3

Biological Resources– MND, Page 43

BIOLOGICAL RESOURCES. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		<u>X</u>	✗	
e) Conflict with any local policies or ordinances protecting biological				X

BIOLOGICAL RESOURCES. Would the project:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant	No Impact
resources, such as a tree preservation policy or ordinance?				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Biological Resources– MND, Page 45

- 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?

Less Than Significant with Mitigation Incorporated. As discussed above, the Project site is surrounded by urban land uses and does not contain identified native or sensitive species, riparian or sensitive habitats or wetlands. There are a substantial number of non-native trees on the site, but because they are surrounded by asphalt and structures and noise generating vehicle crushing operations, the trees are unlikely to provide suitable habitat, including nesting habitat, for migratory birds under the federal Migratory Bird Treaty Act (MBTA) and under Section 3513 et. seq. of the CDFW Code.¹ The site and surroundings provide no evidence of burrows or rodent populations to support burrowing owls.

However, there is some possibility that the trees could contain bird nests. The nesting season for birds in the Los Angeles County region occurs between January 1st to September 15th (which accommodates the nesting period for passerine birds and raptors). Because there is some possibility that a bird could nest in the existing trees on the Project site, Mitigation Measure BIO-1 is added to the Project to

**

¹ Migratory birds include all native birds in the United States, as listed in 50 CFR (Code of Federal Regulations) 10.13 (List of Migratory Birds).

require monitoring by a qualified biologist should any clearing of vegetation, grubbing, or grading occur during nesting season. With inclusion of this measure, Consequently, Project impacts regarding substantial interference with the movement of a species would be less than significant.

Biological Resources– MND, Page 47; MMRP, Page1

6.4.3 MITIGATION MEASURES

~~The Project would not have significant impacts relative to biological resources, and no mitigation is required.~~

The following measure will be required to mitigate potential Project impacts related to biological resources to less than significant levels:

Mitigation Measure BIO-1: Nesting Birds.

Timing: Prior to Issuance of any clearing, grubbing or grading.

Department Responsible: Development Services.

Any clearing of vegetation, grubbing, or grading on the Project site shall occur outside the bird nesting season, which occurs between January 1st to September 15th (which accommodates the nesting period for passerine birds and raptors). If the nesting season cannot be avoided, the Applicant shall retain a qualified biologist subject to the review and approval of the City to survey the site for nests. If active nests or breeding behavior are observed within the Project area during the survey, an appropriate buffer zone as determined by the qualified biologist shall be established around the nest. The qualified biologist shall notify CDFW of the active nest and shall be on site to monitor activity daily during vegetation clearing and grading.

2.4 ERRATA #4

Noise – MND, Page 96

Baseline Noise: The Project site is affected by train activity on the two rail lines along the northern boundary. (Reference Figure 10. Rail Line Locations.) The nearest rail line is within 50 feet of the entire site's northern boundary. This rail line is used by Metrolink's Inland Empire – Orange County Line where there are 16 weekday passenger trains (under regular operating conditions) and several freight trains. The second rail line is located 100 feet distance from the closest property line on the east side of the site to 250 feet on the west side of the site. This line is owned and operated by Burlington Northern (BNSF) which runs freight trains on the tracks. No precise numbers of daily freight trains were available. Metrolink's 91-Perris Valley Line also operates on that line with 11 weekday trains (under regular operating conditions).

~~The nearest rail line carries freight and is operated by Burlington Northern (BNSF). This rail line is only minimally used and is within 50 feet of the entire site's northern boundary. The more heavily utilized lines are operated by Metrolink and located farther north and range from 100 feet distance from the closest property line on the east side of the site to 250 feet on the west side of the site. Metrolink rail lines handle commuter rail and freight trains. Based on recent train schedules 14 Metrolink trains traverse the line each day.~~

Noise – MND, Page 104; MMRP, Page 12

Mitigation Measure NOI-2: Operational Noise – Interior.

Timing: Prior to Issuance of Building Permits for Design Approval/Prior to Certificate of Occupancy for construction.

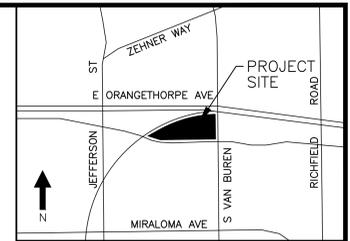
Department Responsible: Development Services.

The following upgrades shall be incorporated into the building design to reduce interior noise levels to 45 dB CNEL:

- All windows throughout the Project will be dual-paned glass and all upstairs living and bedrooms of units abutting the tracks shall be equipped with supplemental ventilation supplying at least 30 CFM of fresh make-up air (Building Code requirement), and
- Upstairs windows of living or bedrooms in units with a line-of-site to the tracks shall be rated at STC=30 or better (single event noise nuisance reduction) with STC = 33 rated windows recommended for upstairs windows directly facing the train tracks.
- Because window closure is a necessary condition to meet the noise standard, the code requires the provision of supplemental ventilation, including a fresh air intake that provides 30 CFM of fresh outside air. In order to not compromise acoustic protection integrity of the HVAC systems, the fresh air inlet shall be located on the building facades away from the track.
- The Project Applicant and future property manager shall provide informational packets to all prospective residents to inform them of the location of the nearby active rail lines.

TENTATIVE TRACT MAP NO. 19104

FOR CONDOMINIUM PURPOSES
CITY OF PLACENTIA, COUNTY OF ORANGE, STATE OF CALIFORNIA



VICINITY MAP
NOT TO SCALE

SHEET INDEX

SHEET NO.	DESCRIPTION
SHEET 1	TENTATIVE TRACT MAP
SHEET 2	PRELIMINARY GRADING & UTILITY PLAN
SHEET 3	CIRCULATION & PARKING PLAN

OWNER/SUBDIVIDER

TOFFOLI INVESTMENTS, LLC
3 HUGHES
IRVINE, CALIFORNIA 92618
PHONE: (949) 768-2535

ENGINEER INFORMATION

C&V CONSULTING, INC.
9830 IRVINE CENTER DRIVE
IRVINE, CALIFORNIA 92618
PHONE: (949) 916-3800

SOILS ENGINEER

ALTA CALIFORNIA GEOTECHNICAL, INC.
170 N. MAPLE STREET, SUITE 108
CORONA, CA 92880
PHONE: (951) 509-7090

SITE ADDRESS

443 S VAN BUREN ST
PLACENTIA, CA 92870

ASSESSOR'S PARCEL NUMBERS:

PARCEL A 346-164-25; 346-164-26
PARCEL B 346-164-22

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PLACENTIA IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS: PARCEL 1 OF PARCEL MAP NO. 87-180, FILED IN BOOK 233, PAGE 39 AND 40 OF PARCEL MAPS, TOGETHER WITH A PORTION OF LOT 37 OF HAZARD'S SUBDIVISION AND THE AMENDED MAP OF RICHFIELD, FILED IN BOOK 1, PAGE 26 OF RECORDS OF SURVEY, BOTH FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LOT AREA

GROSS: 5,572 AC (242,711 SF)
NET: 5,242 AC (228,345 SF)

FLOOD ZONE

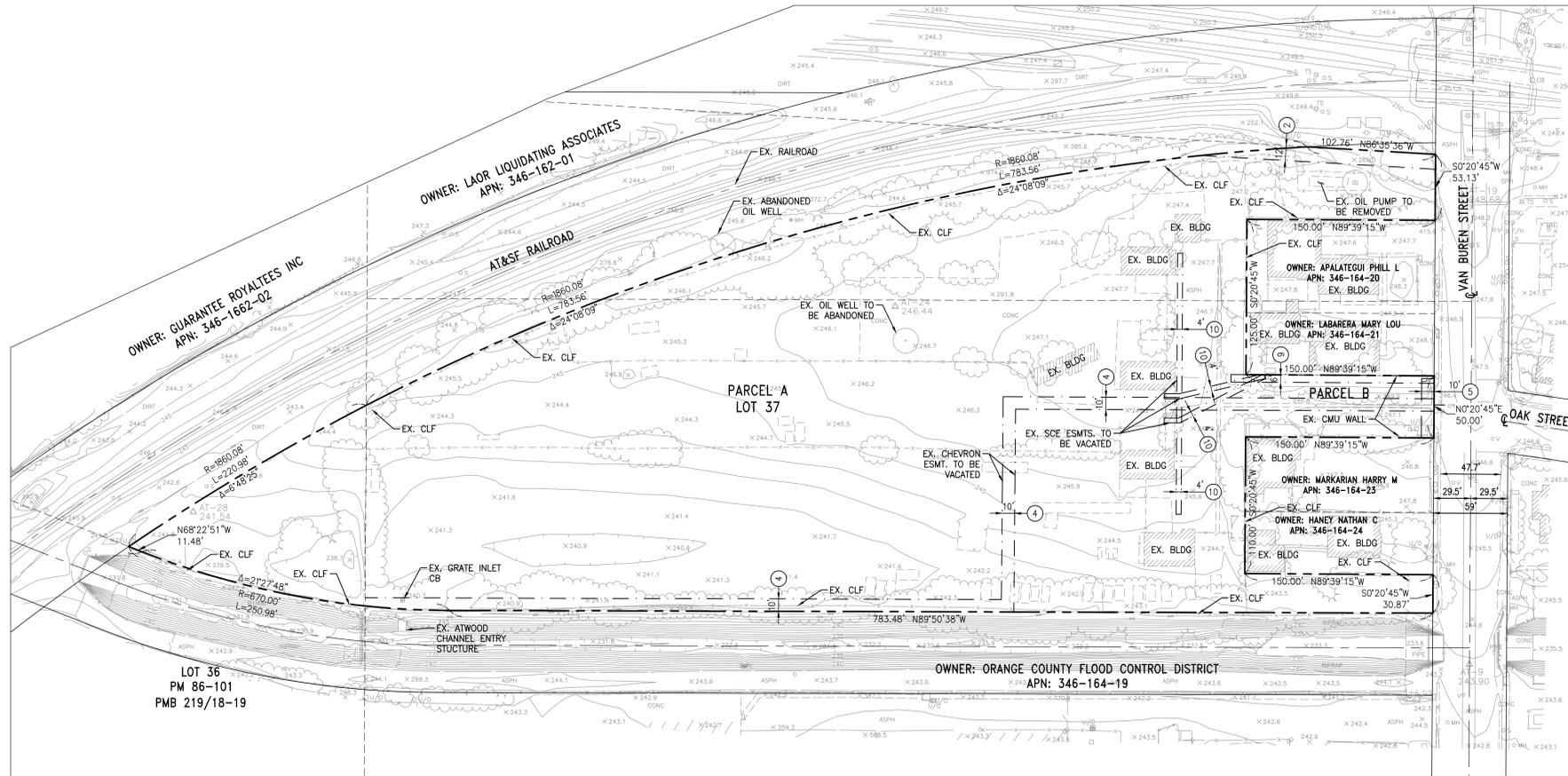
THE SUBJECT PROPERTY LIES WITHIN ZONE "X" & FLOOD ZONE "AE" OF FLOOD INSURANCE RATE MAP PANEL NUMBER 06059 C 0152 J, BEARING AN EFFECTIVE DATE OF 12/03/2009.

ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

ZONE "AE" DENOTES AREAS DETERMINED TO BE INSIDE THE 1% ANNUAL CHANCE FLOODPLAIN.

LEGEND

SYMBOL	DESCRIPTION
CONC	CONCRETE
ASPH	ASPHALT
○	TREE
○	BUSH
○	PALM TREE
○	M/B MAIL BOX
○	STREET LIGHT
○	SIGN (10')
○	SIGN (5')
○	LARGE SIGN POST
○	CB CATCH BASIN
○	DI DROP INLET
○	LP LIGHT POLE
○	M PARKING METER
○	DI DROP INLET
○	S SIGN
○	FH FIRE HYDRANT
—	EXISTING ESMT
—	POWER POLE
—	GUYWIRE/ANCHOR
—	METER
—	POST (NO LABEL)
—	V VALVE
—	MH MANHOLE
—	HANDICAP
—	UB UTILITY BOX
—	SP STAND PIPE
—	MW MONITOR WELL
—	S SEWER LINE
—	BURIED GAS LINE
—	BURIED WATER LINE
—	OVERHEAD WIRES
—	SCREEN WALL
—	RETAINING WALL
—	TREE LINE
—	BRUSH LINE



DEMOLITION NOTES:

- ALL EXISTING BUILDINGS LOCATED WITHIN THE PROPERTY SHALL BE DEMOLISHED AND REMOVED.
- ALL EXISTING FENCES/SCREEN WALLS WITHIN THE PROPERTY SHALL BE DEMOLISHED AND REMOVED.
- ALL EXISTING FENCES/SCREEN WALLS LOCATED ON OR NEAR THE PROPERTY LINE SHALL BE PROTECTED IN PLACE OR RELOCATED, WHERE POSSIBLE.



SCALE: 1" = 50'
0 25 50 100

TITLE INFORMATION

THE FOLLOWING TITLE INFORMATION WAS DERIVED FROM A PRELIMINARY REPORT FOR TITLE INSURANCE PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NO.: 012-30022878-B-SG4, AND BEING DATED MARCH 7, 2019 AT 7:30 AM., AMENDED: APRIL 17, 2019, AMENDMENT NO. B

EXCEPTIONS

- INDICATES ITEM PLOTTED HEREON.
- THE RIGHTS AND RIGHTS OF WAY OVER A STRIP OF LAND 12 FEET WIDE LYING SOUTH OF PARALLEL WITH AND IMMEDIATELY ADJACENT TO SOUTH LINE OF SOUTHERN CALIFORNIA RAILWAY, AS CONVEYED TO THE STANDARD OIL COMPANY BY DEED RECORDED NOVEMBER 03, 1919 AS INSTRUMENT NO. 15726, IN BOOK 345, PAGE 67 OF DEEDS.
- AN OIL AND GAS LEASE FOR THE TERM THEREIN PROVIDED WITH CERTAIN COVENANTS, CONDITIONS AND PROVISIONS, TOGETHER WITH EASEMENTS, IF ANY, AS SET FORTH THEREIN.
LESSOR: JOSEPH MONDOTTE AND LOUISE MONDOTTE, HUSBAND AND WIFE, AND STERN REALTY COMPANY, A CORPORATION
LESSEE: CONTINENTAL OIL COMPANY AND ARIZONA CORPORATION
RECORDING DATE: NOVEMBER 18, 1927
RECORDING NO.: 37245, IN BOOK 96, PAGE 306 OF OFFICIAL RECORDS
NOTE: THE SURFACE AND THE TOP 500 FEET OF THE SUBSURFACE WAS QUITCLAIMED BY DOCUMENT RECORDED OCTOBER 12, 2017 AS INSTRUMENT NO. 2017000434349 OF OFFICIAL RECORDS.
NO INSURANCE IS MADE AS TO THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE, NOR AS TO OTHER MATTERS AFFECTING THE RIGHTS OR INTERESTS OF THE LESSOR OR LESSEE IN SAID LEASE.
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: UNION OIL COMPANY OF CALIFORNIA
PURPOSE: RIGHT OF WAY TO LAY, CONSTRUCT, MAINTAIN, OPERATE, REPAIR, ALTER, AND REMOVE ONE PIPE LINE FOR THE TRANSPORTATION OF OIL, GAS, WATER AND/OR OTHER SUBSTANCES, WITH THE RIGHT OF INGRESS AND EGRESS TO AND FROM THE SAME.
RECORDING DATE: APRIL 17, 1930
RECORDING NO.: BOOK 375, PAGE 317 OF OFFICIAL RECORDS
AND RECORDING DATE: JULY 02, 1930
AND RECORDING NO.: BOOK 396, PAGE 262 OF OFFICIAL RECORDS
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: UNION OIL COMPANY OF CALIFORNIA
PURPOSE: RIGHT OF WAY TO LAY, CONSTRUCT, MAINTAIN, OPERATE, REPAIR, ALTER, AND REMOVE ONE PIPE LINE FOR THE TRANSPORTATION OF OIL, GAS, WATER AND/OR OTHER SUBSTANCES, WITH THE RIGHT OF INGRESS AND EGRESS TO AND FROM THE SAME.
RECORDING DATE: JUNE 30, 1930
RECORDING NO.: BOOK 392, PAGE 412 OF OFFICIAL RECORDS
AND RECORDING DATE: AUGUST 21, 1930
AND RECORDING NO.: BOOK 411, PAGE 198 OF OFFICIAL RECORDS
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: UNDERGROUND ELECTRIC LINES
RECORDING DATE: JANUARY 14, 1965
RECORDING NO.: BOOK 7380, PAGE 257 OF OFFICIAL RECORDS
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: POLE LINES AND/OR CONDUITS
RECORDING DATE: MARCH 17, 1977
RECORDING NO.: BOOK 12108, PAGE 673 OF OFFICIAL RECORDS
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: POLE LINES AND/OR CONDUITS
RECORDING DATE: APRIL 20, 1977
RECORDING NO.: BOOK 12155, PAGE 1512 OF OFFICIAL RECORDS

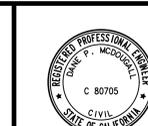
REVISIONS					
NO.	DATE	INITIAL	DESCRIPTION	APP.	DATE

DEVELOPER: TOFFOLI INVESTMENTS, LLC
3 HUGHES, IRVINE, CALIFORNIA 92618

OWNER/SUBDIVIDER: TOFFOLI INVESTMENTS, LLC
3 HUGHES, IRVINE, CALIFORNIA 92618

SOILS ENGINEER: ALTA CALIFORNIA GEOTECHNICAL, INC.
170 N. MAPLE STREET, SUITE 108
CORONA, CA 92880
PHONE (951) 509-7090

PREPARED BY: C&V CONSULTING, INC.
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92650
T. 949.916.3800
F. 949.916.3805
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
CVC-INC.NET



TENTATIVE TRACT MAP 19104

DATE: 2/24/21

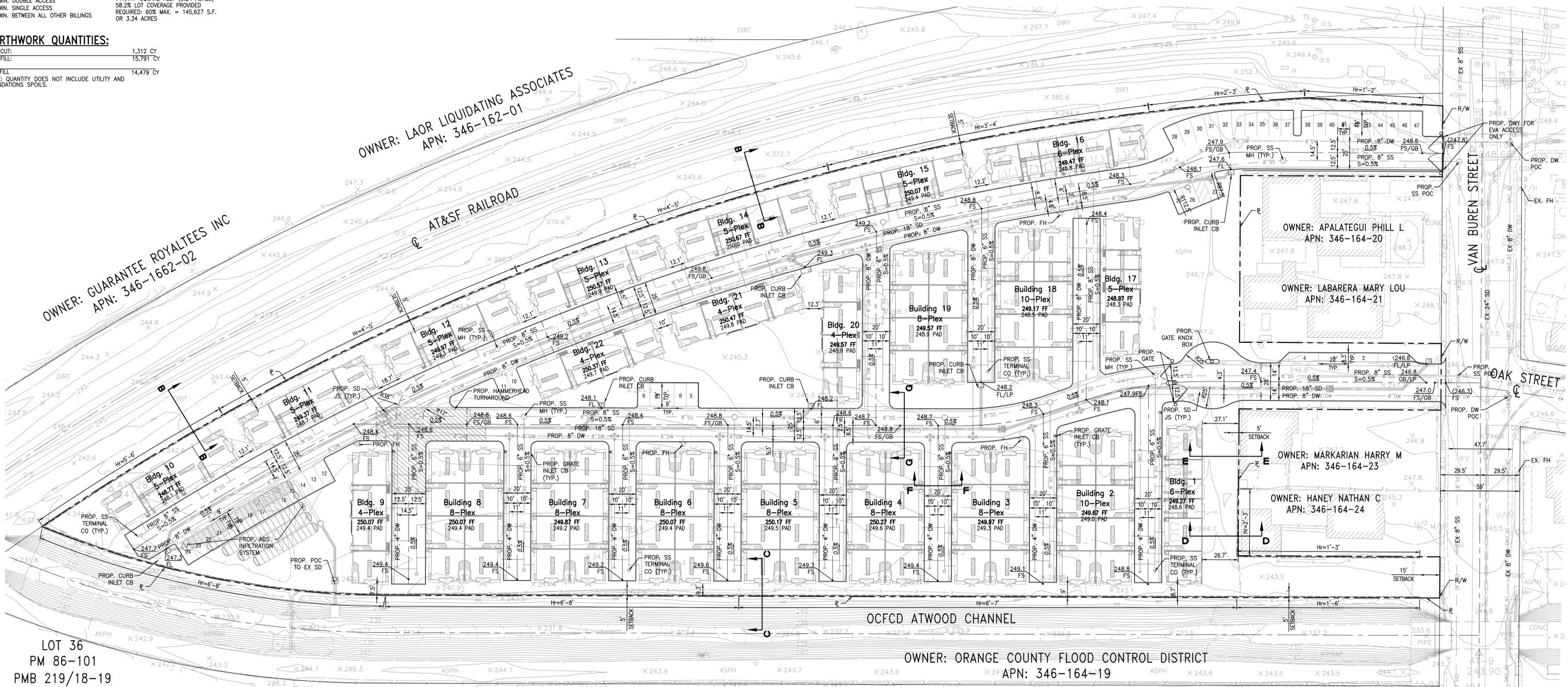
SHEET 1 OF 3

SCALE: AS SHOWN DRAWN BY: EP CHECKED BY: JC

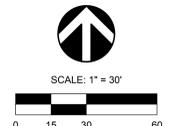
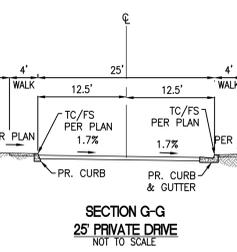
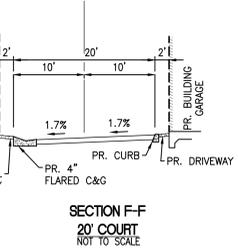
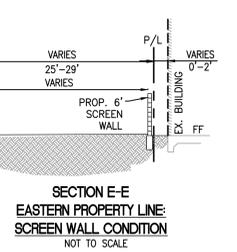
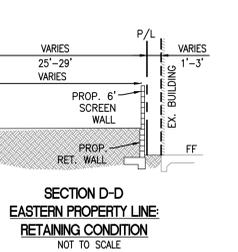
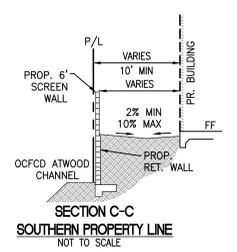
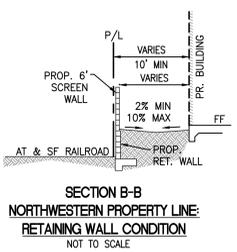
CITY OF PLACENTIA

SITE DATA:
 LAND AREA: 5.57 ACRES
 GROSS: 25.0 DU/AC
 DENSITY: 254 GARAGES STALLS; 254 PROVIDED
 OPEN STALLS: 47 PROVIDED
 REQUIRED PARKING: 2.15 STALLS/UNIT = 299 STALLS
 PROPOSED ZONING: "R-3" HIGH DENSITY MULTIPLE-FAMILY
 TOTAL PROVIDED: 254 GARAGES STALLS
 + 47 OPEN STALLS
 = 301 STALLS PROVIDED
 SETBACKS:
 FRONT: 15 FEET
 STREET: 10 FEET
 SIDE: 5 FEET
 REAR: 10 FEET
 HEIGHT: 35' MAX - PROPOSED 35'-2"
 MINIMUM DISTANCE BETWEEN BUILDINGS:
 20' MIN. DOUBLE ACCESS
 12' MIN. SINGLE ACCESS
 10' MIN. BETWEEN ALL OTHER BILLINGS
 LOT COVERAGE:
 141,177 SQUARE FEET (3.24 ACRES)
 58.2% LOT COVERAGE PROVIDED
 REQUIRED: 60% MAX. = 145,627 S.F.
 OR 3.34 ACRES

EARTHWORK QUANTITIES:
 RAW CUT: 1,312 CY
 RAW FILL: 15,791 CY
 NET FILL: 14,479 CY
 NOTE: QUANTITY DOES NOT INCLUDE UTILITY AND FOUNDATIONS SPOILS.



- LEGEND**
- 91 EX. CONTOUR LINE
 - PROPERTY LINE
 - EXISTING CURB AND GUTTER
 - STREET LIGHT
 - FIRE HYDRANT
 - CENTERLINE
 - EX. STORM DRAIN LINE
 - PROP. STORM DRAIN
 - JUNCTION STRUCTURE
 - MANHOLE
 - CLEANOUT
 - INLET
 - 91 PROP. CONTOUR LINE



REVISIONS			
NO.	DATE	INITIAL	DESCRIPTION

DEVELOPER:
TOFFOLI INVESTMENTS, LLC
 3 HUGHES, IRVINE, CALIFORNIA 92618

OWNER/SUBDIVIDER:
TOFFOLI INVESTMENTS, LLC
 3 HUGHES, IRVINE, CALIFORNIA 92618

SOILS ENGINEER:
ALTA CALIFORNIA GEOTECHNICAL, INC.
 170 N. MAPLE STREET, SUITE 108
 CORONA, CA 92689
 PHONE (951) 509-7090

PREPARED BY:
C&S CONSULTING, INC.
 CIVIL ENGINEERING
 LAND PLANNING & SURVEYING
 6 ORCHARD, SUITE 200
 LAKE FOREST, CA 92550
 T. 949.916.3800
 F. 949.916.3805
 CVC-INC.NET



TENTATIVE TRACT MAP 19104
PRELIMINARY GRADING AND UTILITY PLAN

DATE: 2/24/21
 SHEET 2 OF 3

SCALE: AS SHOWN
 DRAWN BY: EP
 CHECKED BY: JC

CITY OF PLACENTIA



LOT 36
PM 86-101

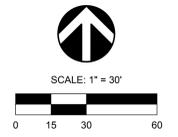
OWNER: ORANGE COUNTY FLOOD CONTROL DISTRICT
APN: 346-164-19

- LEGEND**
- TRASH BIN LOCATIONS
 - 2 CANS PER UNIT:
- 1 FOR TRASH
- 1 FOR RECYCLING MATERIALS
 - ADA PATH OF TRAVEL
 - UNIT NUMBER
 - PLAN TYPE
 - PROPOSED FIRE HYDRANT
 - EXISTING FIRE HYDRANT
 - PROPOSED FIRE TRUCK ACCESS
 - TURNING RADIUS
 - HAMMERHEAD TURNAROUND

PARKING SUMMARY

PARKING REQUIRED:
2.15 STALLS/UNIT = 299 STALLS

PARKING PROVIDED:
GARAGE STALLS = 254 STALLS
OPEN STALLS = 47 STALLS
TOTAL PROVIDED:
254 GARAGE STALLS
+ 47 OPEN STALLS
= 301 STALLS PROVIDED (2.17/UNIT)



REVISIONS				
NO.	DATE	INITIAL	DESCRIPTION	APP. DATE

DEVELOPER:

TOFFOLI INVESTMENTS, LLC
3 HUGHES, IRVINE, CALIFORNIA 92618

OWNER/SUBDIVIDER:

TOFFOLI INVESTMENTS, LLC
3 HUGHES, IRVINE, CALIFORNIA 92618

SOILS ENGINEER:

ALTA CALIFORNIA GEOTECHNICAL, INC.
170 N. MAPLE STREET, SUITE 108
CORONA, CA 92689
PHONE (951) 509-7090

PREPARED BY:

C&V CONSULTING, INC.
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92650
T. 949.916.3800
F. 949.916.3805
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
CVC-INC.NET

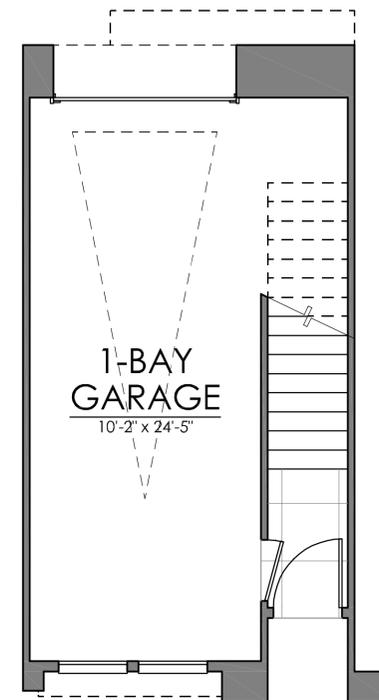
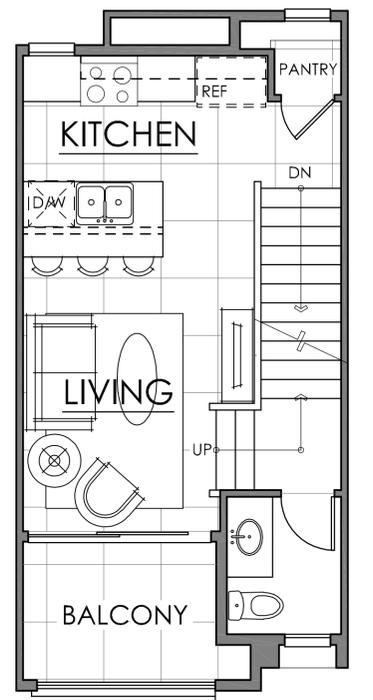
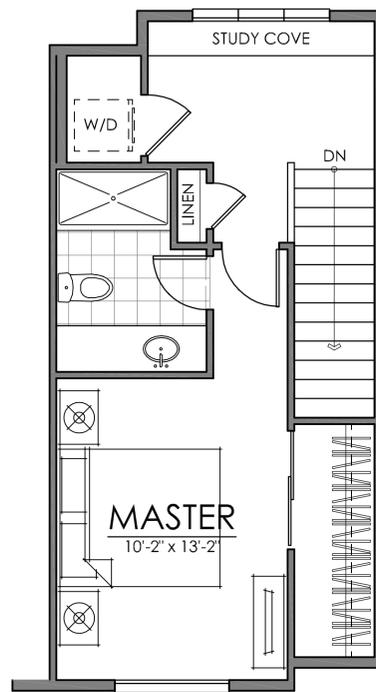


TENTATIVE TRACT MAP
19104
CIRCULATION & PARKING PLAN

DATE: 7/31/20
SHEET 3 OF 3

SCALE: AS SHOWN DRAWN BY: EP CHECKED BY: JC

CITY OF PLACENTIA

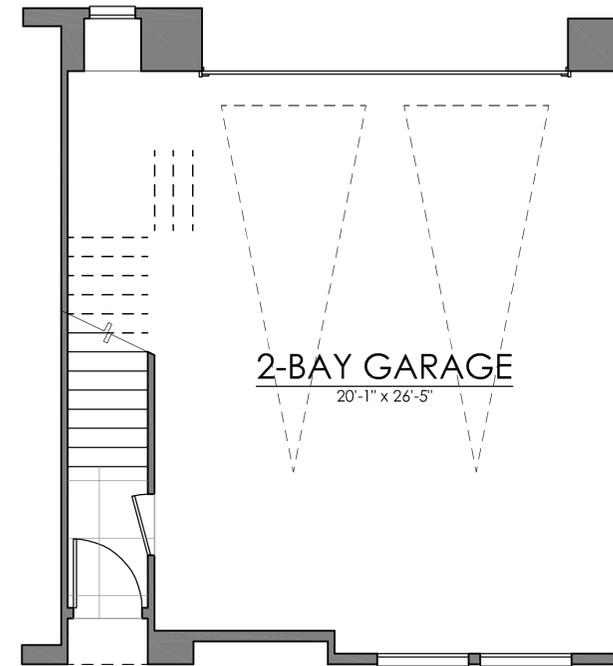
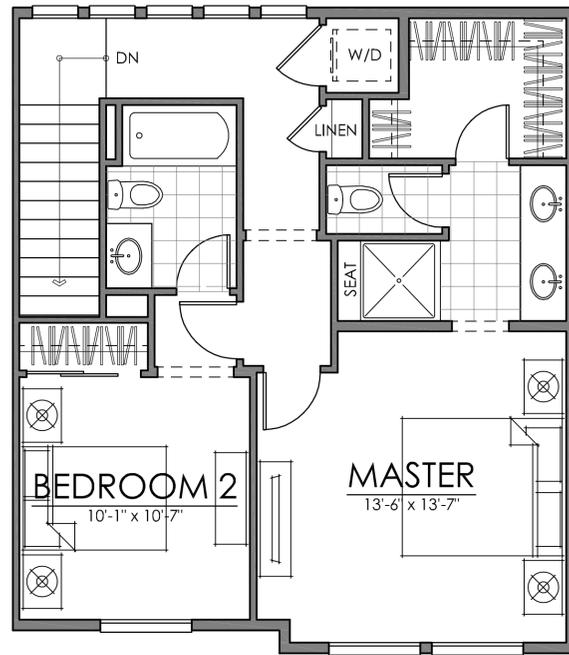


FIRST FLOOR	78 SQ. FT.
SECOND FLOOR	348 SQ. FT.
THIRD FLOOR	380 SQ. FT.
TOTAL LIVING	806 SQ. FT.

PLAN ONE | METRO TOWNS - PASEO | 806 SQ. FT.
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

02.10.21

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS. THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. © COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



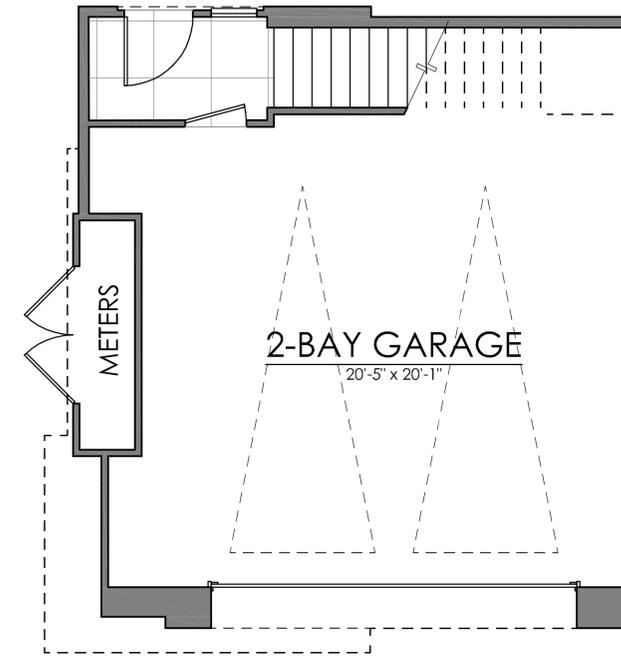
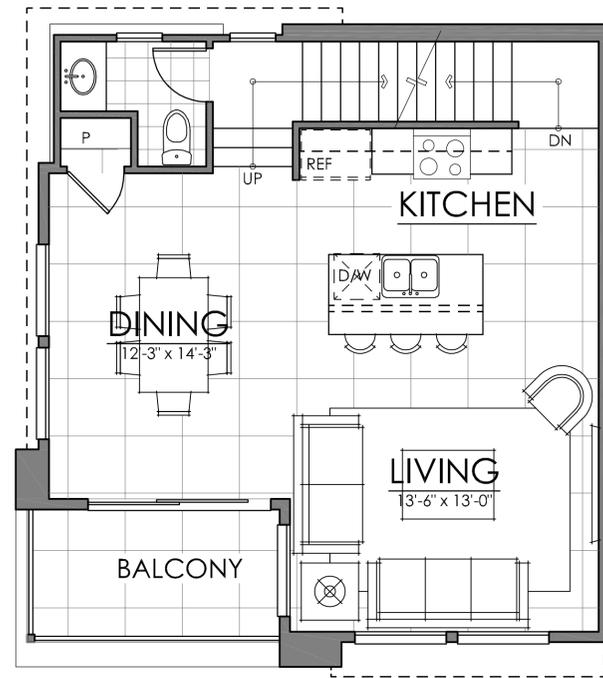
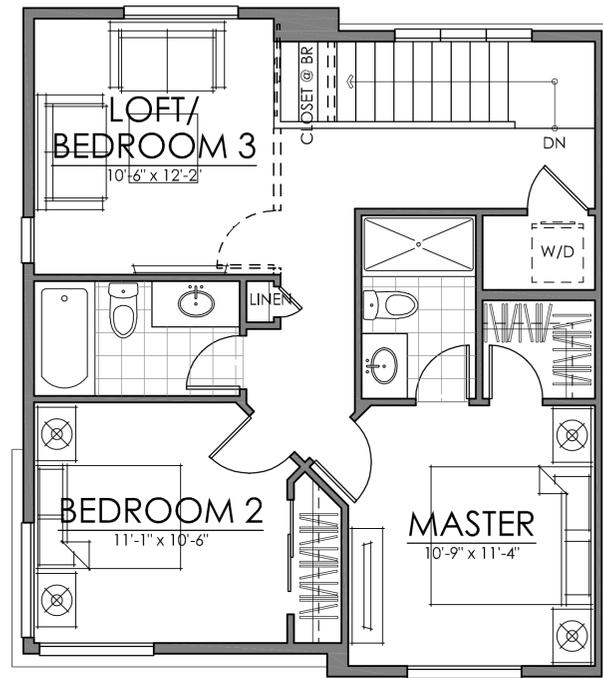
FIRST FLOOR	89 SQ. FT.
SECOND FLOOR	581 SQ. FT.
THIRD FLOOR	626 SQ. FT.
TOTAL LIVING	1296 SQ. FT.

PLAN TWO | METRO TOWNS - PASEO | 1296 SQ. FT.
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

02.10.21

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS. THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



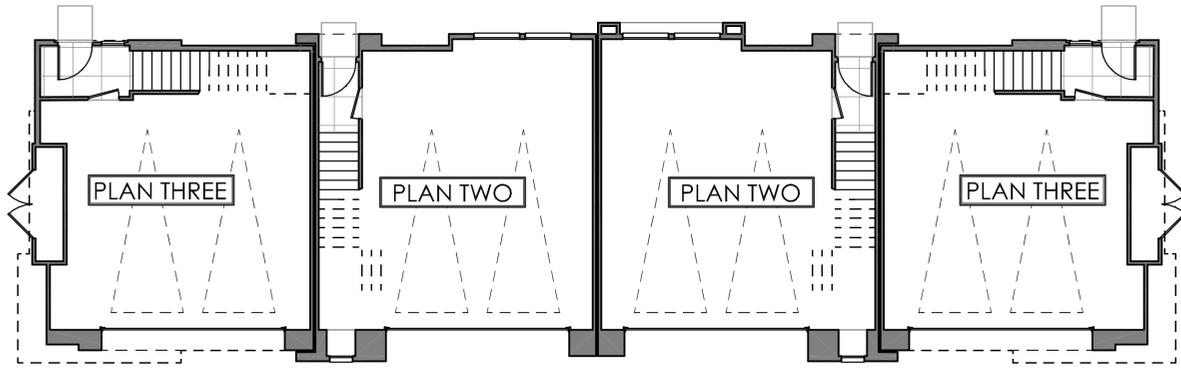


FIRST FLOOR	112 SQ. FT.
SECOND FLOOR	584 SQ. FT.
THIRD FLOOR	653 SQ. FT.
TOTAL LIVING	1349 SQ. FT.

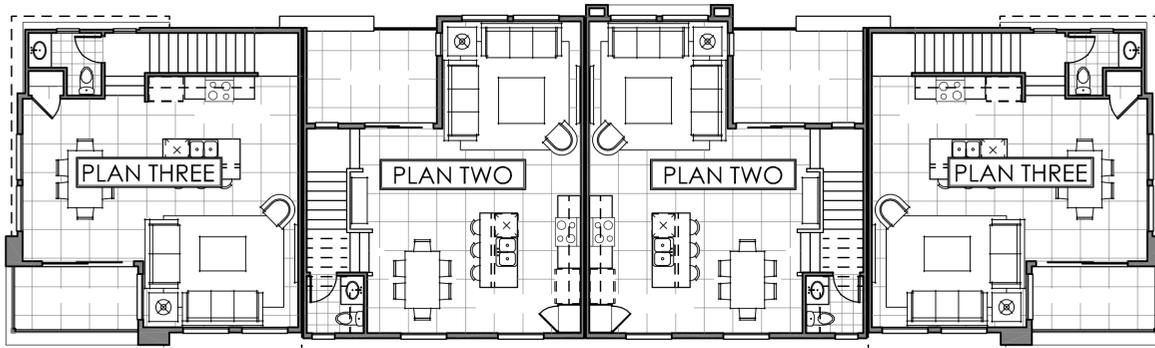
02.10.21

PLAN THREE | METRO TOWNS - PASEO | 1349 SQ. FT.
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

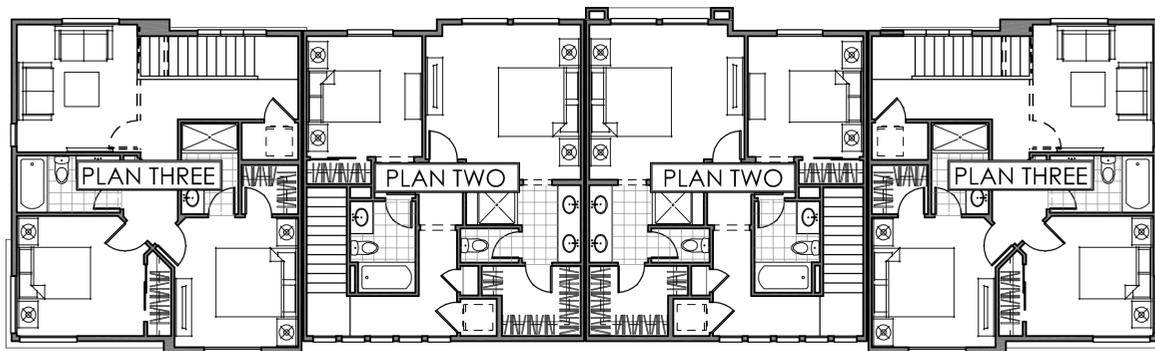
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS. THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



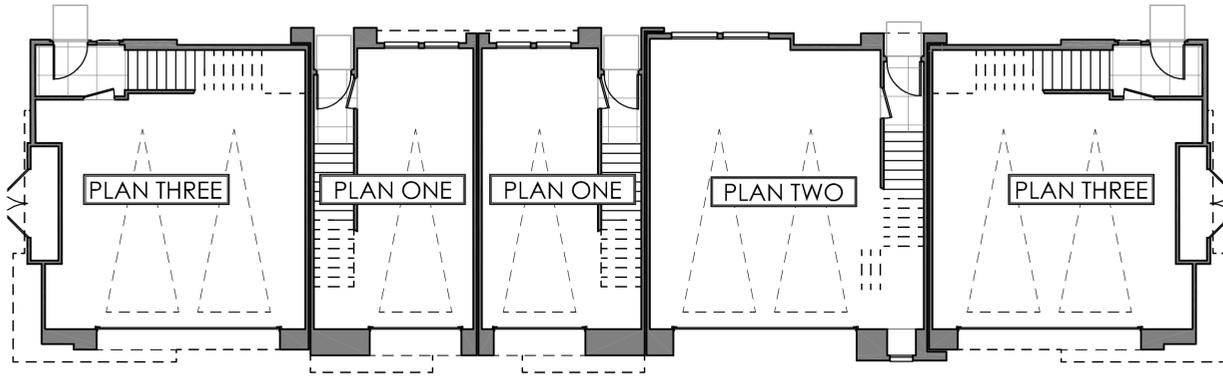
FLOOR ONE



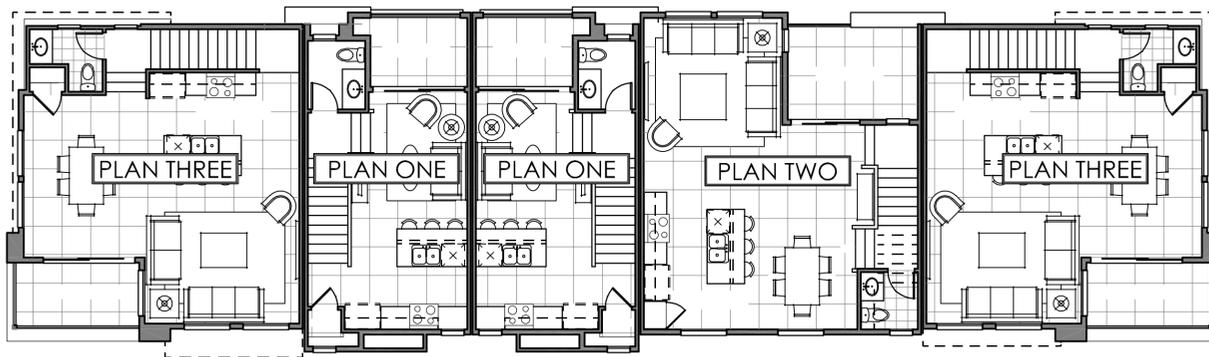
FLOOR TWO



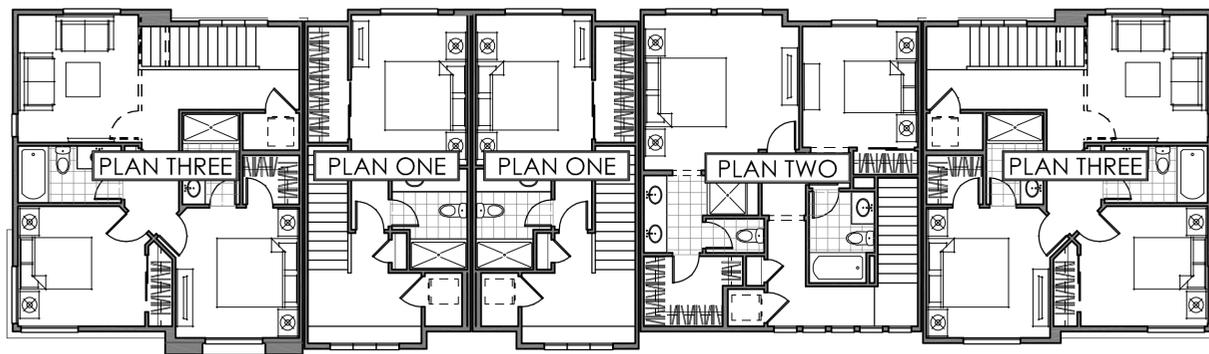
FLOOR THREE



FLOOR ONE



FLOOR TWO



FLOOR THREE



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

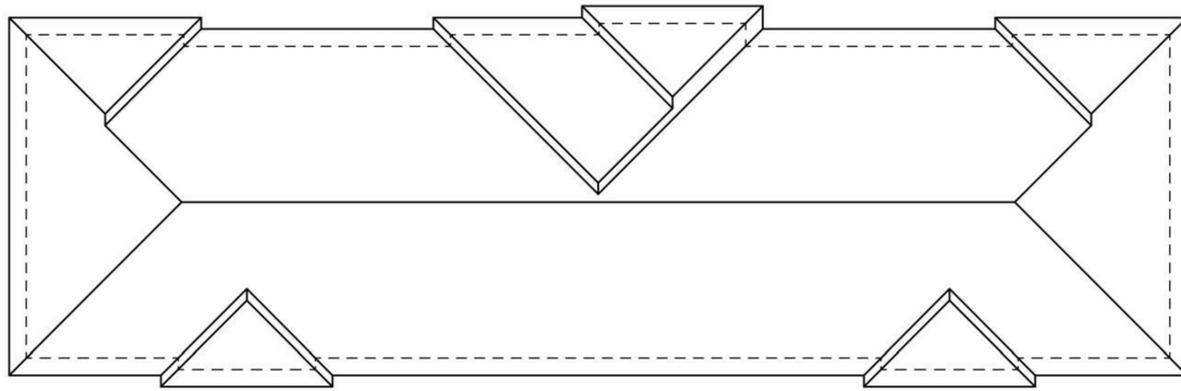
02.10.21

4-UNIT METRO TOWNS - PASEO | ELEVATIONS
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

woodley
architectural
group, inc
 colorado // 731 southpark dr. suite B
 littleton, co 80120 / 303 683.7231
 california // 2943 pullman st. suite A
 santa ana, ca 92705 / 949 553.8919



ROOF PLAN

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



LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

02.10.21

4-UNIT METRO TOWNS - PASEO | ELEVATIONS
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.





FRONT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

02.10.21

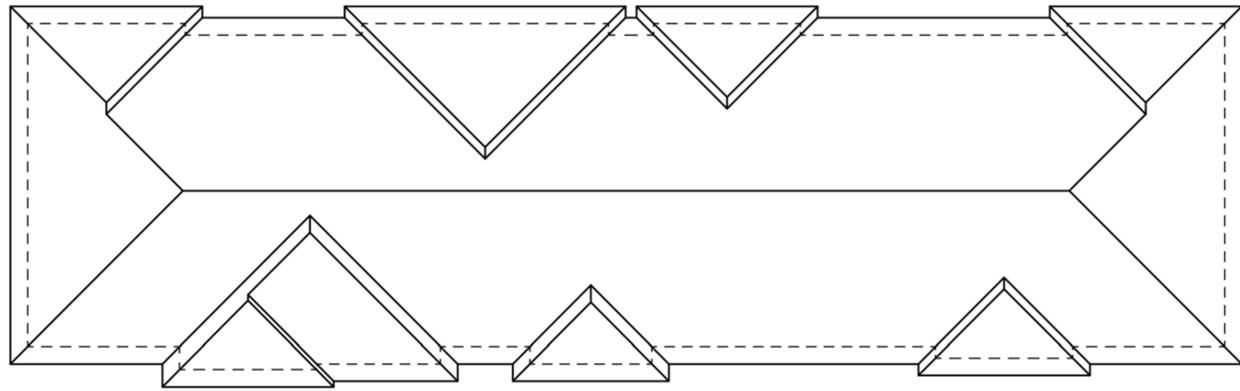
5-UNIT METRO TOWNS - PASEO | ELEVATIONS
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. © COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

woodley
architectural
group, inc

colorado // 731 southpark dr. suite B
 littleton, co 80120 / 303.683.7231
 california // 2943 pullman st. suite A
 santa ana, ca 92705 / 949.553.8919



ROOF PLAN

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



LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

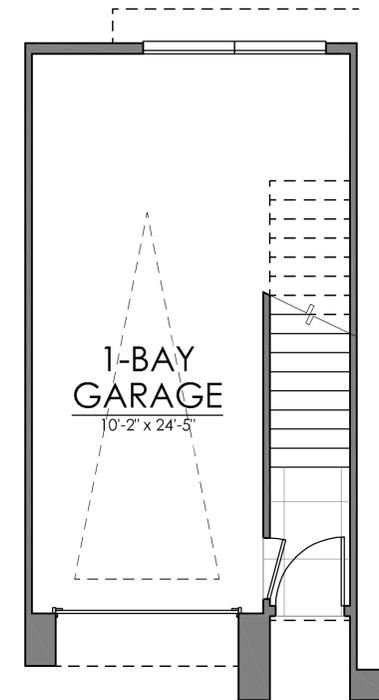
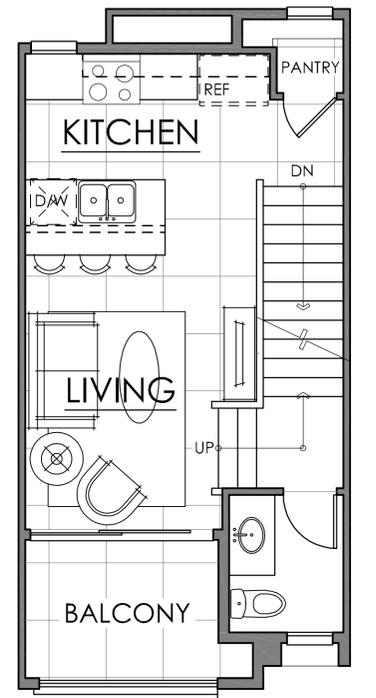
02.10.21

5-UNIT METRO TOWNS - PASEO | ELEVATIONS
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



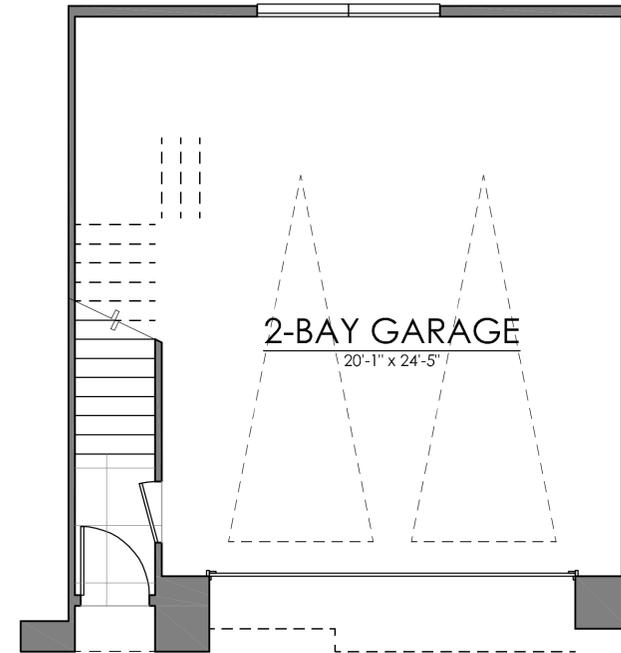
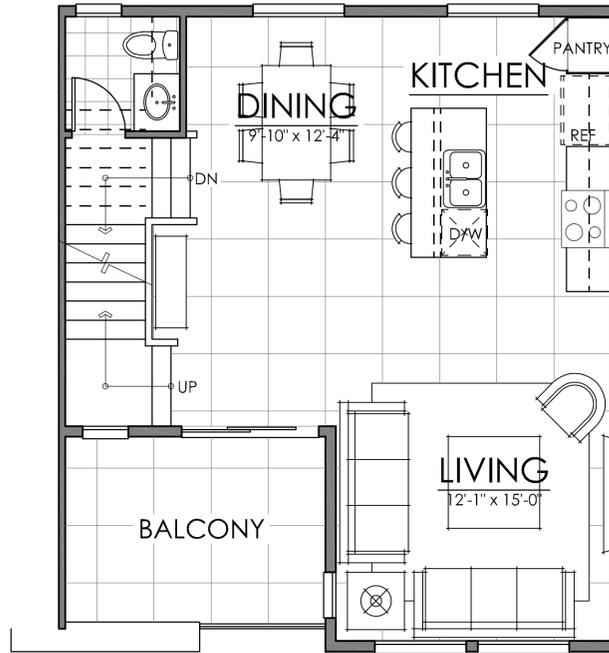
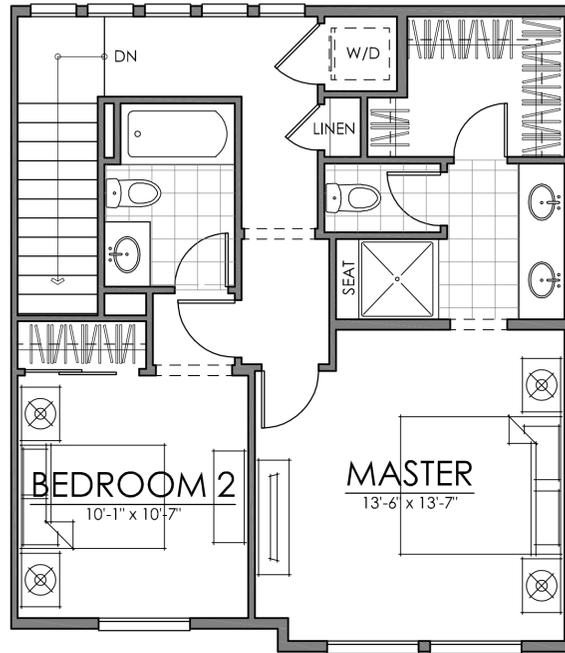


FIRST FLOOR	78 SQ. FT.
SECOND FLOOR	348 SQ. FT.
THIRD FLOOR	380 SQ. FT.
TOTAL LIVING	806 SQ. FT.

PLAN ONE | METRO TOWNS | 806 SQ. FT.
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

02.10.21

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS. THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

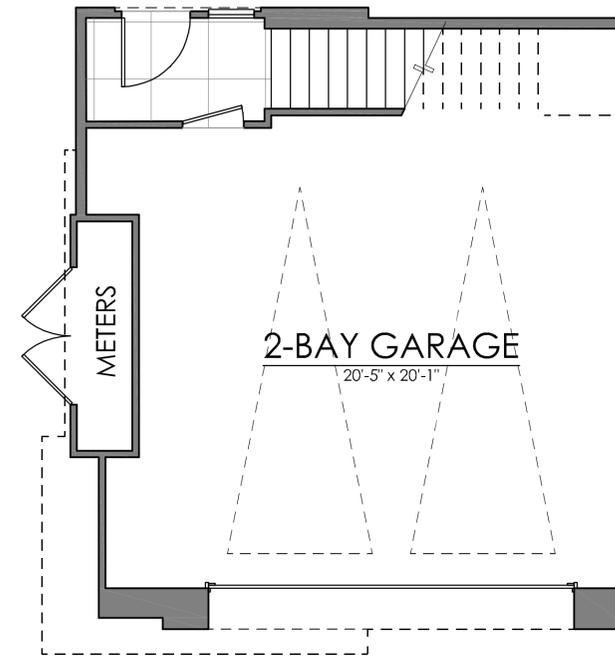
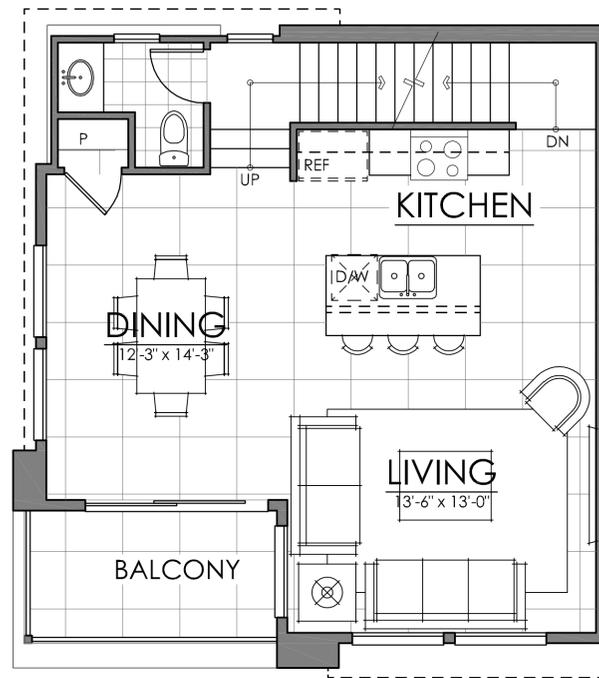
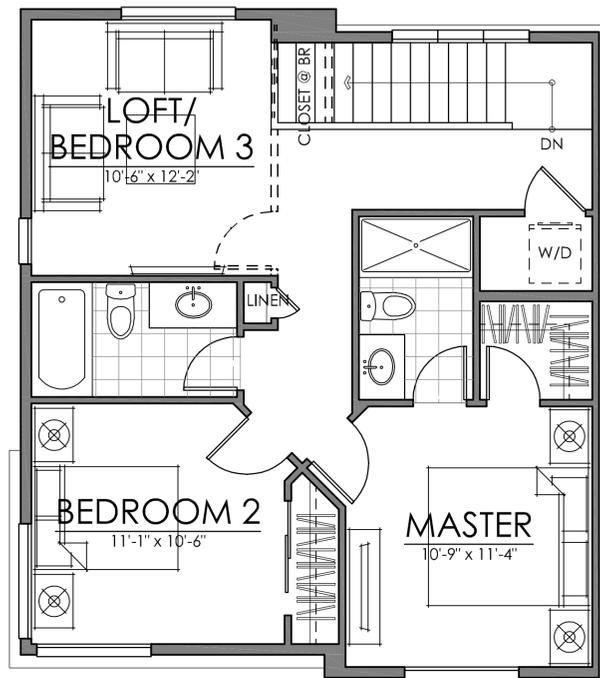


FIRST FLOOR	89 SQ. FT.
SECOND FLOOR	581 SQ. FT.
THIRD FLOOR	626 SQ. FT.
TOTAL LIVING	1296 SQ. FT.

PLAN TWO | METRO TOWNS | 1296 SQ. FT.
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

02.10.21

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS
 THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



FIRST FLOOR	112 SQ. FT.
SECOND FLOOR	584 SQ. FT.
THIRD FLOOR	653 SQ. FT.
TOTAL LIVING	1349 SQ. FT.

02.10.21

PLAN THREE | METRO TOWNS - PASEO | 1349 SQ. FT.

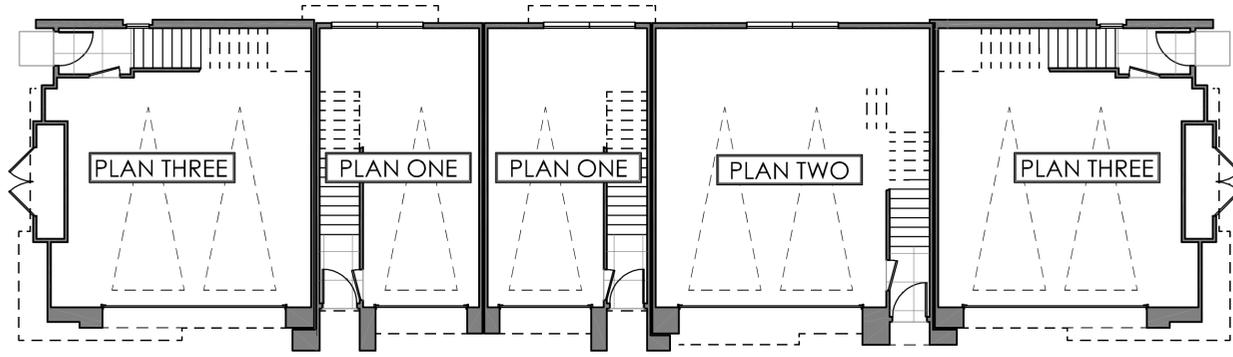
LATITUDE | TOFFOLI INVESTMENTS, LLC.

PLACENTIA, CALIFORNIA

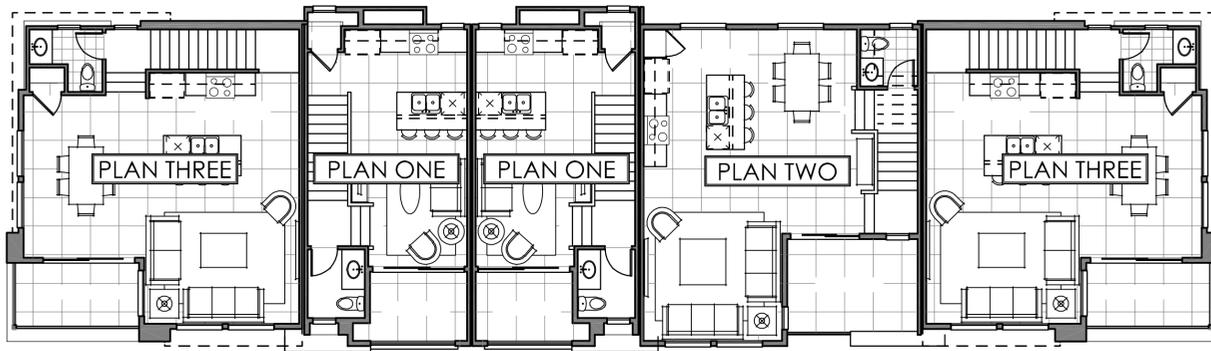
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

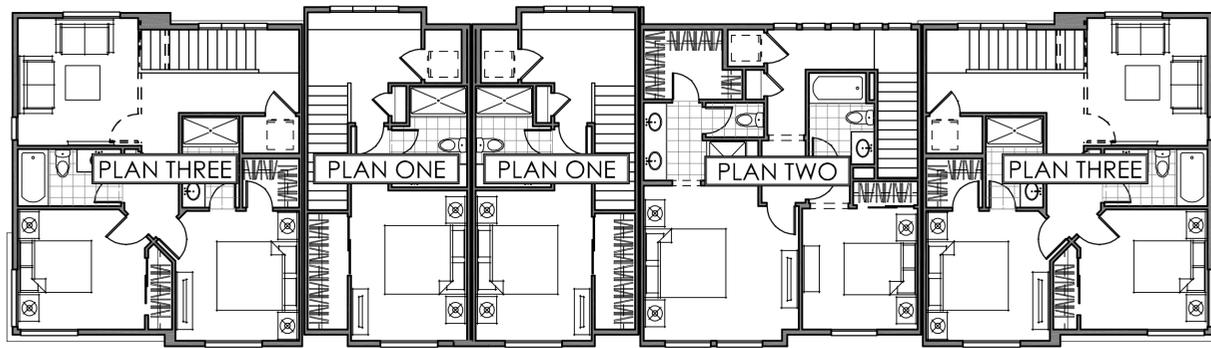




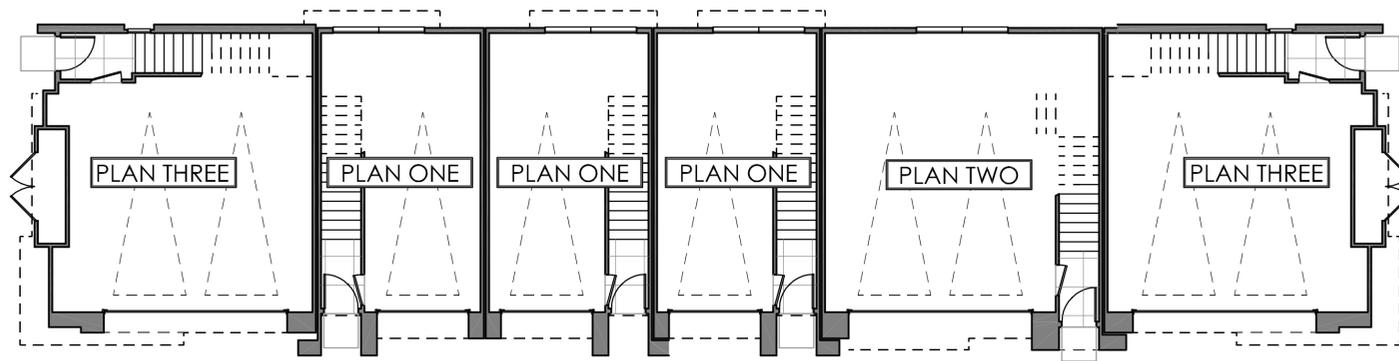
FLOOR ONE



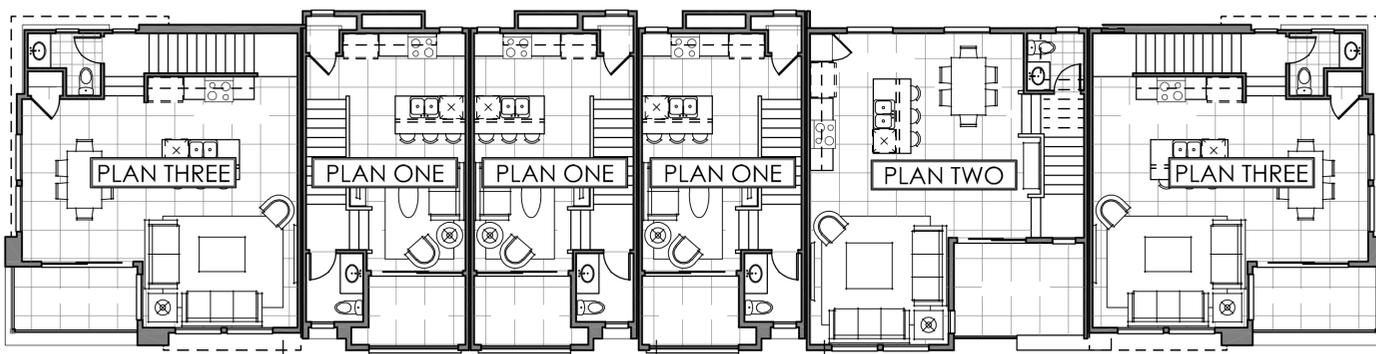
FLOOR TWO



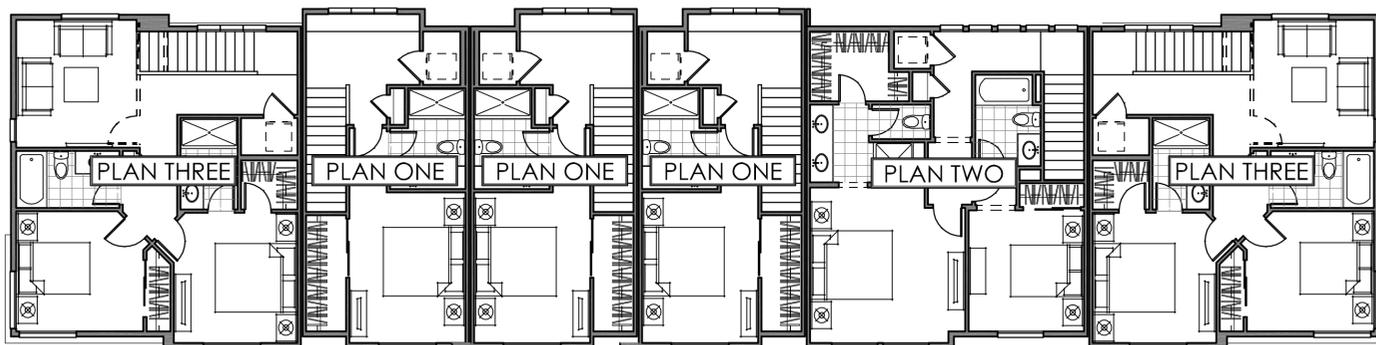
FLOOR THREE



FLOOR ONE



FLOOR TWO



FLOOR THREE



REAR ELEVATION

SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

02.10.21

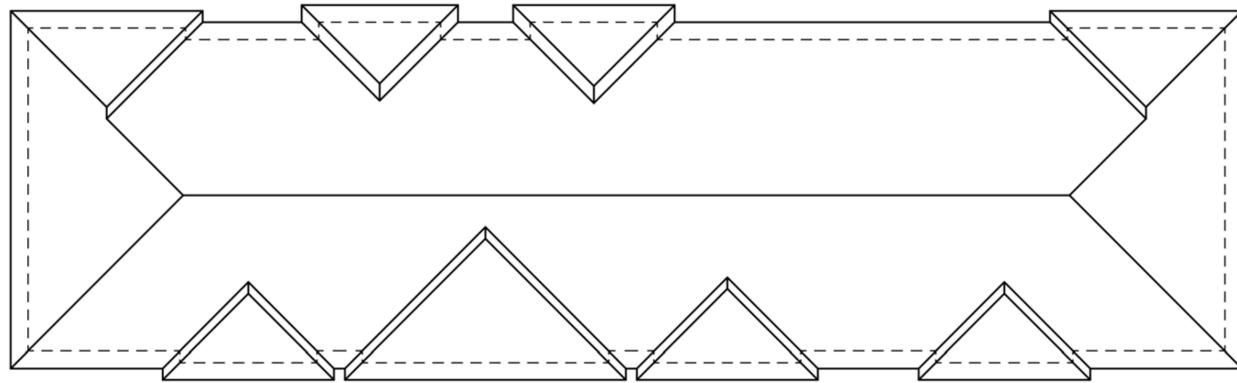
5-UNIT METRO TOWNS - RAILROAD | ELEVATIONS
LATITUDE | TOFFOLI INVESTMENTS, LLC.
PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT © WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

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



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

02.10.21

5-UNIT METRO TOWNS - RAILROAD | ELEVATIONS

LATITUDE | TOFFOLI INVESTMENTS, LLC.

PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.





REAR ELEVATION

SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

02.10.21

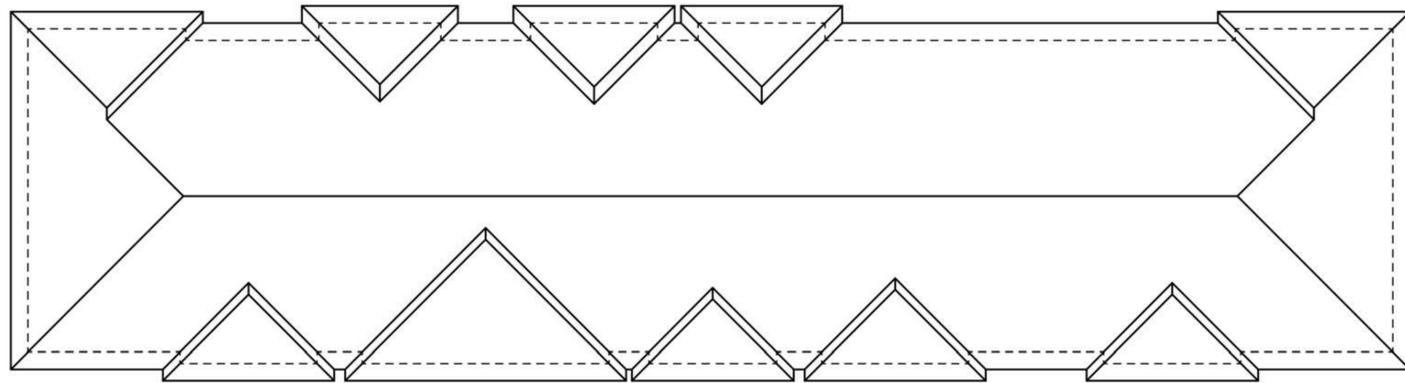
6-UNIT METRO TOWNS - RAILROAD | ELEVATIONS
LATITUDE | TOFFOLI INVESTMENTS, LLC.
PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT: WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



woodley
architectural
group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919



ROOF PLAN

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



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

02.10.21

6-UNIT METRO TOWNS - RAILROAD | ELEVATIONS

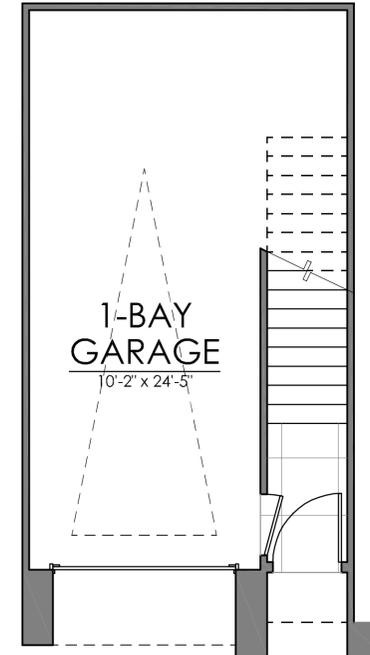
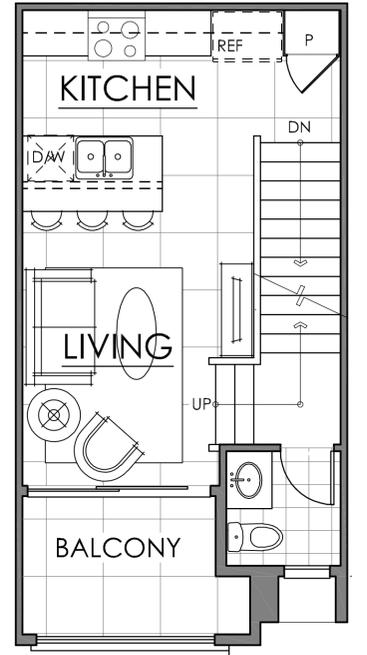
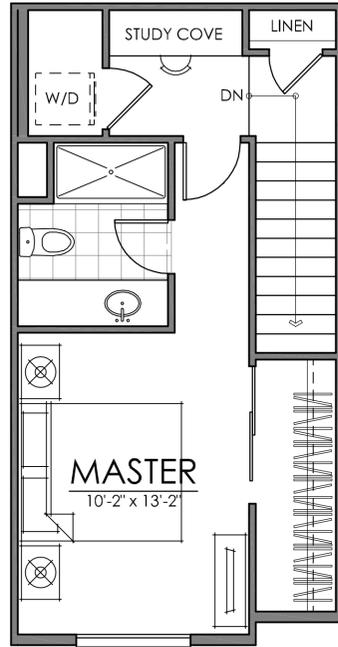
LATITUDE | TOFFOLI INVESTMENTS, LLC.

PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



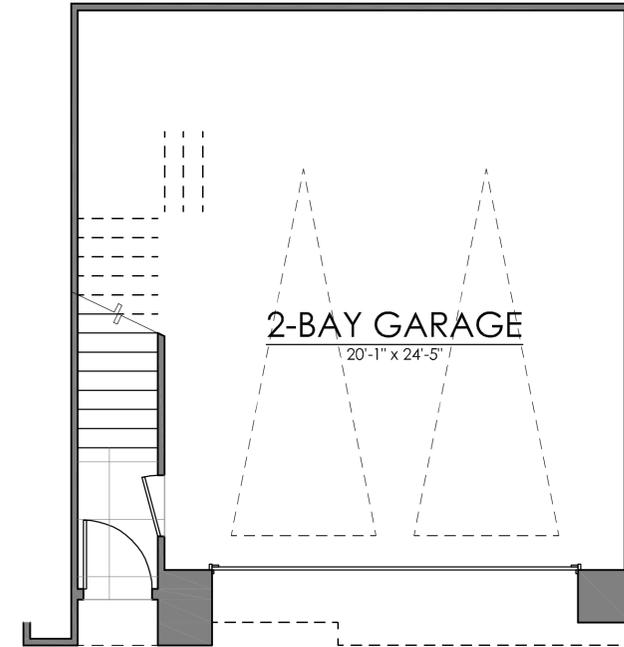
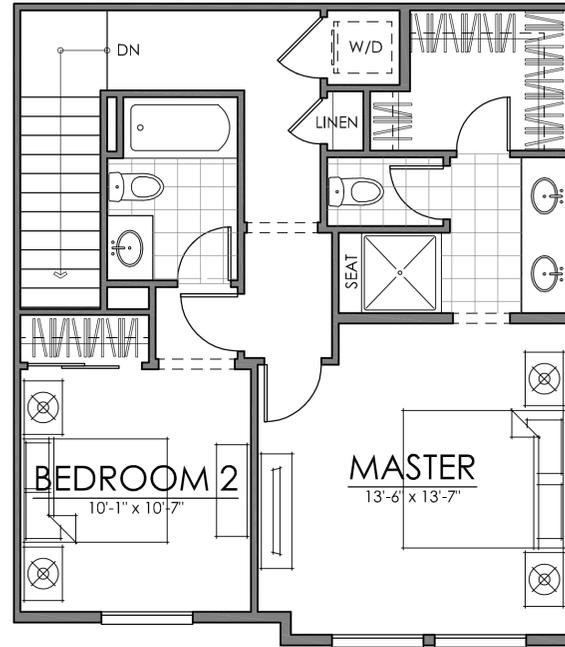


FIRST FLOOR	78 SQ. FT.
SECOND FLOOR	332 SQ. FT.
THIRD FLOOR	352 SQ. FT.
TOTAL LIVING	762 SQ. FT.

PLAN ONE | BACK-TO-BACK TOWNS | 762 SQ. FT.
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

02.10.21

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS. THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

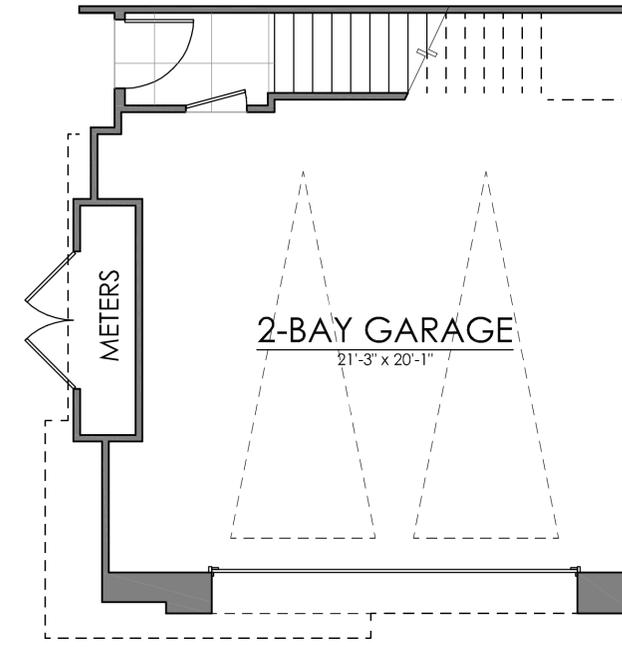
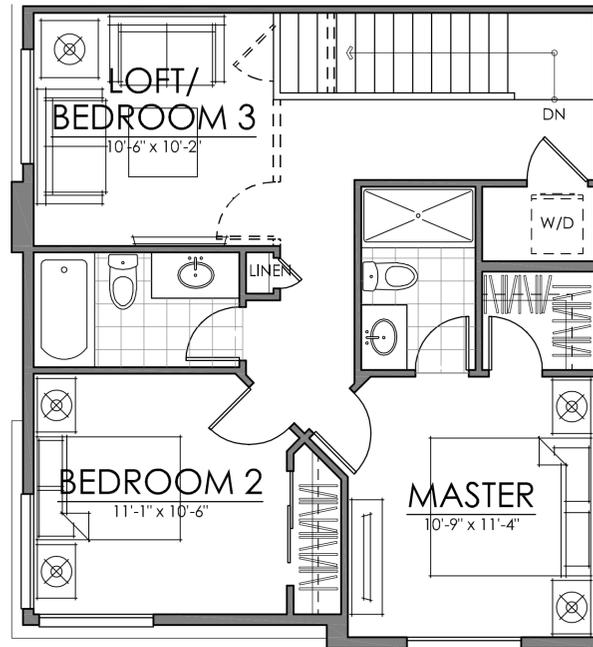


FIRST FLOOR	89 SQ. FT.
SECOND FLOOR	577 SQ. FT.
THIRD FLOOR	623 SQ. FT.
TOTAL LIVING	1289 SQ. FT.

PLAN TWO | BACK-TO-BACK TOWNS | 1289 SQ. FT.
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

02.10.21

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS. THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

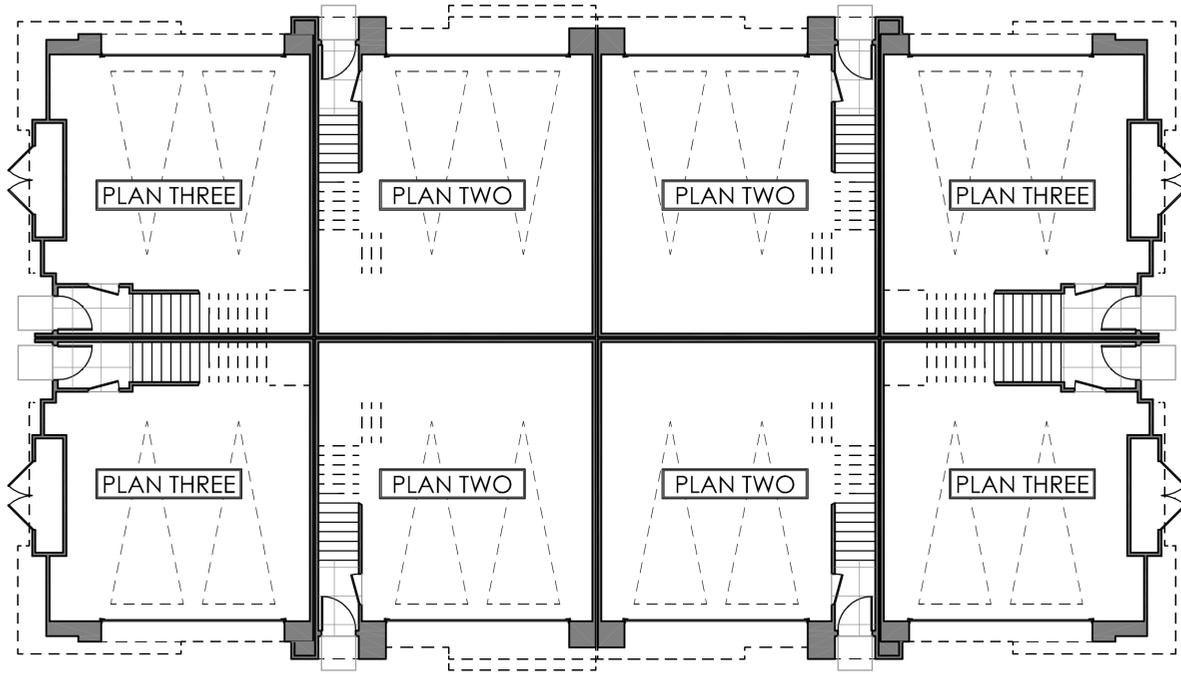


FIRST FLOOR	97 SQ. FT.
SECOND FLOOR	580 SQ. FT.
THIRD FLOOR	640 SQ. FT.
TOTAL LIVING	1317 SQ. FT.

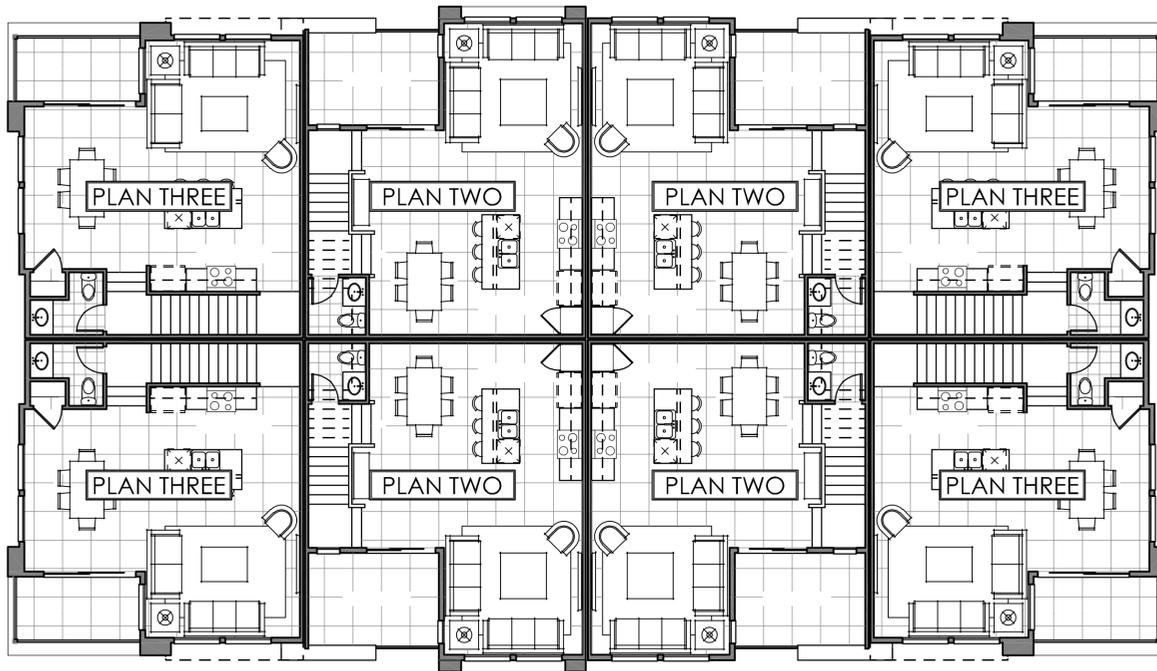
PLAN THREE | BACK-TO-BACK TOWNS | 1317 SQ. FT.
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

02.10.21

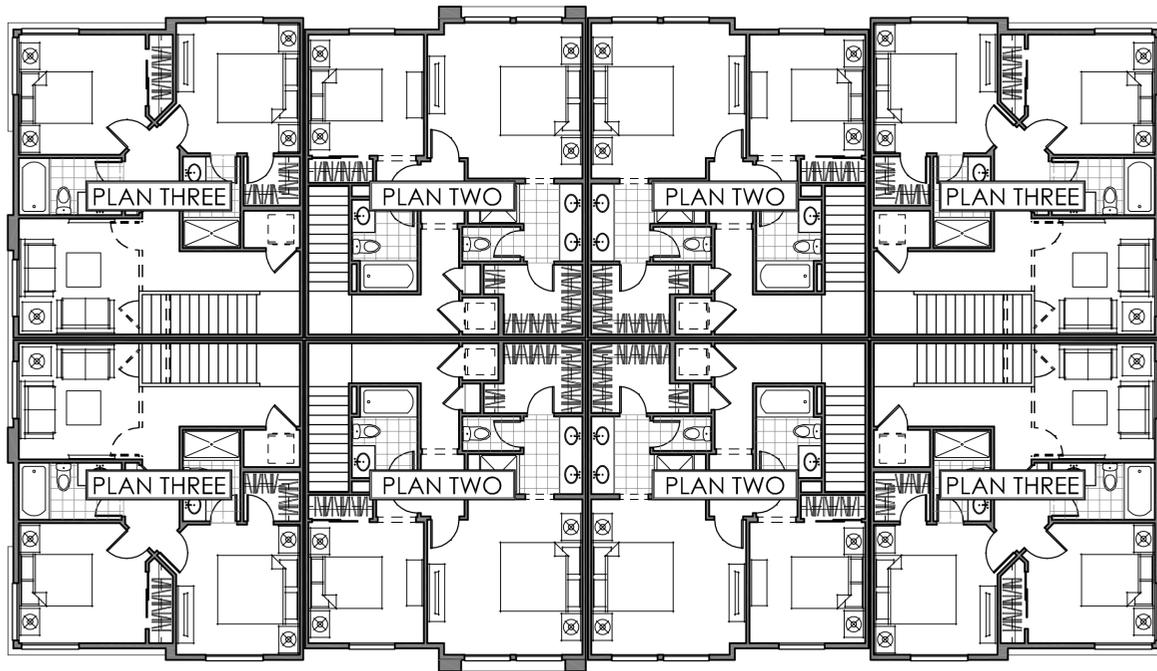
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS. THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



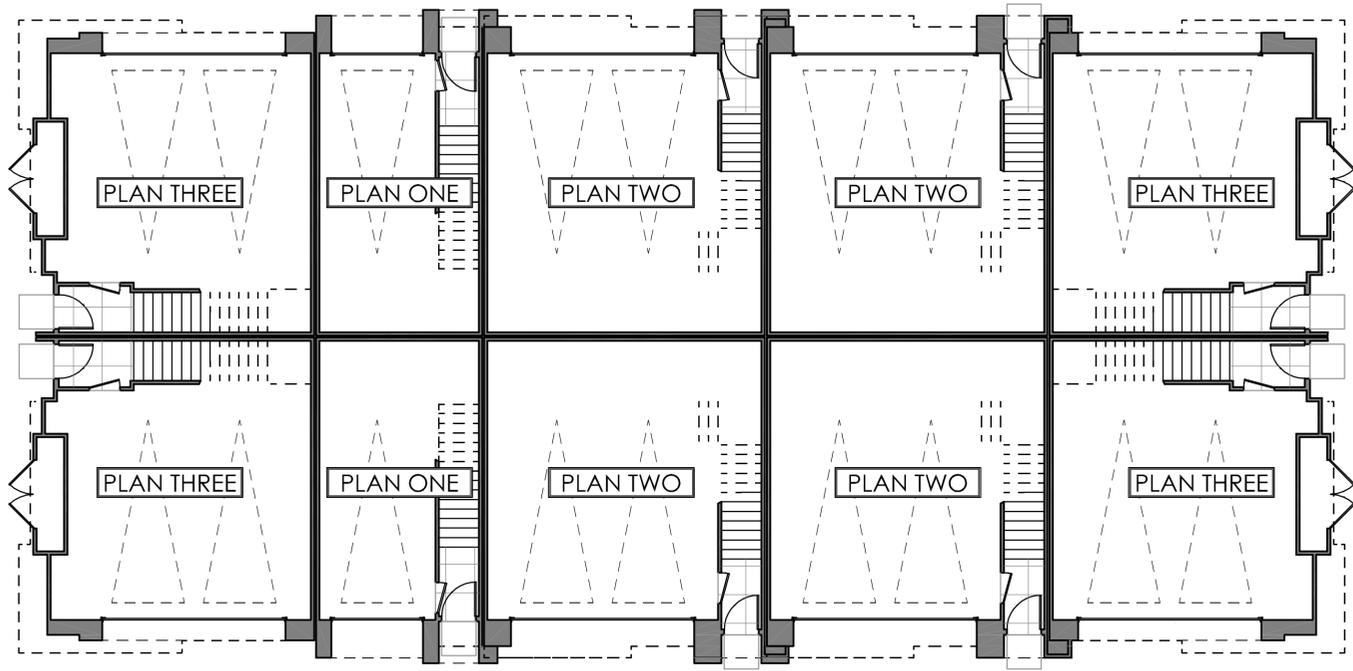
FLOOR ONE



FLOOR TWO



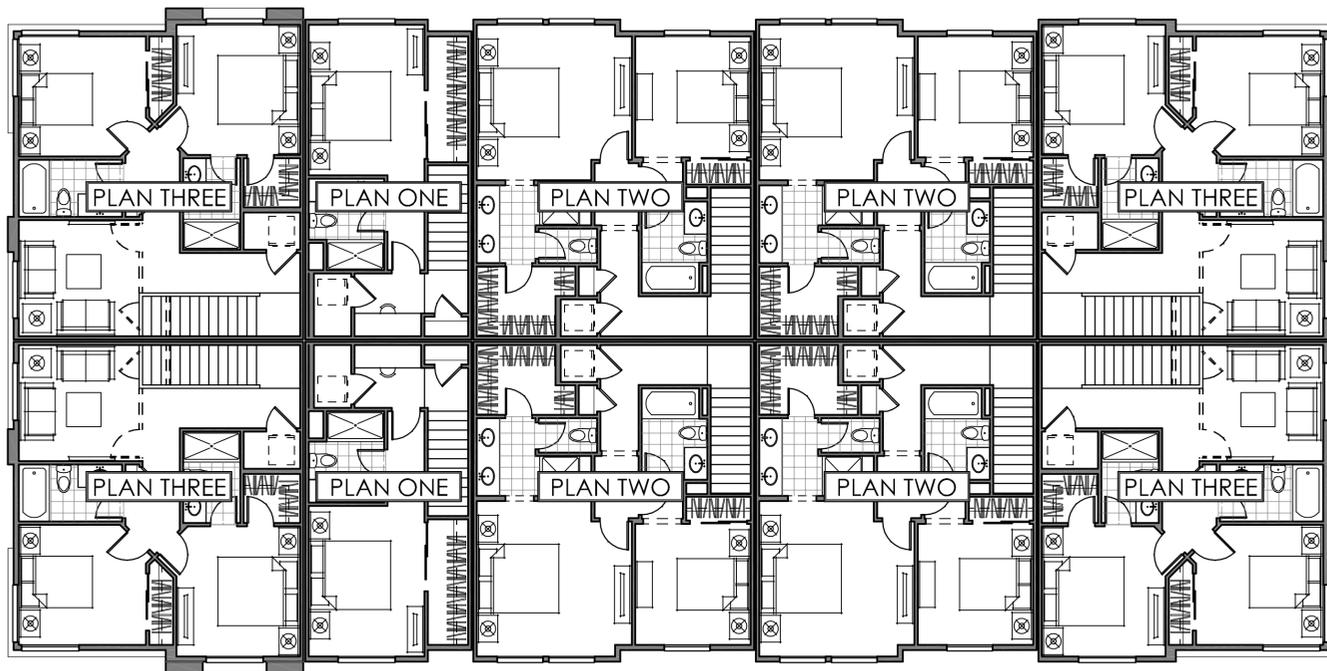
FLOOR THREE



FLOOR ONE



FLOOR TWO



FLOOR THREE



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

02.10.21

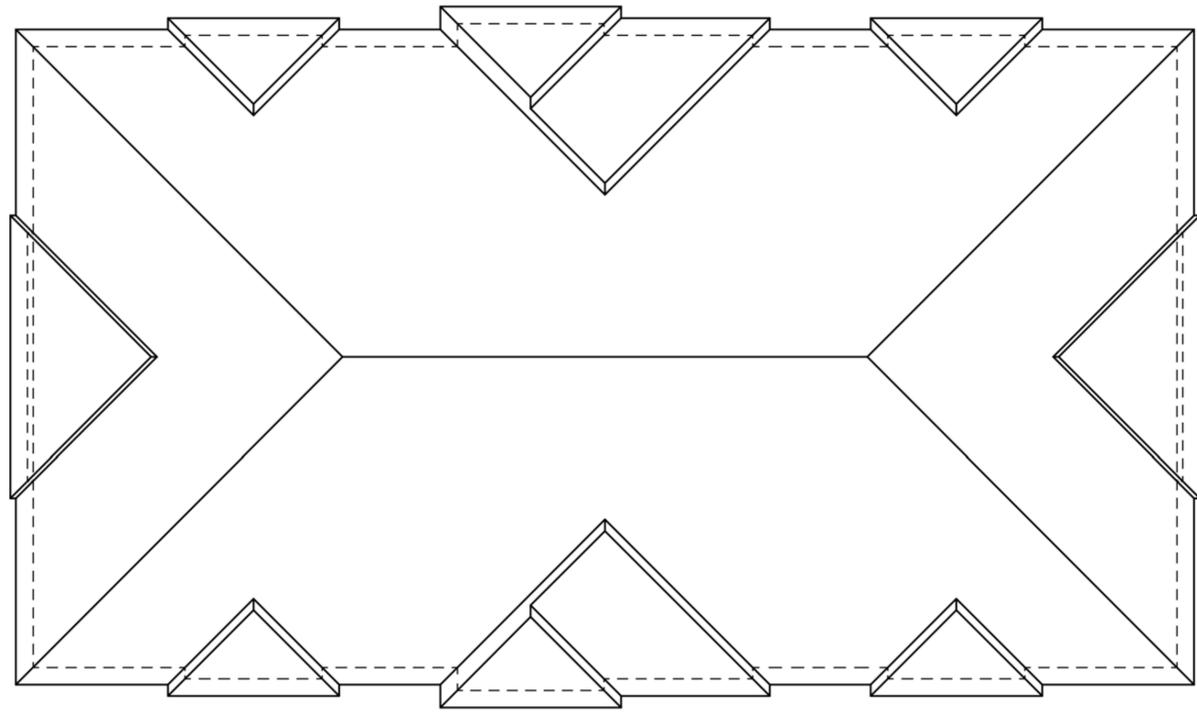
8-UNIT BACK TO BACK TOWNS | ELEVATIONS
LATITUDE | TOFFOLI INVESTMENTS, LLC.
PLACENTIA, CALIFORNIA

SCALE: 1/4" = 1'-0"



colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



ROOF PLAN

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

OVERALL HEIGHT



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

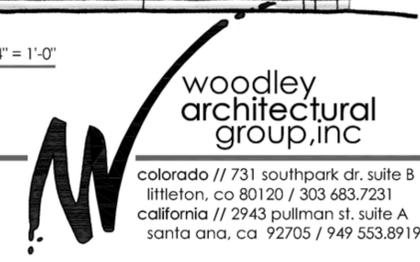


LEFT ELEVATION

SCALE: 1/4" = 1'-0"

02.10.21

8-UNIT BACK TO BACK TOWNS | ELEVATIONS
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA



colorado // 731 southpark dr. suite B
 littleton, co 80120 / 303.683.7231
 california // 2943 pullman st. suite A
 santa ana, ca 92705 / 949.553.8919

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS
 THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



FRONT & REAR ELEVATION

SCALE: 1/4" = 1'-0"

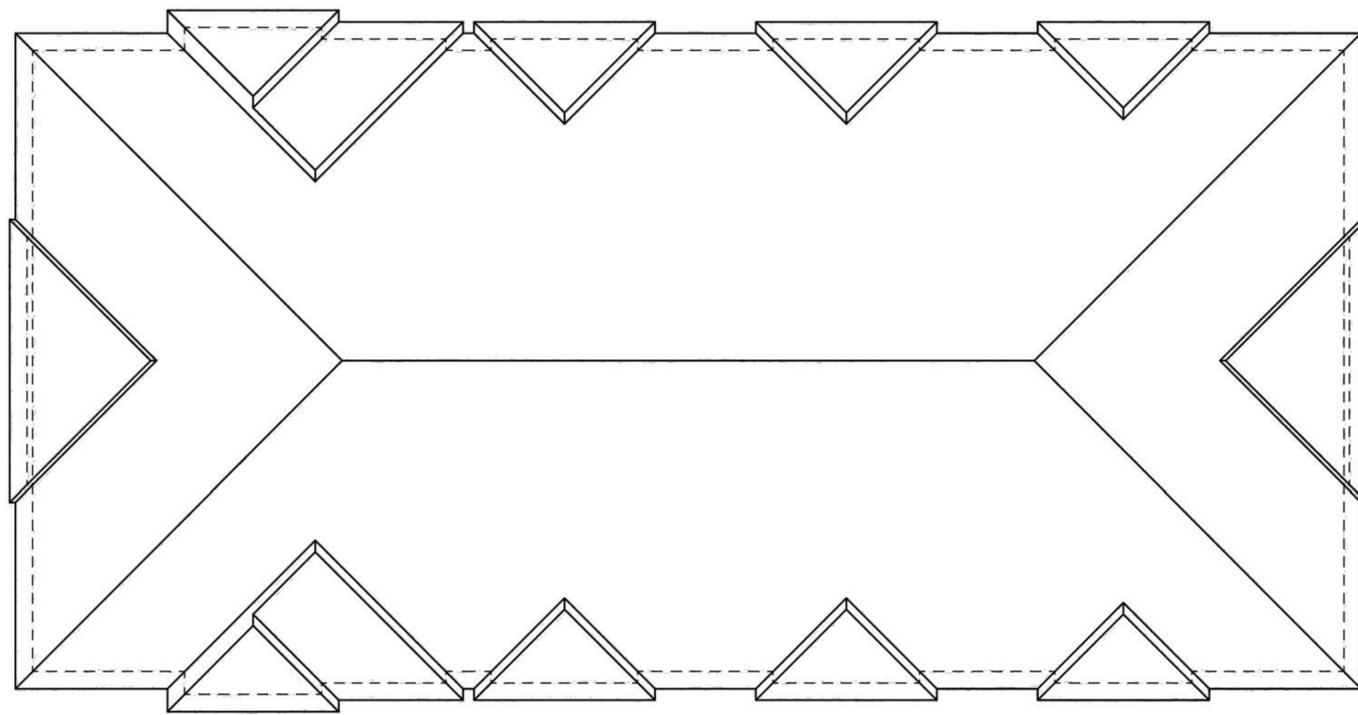
02.10.21

10-UNIT BACK TO BACK TOWNS | ELEVATIONS
LATITUDE | TOFFOLI INVESTMENTS, LLC.
PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

 woodley
architectural
group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919



ROOF PLAN

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

OVERALL HEIGHT



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

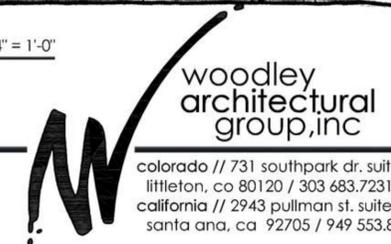
SCALE: 1/4" = 1'-0"

02.10.21

10-UNIT BACK TO BACK TOWNS | ELEVATIONS
 LATITUDE | TOFFOLI INVESTMENTS, LLC.
 PLACENTIA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS.

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.



colorado // 731 southpark dr. suite B
 littleton, co 80120 / 303 683.7231
 california // 2943 pullman st. suite A
 santa ana, ca 92705 / 949 553.8919



VAN BUREN & ORANGETHORPE | Preliminary Site Plan

Toffoli Investments, LLC | 3 Hughes | Irvine, CA 92618 | September 30, 2020



NORTH

SCALE: 1" = 30' - 0"

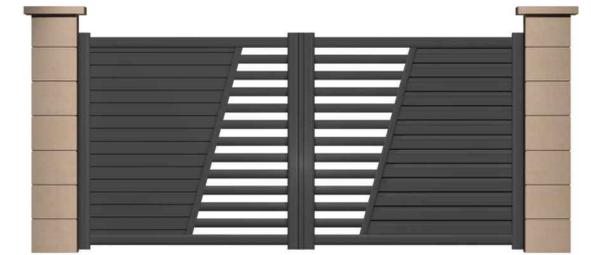




MAIN GATE ENTRY AND RECREATION AREA

LEGEND

1. WOONERF COURTS WITH CONCRETE ACCENT PAVING.
2. CONCRETE ACCESS WALK (NATURAL GRAY)
3. RESTROOM
4. RECREATION CENTER W/ TOT LOT
5. DECORATIVE STEEL VEHICULAR GATE
6. TUBULAR STEEL VIEW FENCE
7. MASONRY PILASTERS
8. AUTO-COURT WITH CONCRETE ACCENT PAVING
9. GUEST PARKING
10. CALL BOX
11. PERIMETER BLOCK WALL
12. BIKE RACKS
13. HANDICAP PARKING STALL & LOADING ZONE
14. ACCENT PAVING AT CROSSWALK



ENTRY GATE CONCEPT



TOT LOT PLAY EQUIPMENT



RESTROOM BUILDING ELEVATIONS

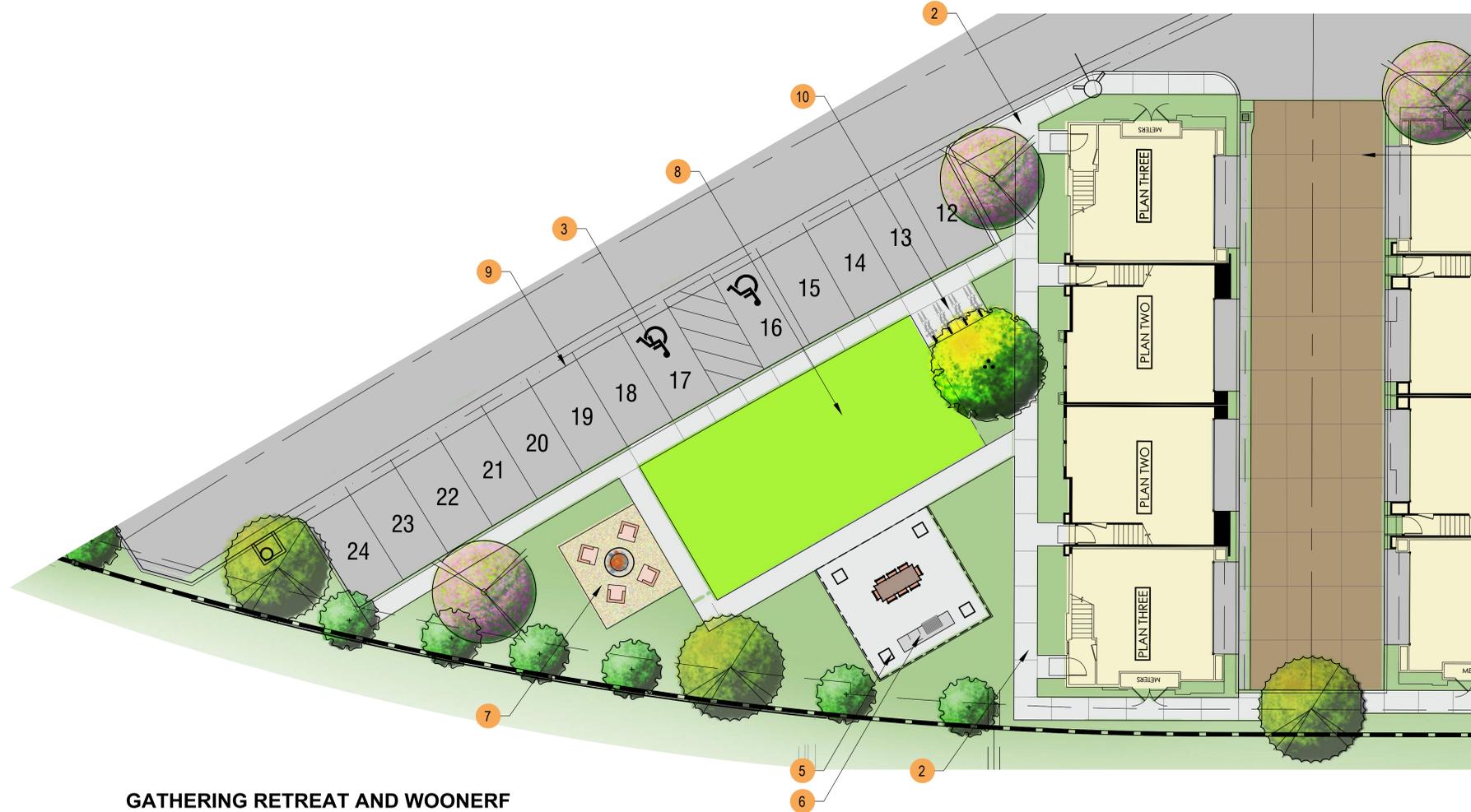
VAN BUREN & ORANGETHORPE | Common Areas Enlargements



NORTH

SCALE: 1" = 10' - 0"





GATHERING RETREAT AND WOONERF

LEGEND

1. WOONERF COURTS WITH CONCRETE ACCENT PAVING.
2. CONCRETE ACCESS WALK (NATURAL GRAY)
3. PARKING STALL
4. HANDICAP PARKING STALL & LOADING ZONE
5. OVERHEAD STRUCTURE
6. BBQ COUNTER
7. SEATING AREA WITH FIREBOWL IN DECOMPOSED GRANITE
8. TURF AREA
9. UNDERGROUND CISTERN SYSTEM - REFER TO CIVIL PLANS
10. BIKE RACKS
11. MAILBOX CLUSTER



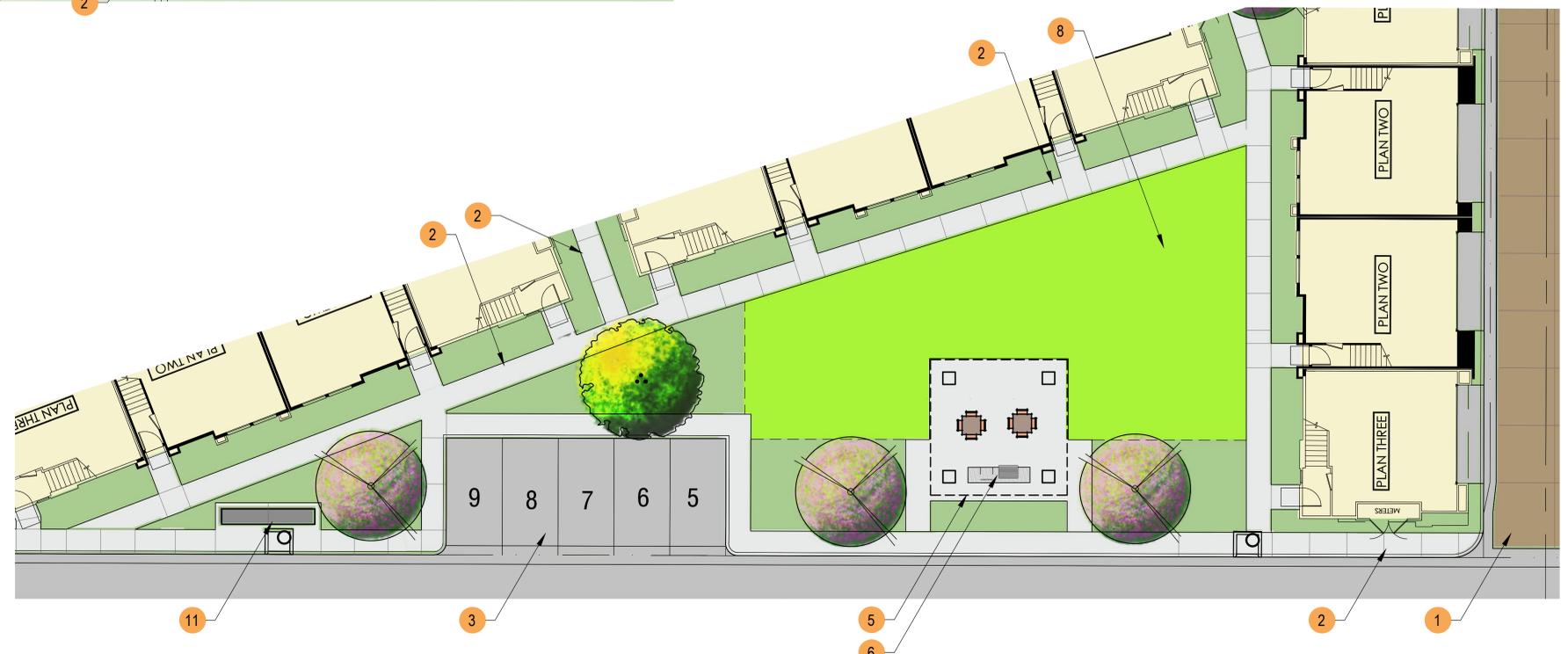
BIKE RACKS



OVERHEAD STRUCTURE



FIRE BOWL WITH DECOMPOSED GRANITE



PASSIVE RECREATION AREA

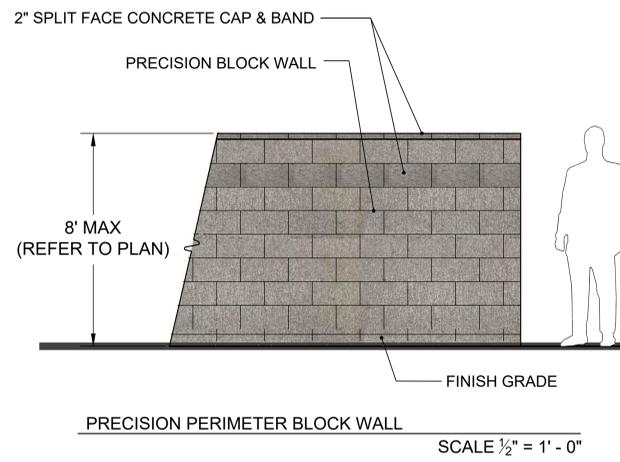
VAN BUREN & ORANGETHORPE | Common Areas Enlargements



NORTH

SCALE: 1" = 10' - 0"





PERIMETER BLOCK WALL: ORCO 'NATURAL GRAY LW' PRECISION

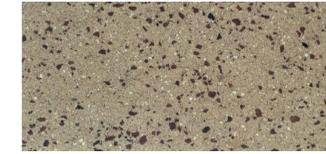


PERIMETER BLOCK WALL CAP AND BAND: ORCO 'NATURAL GRAY LW' SPLIT FACE

OPTION 1: NATURAL GRAY

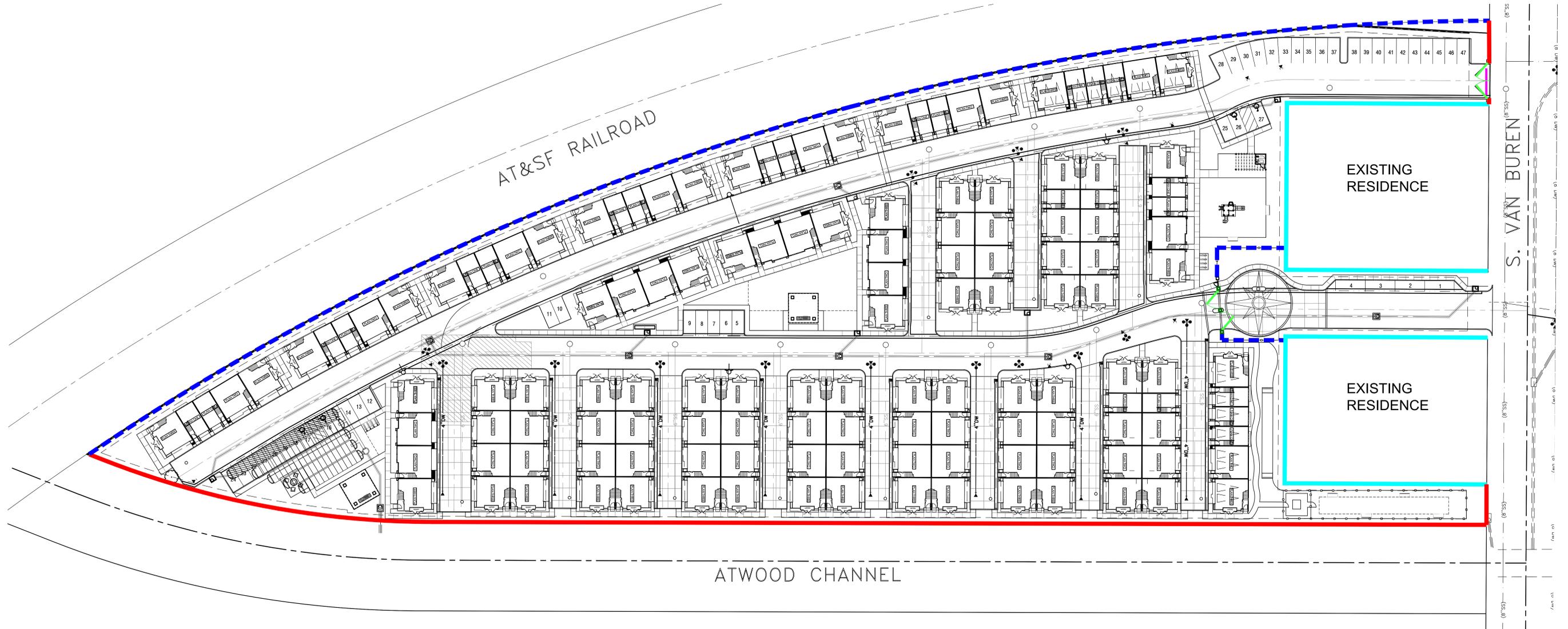


PERIMETER BLOCK WALL: ORCO 'SOURDOUGH' PRECISION



PERIMETER BLOCK WALL CAP AND BAND: ORCO 'SOURDOUGH' SPLIT FACE

OPTION 2: SOURDOUGH



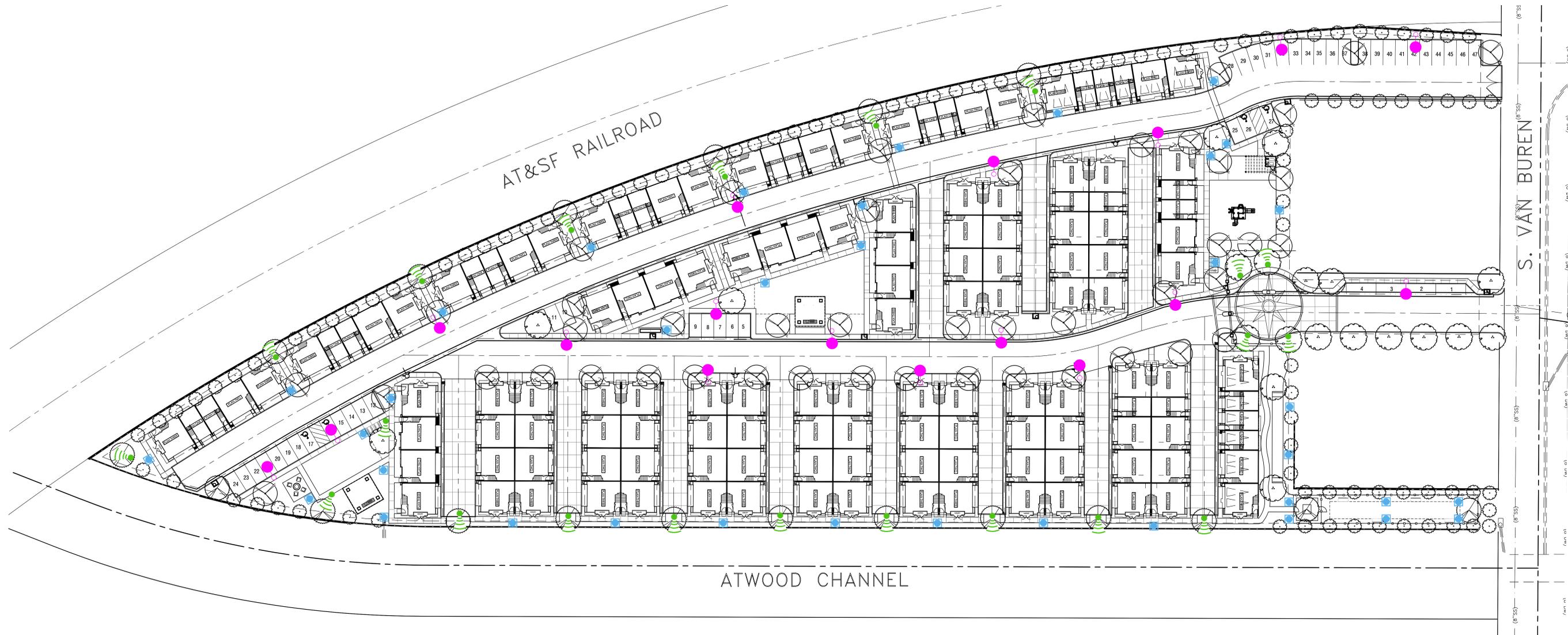
VAN BUREN & ORANGETHORPE | Wall and Fence

Toffoli Investments, LLC | 3 Hughes | Irvine, CA 92618 | October 6, 2020



SCALE: 1" = 30' - 0"





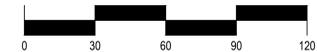
LIGHTING LEGEND	
	UP LIGHT
	BOLLARD LIGHT
	STREET LIGHTS

VAN BUREN & ORANGETHORPE | Conceptual Lighting

Toffoli Investments, LLC | 3 Hughes | Irvine, CA 92618 | September 30, 2020



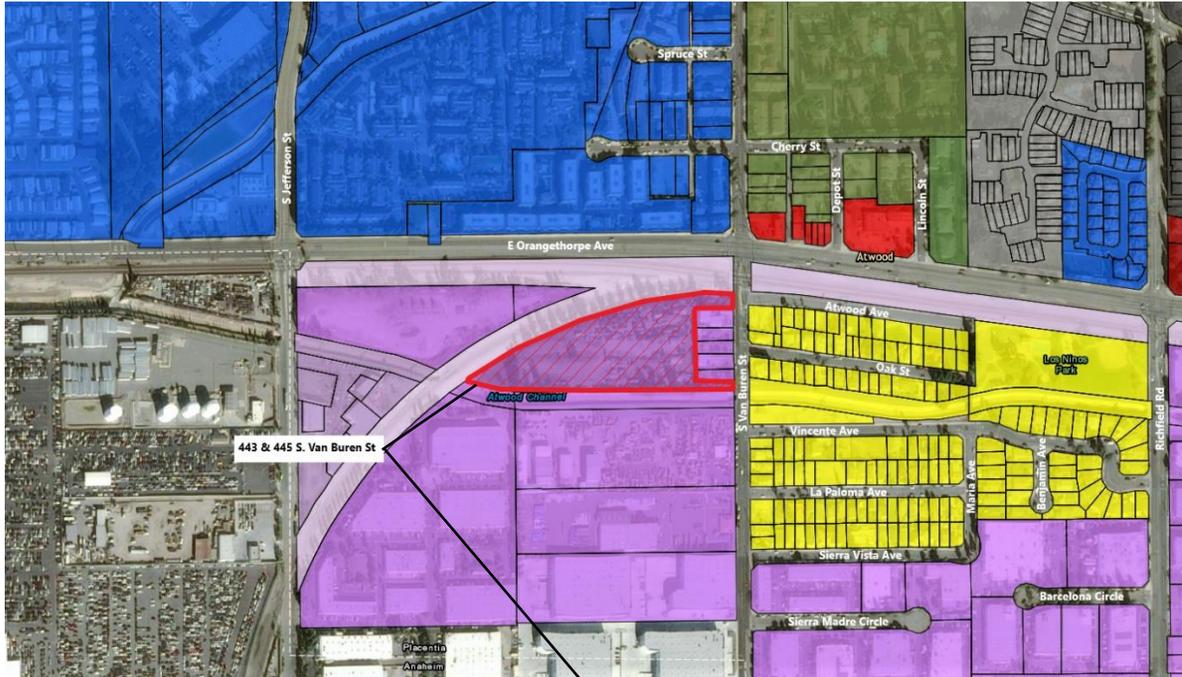
SCALE: 1" = 30' - 0"





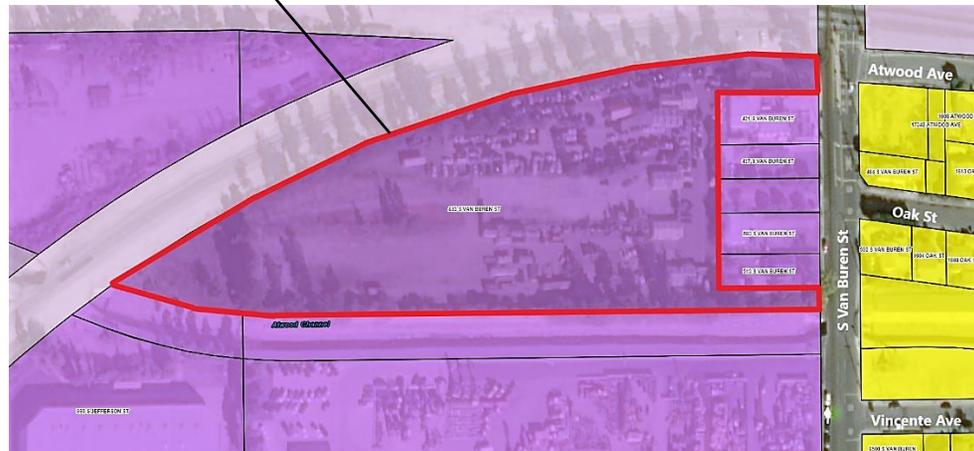
ATTACHMENT B. VICINITY ZONING MAP

ZC 2018-01, DPR 2018-01, TTM 19104; 443 & 445 S. VAN BUREN STREET



Aerial A.

Zoning Code	
C-1	R-3
C-1 (O)	R-3 (O-1)
C-1 (O-1)	R-A
C-2	R-G
C-2-H65	R-G (O)
C-M	R-G(O) & C-1 (O)
C-O	RPC (O)
M	SP-1
M (O)	SP-2
M (PMD)	SP-3
PUD-1	SP-4
PUD-2	SP-5
PUD-2 (O)	SP-6 (O)
PUD-3	SP-7
PUD-3 (O)	SP-8
PUD-4	SP-9
R-1	SP-10
R-1 (MHP)	T-C
R-1 (O)	Old Town
R-2	TOD
R-2 (MHP)	N/A



Aerial B.





























Placentia Planning Commission

AGENDA STAFF REPORT

TO: PLANNING COMMISSION

VIA: DIRECTOR OF DEVELOPMENT SERVICES

FROM: ARLEN BECK, ASSISTANT PLANNER

DATE: APRIL 13, 2021

SUBJECT: **GENERAL PLAN AMENDMENT (GPA) NO. 2021-01, ZONE CHANGE (ZC) NO. 2021-01, AFFECTING SEVEN PROJECT AREAS GENERALLY DESCRIBED AS: 1) 946, 950, 954, 958 VISTA AVENUE, 503 W. LA JOLLA STREET, 2) 106 E. SANTA FE COURT, 3) 1470 S. PLACENTIA AVENUE, 4) 1952, 1958 E. VETERANS WAY, 2006, 2018 E. LAKEVIEW LOOP, 601, 613, 625 S. LAKEVIEW AVENUE, 5) 735 W. ORANGETHORPE AVENUE, 6) 132-150 E. CROWTHER AVENUE, AND 7) 431, 437, 455, 503, 513 S. VAN BUREN STREET IN THE CITY OF PLACENTIA**

RECOMMENDATION:

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

- 1) Open Public Hearing, concerning General Plan Amendment (GPA) No. 2021-01, Zoning Change (ZC) No. 2021-01; and
- 2) Receive the Staff Report and consider all Public Testimony; and
- 3) Close the Public Hearing; and
- 4) Adopt Resolution No. PC-2021-08, a Resolution of the Planning Commission of the City of Placentia, recommending that the City Council of the City of Placentia approve GPA 2021-01 and ZC 2021-01; and recommending the adoption of a "finding of consistency" regarding project area location Nos. 1, 2, 4, 5, 6, 7 identified above in the subject line of this report pursuant to Sections 15168 and 15162 of the State CEQA Guidelines, and recommending adoption of a "Common Sense" Statutory Exemption regarding project area location No. 3, identified above in the subject of this report pursuant to the "Common Sense" exemption under Section 15061 (b) (3) of the State CEQA Guidelines and the City of Placentia Environmental Guidelines.

BACKGROUND:

On October 1, 2019, the City Council adopted General Plan Amendment (GPA 2018-02) comprehensively updating the General Plan, including adopting a new Land Use Element with changes to land use designations affecting numerous properties Citywide. This comprehensive General Plan Update was reviewed and recommended for approval by the Planning Commission prior to City Council adoption. That GPA included several land use designation changes Citywide. At this time, staff has compiled a list of properties that require a Zone Change (ZC) to bring the

Zoning into conformance with the 2019 General Plan Update. There are also properties that require a ZC and/or GPA Citywide to bring make the Zoning and land use designation consistent with the vision of the 2019 General Plan.

REQUEST:

The City proposes a GPA to change the existing land use designation of project areas 1,3, and 6 in order to “clean-up” inconsistencies found on the General Plan Land Use map that were not captured or were mistakenly mislabeled during the 2019 General Plan Update. The City also proposes a ZC to change the zoning district of project areas 2,3,4,5, and 7 in order to make the zoning designation of the project areas consistent with the 2019 General Plan Land Use designation. See the table on the following page for all properties affected.

Project Area	Address	APN	Change Proposed
1	946 Vista Avenue	344-144-02	General Plan Amendment
1	950 Vista Avenue	344-144-03	General Plan Amendment
1	954 Vista Avenue	344-144-04	General Plan Amendment
1	958 Vista Avenue	344-144-05	General Plan Amendment
1	503 W. La Jolla Street	344-144-06	General Plan Amendment
2	106 E. Santa Fe Court	339-061-46, 339-061-47, 339-061-48, 339-061-49, 339-061-50, 339-061-51	Zone Change
3	1470 S. Placentia Avenue	344-037-01	General Plan Amendment and Zone Change
4	1952 E. Veterans Way	346-331-07	Zone Change
4	1958 E. Veterans Way	346-331-06	Zone Change
4	2006 E. Lakeview Loop	346-331-05	Zone Change
4	2018 E. Lakeview Loop	346-331-04	Zone Change
4	601 S. Lakeview Avenue	346-331-02	Zone Change
4	613 S. Lakeview Avenue	346-331-01	Zone Change
4	625 S. Lakeview Avenue	346-331-11	Zone Change
4	No Address	346-331-03	Zone Change
5	735 W. Orangethorpe Avenue	339-112-17	Zone Change
6	132-150 E. Crowther Avenue	339-091-29	General Plan Amendment
7	431 S. Van Buren Street	346-164-20	Zone Change
7	437 S. Van Buren Street	346-164-21	Zone Change
7	455 S. Van Buren Street	346-164-22	Zone Change
7	503 S. Van Buren Street	346-164-23	Zone Change
7	513 S. Van Buren Street	346-164-24	Zone Change
7	No Address	346-162-02	Zone Change
7	No Address	346-162-01	Zone Change

PROJECT DESCRIPTIONS

Project area 1 includes a General Plan land use designation change from Specific Plan (SP) to Medium Density Residential (MDR) to fix an error made during the General Plan Update and to keep the properties consistent with the current R-2 zoning designation.

Project area 2 includes a Zone Change from Santa Fe-Commercial (SF-C) to R-3. After the General Plan Update was adopted in 2019, the SF-C land use and zoning designations were effectively eliminated and the subject property was designated High Density Residential (HDR) by the General Plan land use map as the property is improved with multiple-family residential development.

Project area 3 currently has no designated zone or land use designation, and the proposed Zone is Manufacturing (M) and the proposed land use designation is Industrial. This is a City-owned parcel that was road right-of-way at one time, but as an actual parcel must carry a zoning and land use designation. The parcel is not expected to be developed, and there is no “project” associated with this parcel at this time.

Project area 4 includes a Zone Change from Commercial Manufacturing (C-M) to High Density Multiple-Family (R-3) residential to become consistent with the current High Density Residential (HDR) land use designation.

Project area 5 includes a Zone Change from Manufacturing (M) to Specific Plan 5 (SP-5). This parcel currently has a General Plan land use designation of Specific Plan, but the zoning of the parcel is inconsistent with the others in the Specific Plan, which are zoned SP-5. This action will result in a Specific Plan zoning designation that is consistent with the General Plan land use designation.

Project area 6 includes a General Plan land use designation change from Industrial to TOD. This parcel was included in the entitlement approvals and land use and Zoning designations were changed to TOD in 2017, but the parcel was incorrectly designated as Industrial during the General Plan Update in 2019 in error. This action will correct the error.

Project area 7 includes a Zone Change from Manufacturing – Combined Oil Overlay M(O) to High-Density Multiple Family (R-3) to become consistent with the current High Density Residential (HDR) General Plan land use designation.

GENERAL PLAN LAND USE MAP AMENDMENT

In accordance with Government Code Section 65350, a city may amend their respective General Plans from time to time. Such amendments should be done pursuant to Government Code Section 65860 when making a zoning designation of property(ies) consistent with the General Plan. Project area 1 includes a General Plan land use designation change from Specific Plan (SP) to Medium Density Residential (MDR) to fix an error made during the General Plan Update and to remain consistent with the current R-2 zoning to correct a previous error. Project area 3 currently has no land use designation, and the proposed land use designation is Industrial. Project area 6 includes a General Plan land use designation change from Industrial to TOD. This parcel was included in the

entitlement approvals and land use and Zoning designations were changed to TOD in 2017, but the parcel was incorrectly designated as Industrial during the General Plan Update in 2019 in error.

ZONE CHANGE

Per Government Code Section 65860, a city shall bring its zoning ordinance and zoning map into consistency with its General Plan. Project area 2 includes a Zone Change from Santa Fe-Commercial (SF-C) to High Density Multiple-Family (R-3) residential. After the General Plan Update was adopted in 2019, the SF-C land use and zoning designations were effectively eliminated and the subject property was designated High Density Residential (HDR) by the General Plan land use map. Project area 3 currently has no designated zone. The proposed Zone is Manufacturing (M) consistent with the proposed land use designation. Project area 4 includes a Zone Change from Commercial Manufacturing (C-M) to High Density Multiple-Family (R-3) to become consistent with the current High Density Residential (HDR) land use designation. Project area 5 includes a Zone Change from Manufacturing (M) to Specific Plan 5 (SP-5). This parcel currently has a General Plan land use designation of Specific Plan, but the zoning of the parcel is inconsistent with the others in the Specific Plan, which are zoned SP-5. Project area 7 includes a Zone Change from Manufacturing – Combined Oil Overlay M(O) to High-Density Multiple Family (R-3) to become consistent with the current High Density Residential (HDR) General Plan land use designation.

CEQA:

Regarding Project Area Location Nos. 1, 2, 4, 5, 6, 7 identified above, in accordance with the California Environmental Quality Act (CEQA) and State and local Environmental Guidelines, Staff recommends that the City of Placentia Planning Commission, and ultimately City Council, consider the adoption of a “finding of consistency” pursuant to Sections 15168 and 15162 of the State CEQA Guidelines in that the proposed project is designed to bring the referenced parcels in the City into conformity with the City’s 2019 General Plan Update. Upon City Council adoption of a finding of consistency, a Notice of Determination will be filed. The proposed rezoning and General Plan corrections related to the project will not alter or authorize any change in the existing land uses. It will only update the zoning classifications and land uses to conform with the current, adopted General Plan. The current land use designations were established when the 2019 General Plan Update was approved by the City Council on October 1, 2019. Just prior to approving the General Plan Update, the City Council also certified the General Plan Update Environmental Impact Report (EIR, SCH #2018101031). A copy of this document is available at the City of Placentia, City Hall, 401 E. Chapman Avenue in Placentia upon request.

Regarding Project Area Location No. 3 identified above, in accordance with the California Environmental Quality Act (CEQA) and State and local Environmental Guidelines, Staff recommends that the City of Placentia Planning Commission, and ultimately City Council, consider the adoption of a “Common Sense” Statutory Exemption. Staff recommends that the proposed project is exempt from CEQA pursuant to the “Common Sense” exemption under Section 15061 (b) (3) of the State CEQA Guidelines, which states: “A project is exempt from CEQA if: the activity is covered by the Common Sense exemption that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject

to CEQA.” Staff finds and recommends that this circumstance applies to the establishment of a General Plan land use designation and Zoning classification for the parcel described as Project Location No. 3, in that the approval of these actions will not result in any changes in the existing physical environment. Upon City Council adoption of a finding of a Common Sense exemption, a Notice of Exemption will be filed.

PUBLIC NOTIFICATION

Legal notice was published in the Placentia News Times on April 1, 2021. Notices were sent to property owners of record within a 300-foot radius of the subject property, posted at the Civic Center, and posted on the City website on April 1, 2020. As of April 8, 2021, staff has received no letters in support or opposition to the request.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. PC-2021-08, recommending that the City Council approve GPA 2021-01 and ZC 2021-01; and adopt a “finding of consistency” regarding project area location Nos. 1, 2, 4, 5, 6, 7 identified above in the subject of this report pursuant to Sections 15168 and 15162 of the State CEQA Guidelines, and recommending adoption of a “Common Sense” Statutory Exemption regarding project area location No. 3, identified above in the subject of this report pursuant to the “Common Sense” exemption under Section 15061 (b) (3) of the State CEQA Guidelines and the City of Placentia Environmental Guidelines.

Prepared and submitted by:


Arlen Beck
Assistant Planner

Review and approved by:


Joseph M. Lambert
Director of Development Services

Attachments:

1. Resolution No. PC-2021-08
 - Exhibit A: Project Area 1 (946, 950, 954, 958 Vista Ave. and 503 W. La Jolla St.)
 - Exhibit B: Project Area 2 (106 E. Santa Fe Ct.)
 - Exhibit C: Project Area 3 (1470 S. Placentia Avenue)
 - Exhibit D: Project Area 4 (1952, 1958 E. Veterans Way, 2006,2018 E. Lakeview Loop, 601, 613, 625 S. Lakeview Avenue)
 - Exhibit E: Project Area 5 (735 W. Orangethorpe Ave.)
 - Exhibit F: Project Area 6 (132-150 E. Crowther Ave.)
 - Exhibit G: Project Area 7 (431, 437, 455, 503, 513 S. Van Buren St.)
2. CEQA Documentation for Project Areas 1,2,4,5,6,7
3. CEQA Documentation for Project Area 3

RESOLUTION NO. PC-2021-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLACENTIA RECOMMENDING TO THE CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT (GPA) NO. 2021-01, AND ZONE CHANGE (ZC) NO. 2021-01, AFFECTING SEVEN PROJECT AREAS GENERALLY DESCRIBED AS: 1) 946, 950, 954, 958 VISTA AVENUE, AND 503 W. LA JOLLA STREET, 2) 106 E. SANTA FE COURT, 3) 1470 S. PLACENTIA AVENUE, 4) 1952, 1958 E. VETERANS WAY, 2006, 2018 E. LAKEVIEW LOOP, 601, 613, 625 S. LAKEVIEW AVENUE, 5) 735 W. ORANGETHORPE AVENUE, 6) 132-150 E. CROWTHER AVENUE, AND 7) 431, 437, 455, 503, 513 S. VAN BUREN STREET; AND RECOMMENDING TO THE CITY COUNCIL ADOPTION OF CEQA FINDINGS AND ACTION RELATED TO THE GPA AND ZC.

A. Recitals.

WHEREAS, On April 13th, 2021, the Planning Commission of the City of Placentia conducted, and concluded, a duly noticed public hearing, as required by law, to (a) amend the General Plan Land Use Map, and (b) amend the Official Zoning Map of the City of Placentia.

WHEREAS, The City has complied with all requirements of the California Environmental Quality Act and the City of Placentia Environmental Guidelines as codified in Title 14 of the California Code of Regulations (“CCR”) Section 15000 et. seq., Public Resources Code Section 21000 et. seq. and the City of Placentia Environmental Guidelines to review and consider the potential environmental impacts of the General Plan Land Use Map amendment and Zoning Map amendment.

WHEREAS, The City of Placentia provided notice of public hearing in accordance with California Government Code Section 65090 and the City of Placentia Municipal Code Section 23.96.030 by publication in a local newspaper at least 10 days prior to the public hearing and by direct U.S. mail to all property owners within 300-feet of the proposed project boundaries.

WHEREAS, after careful consideration of all pertinent testimony and the staff report offered in the case, the Planning Commission voted to recommend approval of the “Applications” to the City Council; and

WHEREAS, 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:

Section 1. General Plan Amendment. The Planning Commission recommends an amendment to the City of Placentia General Plan Land Use Map to change the existing land use designation of the project areas in accordance with California Government Code Section 65100-65763 as follows:

Approve an amendment to the City of Placentia General Plan Land Use Map to change the existing land use designation of Project Area 1 from Specific Plan (SP) to Medium Density Residential (MDR) as set forth in Exhibit "A".

Approve an amendment to the City of Placentia General Plan Land Use Map to designate the parcel shown in Project Area 3 Industrial as set forth in Exhibit "C".

Approve an amendment to the City of Placentia General Plan Land Use Map to designate the parcel shown in Project Area 6 to from Industrial to TOD as set forth in Exhibit "F".

Section 2. Zone Change. The Planning Commission recommends an amendment to the Official Zoning Map of the City of Placentia, maintained in accordance with the provisions of § 23.08.020 of the Placentia Municipal Code, and finds in accordance with Chapter 23.96 ("Amendments") of the City of Placentia Municipal Code that said amendments to the municipal code (Zoning Map) will not be detrimental to the health, safety or general welfare of the persons residing or working within the neighborhood of the proposed amendment or within the city; injurious to property or improvements within the neighborhood or within the city; nor inconsistent with the latest adopted General Plan. Said recommended amendments to the Official Zoning Map of the City of Placentia are as follows:

Approve an amendment to the Official Zoning Map of the City of Placentia to change the zoning designation for Project Area 2 from Santa Fe-Commercial (SF-C) to High Density Multiple-Family (R-3) as set forth in Exhibit "B".

Approve an amendment to the Official Zoning Map of the City of Placentia to establish the zoning designation for Project Area 3 as Manufacturing (M) as set forth in Exhibit "C".

Approve an amendment to the Official Zoning Map of the City of Placentia to change the zoning designation for Project Area 4 from Commercial Manufacturing (C-M) to High Density Multiple-Family (R-3) as set forth in Exhibit "D".

Approve an amendment to the Official Zoning Map of the City of Placentia to change the zoning designation for Project Area 5 from Manufacturing (M) to Specific Plan 5 (SP-5) as set forth in Exhibit "E".

Approve an amendment to the Official Zoning Map of the City of Placentia to change the zoning designation for Project Area 7 from Manufacturing – Combined Oil Overlay M(O) to High-Density Multiple Family (R-3) as set forth in Exhibit “G”.

Section 3. Prior to taking this action, the Planning Commission reviewed, considered and has exercised its independent judgment based on substantial evidence presented. The City has complied with all requirements of the California Environmental Quality Act and the City of Placentia Environmental Guidelines as codified in Title 14 of the California Code of Regulations (“CCR”) Section 15000 et. seq., Public Resources Code Section 21000 et. seq. and the City of Placentia Environmental Guidelines, and the Planning Commission finds as follows: Regarding Project Area Location Nos. 1, 2, 4, 5, 6, 7 identified above, in accordance with the California Environmental Quality Act (CEQA) and State and local Environmental Guidelines, the Planning Commission recommends that the City of Placentia City Council adopt a “finding of consistency” pursuant to Sections 15168 and 15162 of the State CEQA Guidelines in that the proposed project is designed to bring the referenced parcels in the City into conformity with the City’s 2019 General Plan Update. Upon City Council adoption of a finding of consistency, a Notice of Determination will be filed. The proposed rezoning and General Plan corrections related to the project will not alter or authorize any change in the existing land uses. It will only update the zoning classifications and land uses to conform with the current, adopted General Plan. The current land use designations were established when the 2019 General Plan Update was approved by the City Council on October 1, 2019. Just prior to approving the General Plan Update, the City Council also certified the General Plan Update Environmental Impact Report (EIR, SCH #2018101031). A copy of this document is available at the City of Placentia, City Hall, 401 E. Chapman Avenue in Placentia upon request.

Regarding Project Area Location No. 3 identified above, in accordance with the California Environmental Quality Act (CEQA) and State and local Environmental Guidelines, the Planning Commission recommends that the City of Placentia City Council adopt a “Common Sense” Statutory Exemption. The proposed project is exempt from CEQA pursuant to the “Common Sense” exemption under Section 15061 (b) (3) of the State CEQA Guidelines, which states: “A project is exempt from CEQA if: the activity is covered by the Common Sense exemption that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” Staff finds and recommends that this circumstance applies to the establishment of a General Plan land use designation and Zoning classification for the parcel described as Project Location No. 3, in that the approval of these actions will not result in any changes in the existing physical environment. Upon City Council adoption of a finding of a Common Sense exemption, a Notice of Exemption will be filed.

Section 4. If any section, subsection, sentence, clause, or phrase of this resolution and/or the documents in support of this resolution is/are for any reason held to

be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this resolution.

Section 5. Based upon the findings and conclusions set forth herein, this Planning Commission hereby recommends approval of General Plan Amendment (GPA) No. 2021-01 and Zoning Change (ZC) No. 2021-01 as referenced in this resolution and the related staff report.

Section 6. The Secretary to the Planning Commission shall:

- a. Certify to the adoption of this Resolution; and
- b. Forthwith transmit a certified copy of this Resolution, by certified mail, to the applicant at the address of record set forth in the Application.

PASSED ADOPTED AND APPROVED this 13th day of April, 2021.

CHRISTINE SCHAEFER, CHAIR

I, Joseph M. Lambert, 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 13th day of April, 2021, and was passed at this regular meeting of the Planning Commission of the City of Placentia held on the 13th day of April, 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

ATTEST:

JOSEPH M. LAMBERT,
SECRETARY TO THE PLANNING COMMISSION

APPROVED AS TO FORM:

KATHYA FIRLIK
ASSISTANT CITY ATTORNEY

ATTACHMENTS:

Exhibit A: Project Area 1 (946, 950, 954, 958 Vista Ave. and 503 W. La Jolla St.)

Exhibit B: Project Area 2 (106 E. Santa Fe Ct.)

Exhibit C: Project Area 3 (1470 S. Placentia Avenue)

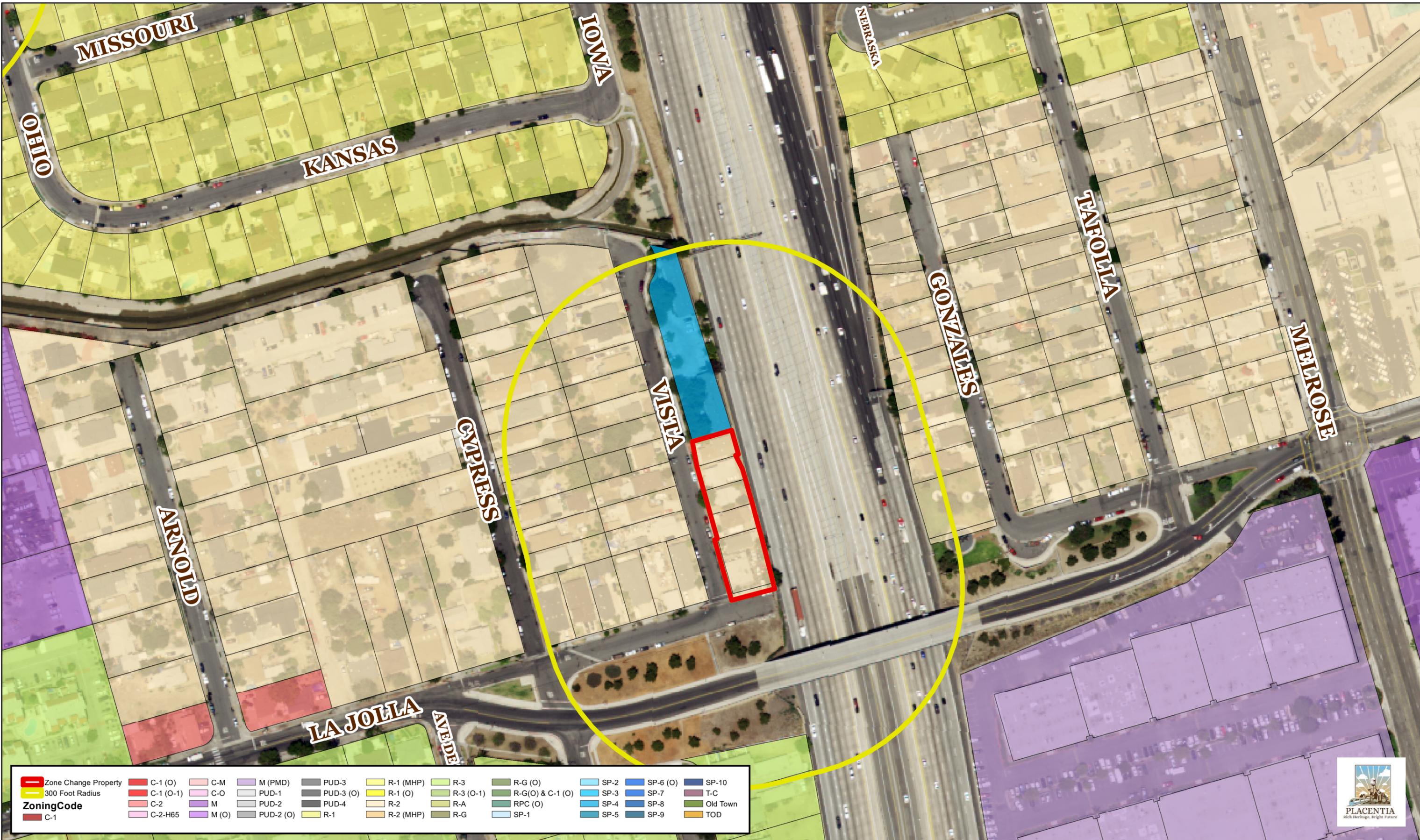
Exhibit D: Project Area 4 (1952, 1958 E. Veterans Way, 2006,2018 E. Lakeview Loop, 601, 613, 625 S. Lakeview Avenue)

Exhibit E: Project Area 5 (735 W. Orangethorpe Ave.)

Exhibit F: Project Area 6 (132-150 E. Crowther Ave.)

Exhibit G: Project Area 7 (431, 437, 455, 503, 513 S. Van Buren St.)

Exhibit A: Project Area 1 (946, 950, 954, 958 Vista Avenue and 503 W. La Jolla Street)



Zone Change Property	C-1 (O)	C-M	M (PMD)	PUD-3	R-1 (MHP)	R-3	R-G (O)	SP-2	SP-6 (O)	SP-10
300 Foot Radius	C-1 (O-1)	C-O	PUD-1	PUD-3 (O)	R-1 (O)	R-3 (O-1)	R-G(O) & C-1 (O)	SP-3	SP-7	T-C
ZoningCode	C-2	M	PUD-2	PUD-4	R-2	R-A	RPC (O)	SP-4	SP-8	Old Town
C-1	C-2-H65	M (O)	PUD-2 (O)	R-1	R-2 (MHP)	R-G	SP-1	SP-5	SP-9	TOD



Exhibit B: Project Area 2 (106 E. Santa Fe Court)



Exhibit C: Project Area 3 (1470 S. Placentia Avenue)

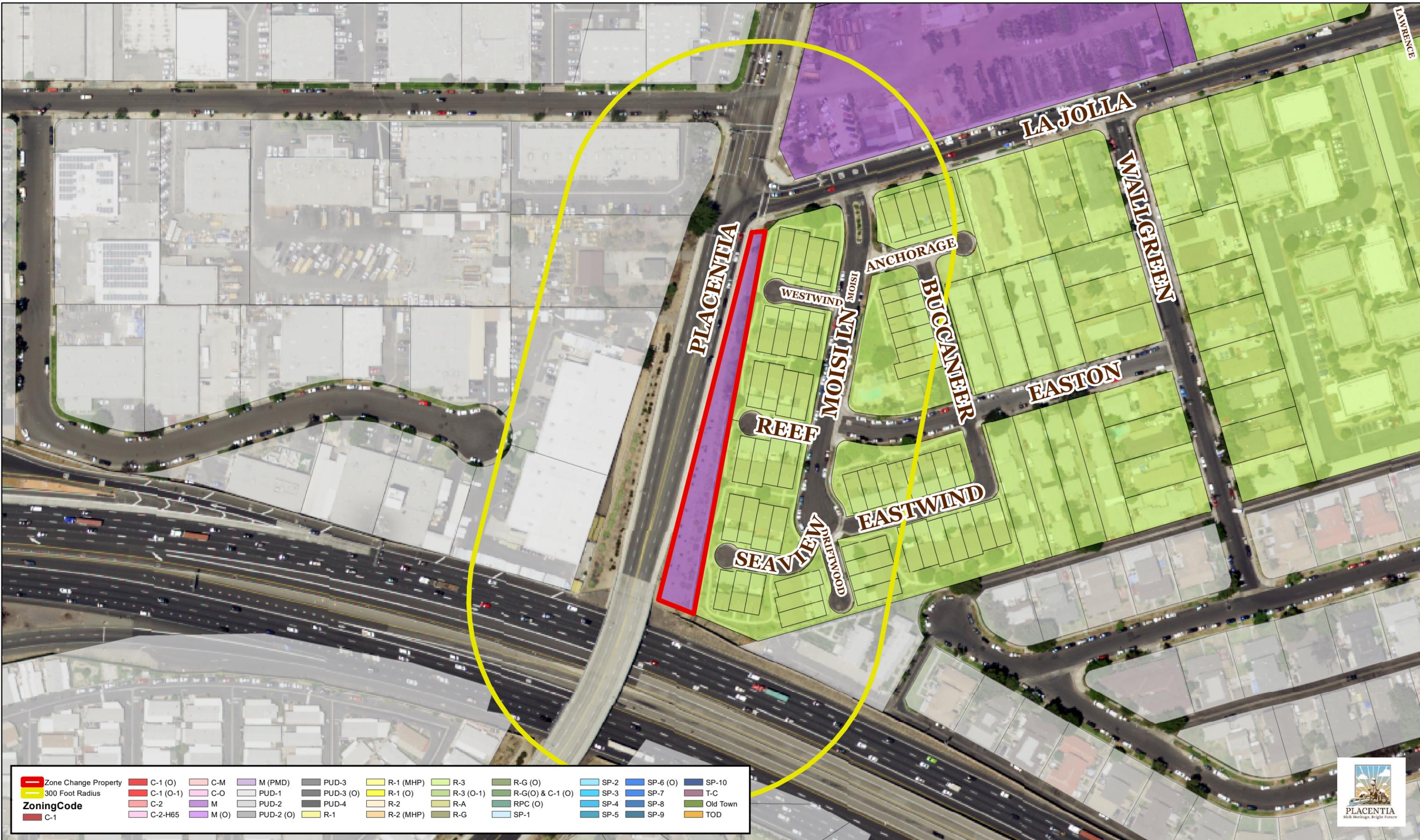


Exhibit D: Project Area 4 (1952, 1958 E. Veterans Way, 2006, 2018 E. Lakeway Loop, 301, 613, 625 S. Lakeway Avenue)

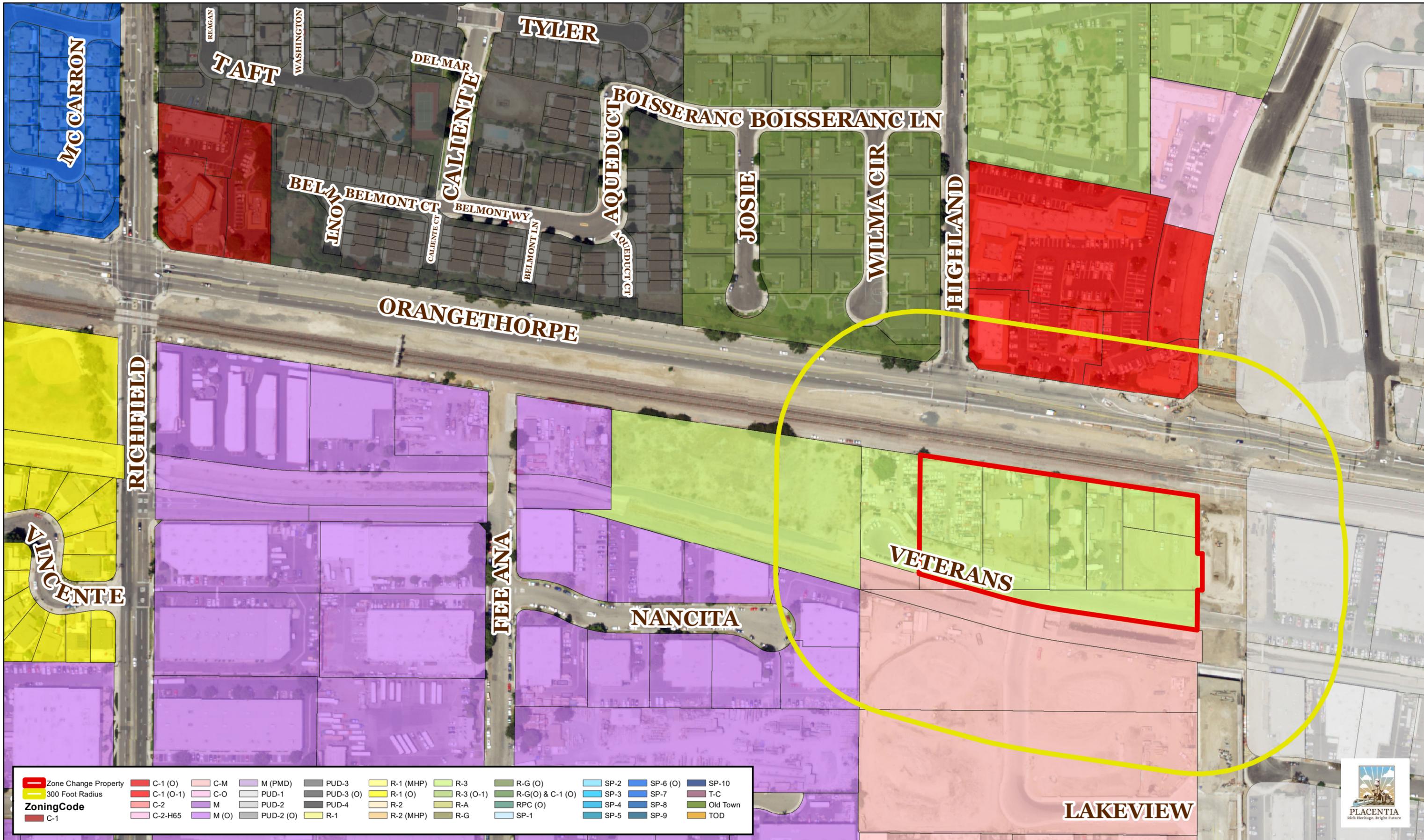
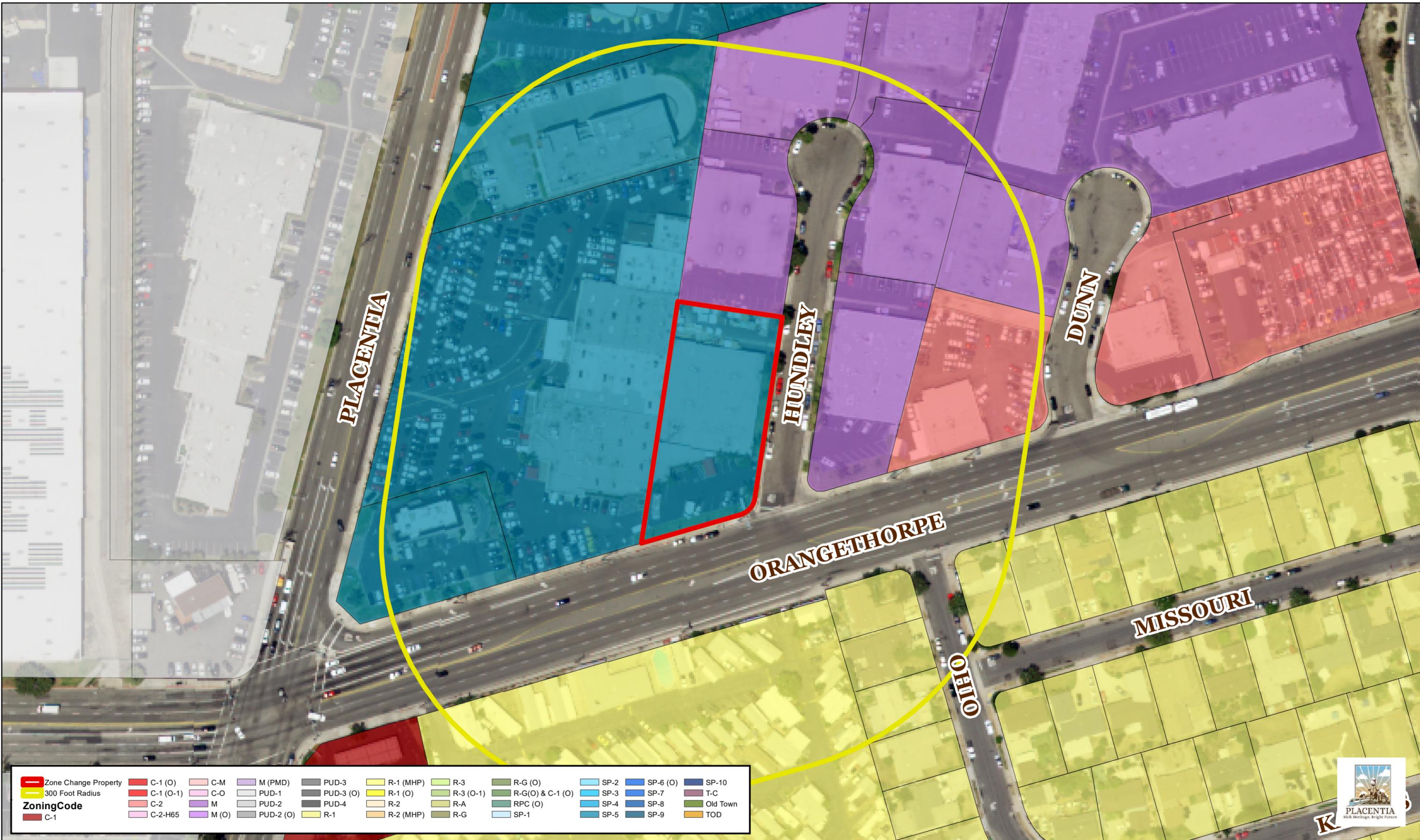


Exhibit E: Project Area 5 (735 W. Orangethorpe Avenue)



ZoningCode	
Zone Change Property	C-1 (O)
300 Foot Radius	C-1 (O-1)
C-1	C-2
C-2	C-2-H65
C-M	M
M (PMD)	M (O)
PUD-1	PUD-2
PUD-2 (O)	PUD-3
PUD-3 (O)	PUD-4
R-1 (MHP)	R-1 (O)
R-1	R-2
R-2 (MHP)	R-2 (O)
R-3	R-3 (O-1)
R-A	R-G
R-G (O)	R-G(O) & C-1 (O)
RPC (O)	SP-1
SP-2	SP-3
SP-4	SP-5
SP-6 (O)	SP-7
SP-8	SP-9
SP-10	T-C
Old Town	TOD

Exhibit F: Project Area 6 (132-150 E. Crowther Avenue)

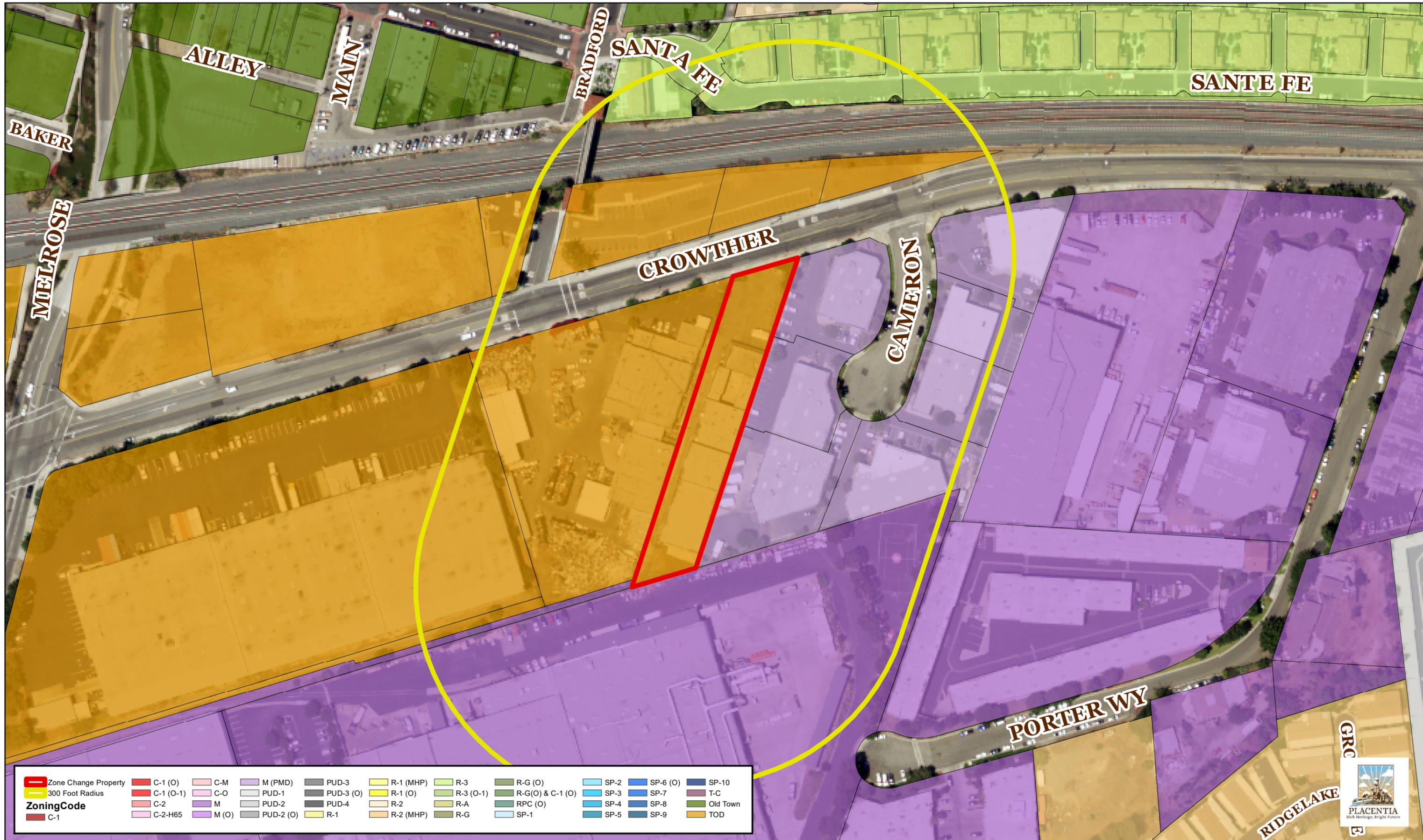
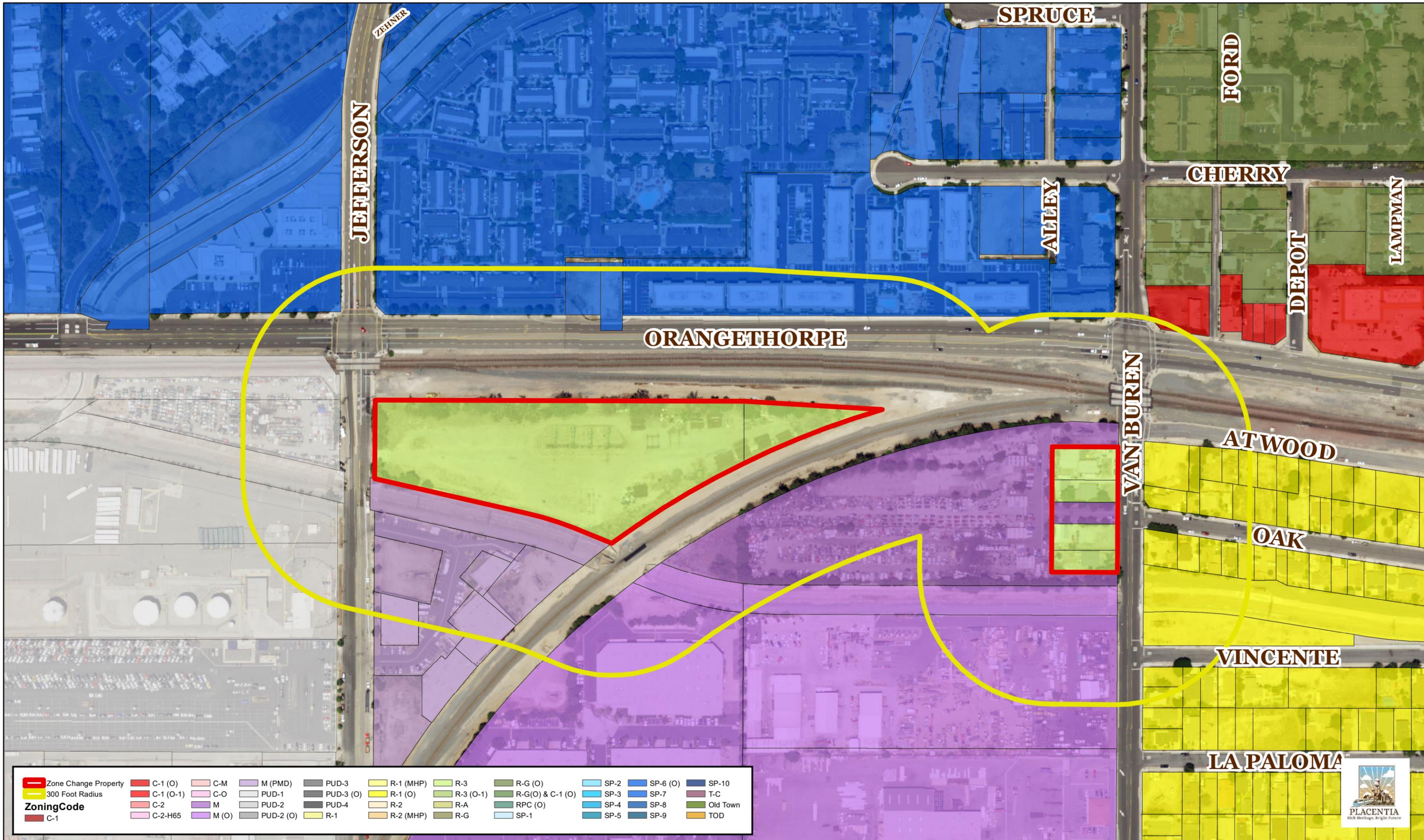


Exhibit G: Project Area 7 (431, 437, 455, 503, 513 S. Van Buren Street)



TOM DODSON & ASSOCIATES

Mailing Address: PO Box 2307, San Bernardino, CA 92406-2307

Physical Address: 2150 N. Arrowhead Avenue, San Bernardino, CA 92405

Tel: (909) 882-3612 ♦ *Fax:* (909) 882-7015 ♦ *Email:* tda@tdaenv.com



MEMORANDUM

April 8, 2021

From: Tom Dodson

To: Joseph Lambert, Director of Development Services

Subj: Recommended Environmental Determination for the City of Placentia Rezone Project

The City of Placentia (City) Development Services Department is proposing to rezone an estimated 22 developed parcels of land to make them consistent with the recently (2019) adopted General Plan Update. This project has been assigned the title “City of Placentia Rezone Project” (proposed project). The City has requested that Tom Dodson & Associates (TDA) provide a recommended environmental determination for compliance with the California Environmental Quality Act (CEQA). Attachment 1 of this document contains a tabular listing of the parcels proposed for rezone considered in this proposed project and the proposed zone designation. Note that the Placentia & 91 Freeway site is not covered by this document and is addressed in a separate CEQA environmental document.

Analysis for Compliance with CEQA

The proposed project is designed to bring the referenced parcels in the City into conformity with the City’s General Plan Update. Attachment 2 shows the locations of these referenced parcels that are essentially developed with existing uses. The proposed rezone project will not alter or authorize any change in the existing land uses. It will only update the zone classification to conform with the current General Plan. The current land use designations were established when the 2019 General Plan Update was approved by the City Council on October 1, 2019. Just prior to approving the General Plan Update, the City Council also certified the General Plan Update Environmental Impact Report (EIR, SCH #2018101031). A copy of this document is available at the City of Placentia, City Hall, 401 E. Chapman Avenue in Placentia upon request.

CEQA provides a range of options for compliance with the statute and the State CEQA Guidelines. The proposed project is considered to be a follow-on, second-tier project that falls within the scope of the original General Plan Update EIR. This document is considered under Sections 15168 and 15162 of the State CEQA Guidelines which outlines the procedure for evaluation of a subsequent project in the context of the certified EIR evaluation.

Finding and Recommendation

In Section 15168 the State CEQA Guidelines provide that when an “activity is within the scope of the program approved earlier,” and “The program EIR adequately describes the activity for the purposes of CEQA,” the agency may find that the activity is consistent with the previously prepared environmental document and findings, and no further environmental documentation needs to be prepared. This process is recommended for the proposed project based on the following two facts: (1) there have been no changes in the basic environmental circumstances

since certification of the General Plan Update EIR; and (2) approval of the new zone classifications will not result in any changes in the existing physical environment. Based on this analysis, TDA finds that the circumstances outlined in Sections 15168 and 15162 of the State CEQA Guidelines apply to the proposed project. Therefore, TDA recommends that the City of Placentia adopt a "finding of consistency" for the City of Placentia Rezone Project. This action requires filing a new Notice of Determination based on this finding for the proposed project.

Should you have any questions regarding this finding and recommendation, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Tom Dodson". The signature is written in a cursive style with a large, prominent initial "T".

Tom Dodson

TD/cmc

Attachments

PLA-114 Consistency Memo

Property	APN	Address	Current LU	Proposed LU	Current Zone	Proposed Zone	Notes
SP-4	344-144-02	946 Vista Ave.	SP	MDR	R-2	No Change	*These parcels were changed in error in the General Plan Update.
SP-4	344-144-03	950 Vista Ave.	SP	MDR	R-2	No Change	
SP-4	344-144-04	954 Vista Ave.	SP	MDR	R-2	No Change	
SP-4	344-144-05	958 Vista Ave.	SP	MDR	R-2	No Change	
SP-4	344-144-06	503 W. La Jolla St.	SP	MDR	R-2	No Change	
Santa Fe Avenue (Clementine)	339-061-51	106 E. Santa Fe Ct.	HDR	HDR	SF-C	R-3	*After GP Update, Santa Fe Commercial zoning district/land use designation were eliminated
Placentia & 91 fwy (BILLBOARD)	344-037-01	1470 S. Placentia Ave.	NO LU	Industrial	No Zone	M	
Orangethorpe (near Vets Village)	346-331-07	1952 E. Veterans Way	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-06	1958 E. Veterans Way	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-05	2006 E. Lakeview Loop	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-04	2018 E. Lakeview Loop	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-03	No Address	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-02	601 S. Lakeview Ave.	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-01	613 S. Lakeview Ave.	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-11	625 S. Lakeview Ave.	HDR	NO CHANGE	CM	R-3	
SP-5, parcel 11	339-112-17	735 W. Orangethorpe Ave.	SP	NO CHANGE	M	SP-5	This parcel has a specific plan land use, but this parcel, which is part of SP-5 (Parcel 11) is zoned M-- different than all the other parcels of SP-5, which are zoned SP-5.

The Herald TOD "sliver" Property	339-091-08	132 E. Crowther Ave. and subsequently changed to 150 E. Crowther Ave.	Industrial	TOD	TOD	TOD	*This parcel was included in the entitlement approvals and land use change to TOD in 2017 for the actual development, but during the GP Update in 2019, the parcel was color coded incorrectly and counted as Industrial, not TOD
Jefferson and Orangethorpe	346-162-02	No Address	HDR	NO CHANGE	M(O)	R-3	
Jefferson and Orangethorpe	346-162-01	No Address	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-20	431 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-21	437 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-22	455 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-23	503 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-24	513 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	

TOM DODSON & ASSOCIATES

Mailing Address: PO Box 2307, San Bernardino, CA 92406-2307

Physical Address: 2150 N. Arrowhead Avenue, San Bernardino, CA 92405

Tel: (909) 882-3612 ♦ *Fax:* (909) 882-7015 ♦ *Email:* tda@tdaenv.com



MEMORANDUM

April 8, 2021

From: Tom Dodson

To: Joseph Lambert, Director of Development Services

Subj: Recommended Environmental Determination for the City of Placentia Placentia /
91 Freeway City Parcel Assignment of Land Use Designation and Zoning Classification

The City of Placentia (City) Development Services Department is proposing to assign a City-owned parcel at Placentia Avenue and the 91 Freeway (APN 344-037-01) a General Plan Land Use designation (Industrial) and a similar zone classification (M) because this parcel, which currently supports billboard advertising use, was not assigned such designations during the General Plan Update. The City has requested that Tom Dodson & Associates (TDA) provide a recommended environmental determination for compliance with the California Environmental Quality Act (CEQA). Attachment 1 of this document contains a tabular listing of the parcels, including the City-owned parcel. Attachment 2 shows the location of the referenced parcel that is essentially developed with existing uses, billboard advertising.

The proposed project will not alter or authorize any change in the existing land uses. It will only establish a General Plan land use designation and assign a zone classification. CEQA provides a range of options for compliance with the statute and the State CEQA Guidelines. Therefore, after careful review of the proposed action and the State CEQA Guidelines, I am recommending that the Commission consider the adoption of a "Common Sense" Statutory Exemption. I recommend that the City find that the "Common Sense" Exemption (as defined in CEQA) applies to this proposed project under Section 15061 (b) (3) of the State CEQA Guidelines, which states: *"A project is exempt from CEQA if: the activity is covered by the Common Sense exemption that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA."* It is my opinion, and recommendation to the City, that this circumstance applies to the establishment of a General Plan land use designation and zone classification for the Placentia/91 Freeway property. This is because approval of these actions will not result in any changes in the existing physical environment.

Based on this review of the pertinent sections of CEQA and the State CEQA Guidelines, I conclude that the Placentia/91 Freeway City Parcel Assignment of Land Use Designation and Zoning Classification qualifies for a Common Sense exemption from CEQA for the reasons outlined in the State CEQA Guideline (2019) section cited above.

The City needs to file a Notice of Exemption with the County Clerk for this action once the hearing is completed in order to establish a 35-day statute of limitations for any legal challenge. If you have any questions, please feel free to give me a call.

Sincerely,

A handwritten signature in black ink that reads "Tom Dodson". The signature is written in a cursive, slightly slanted style.

Tom Dodson

TD/cmc

Attachments

PLA-114 SE Exemption Memo

Property	APN	Address	Current LU	Proposed LU	Current Zone	Proposed Zone	Notes
SP-4	344-144-02	946 Vista Ave.	SP	MDR	R-2	No Change	*These parcels were changed in error in the General Plan Update.
SP-4	344-144-03	950 Vista Ave.	SP	MDR	R-2	No Change	
SP-4	344-144-04	954 Vista Ave.	SP	MDR	R-2	No Change	
SP-4	344-144-05	958 Vista Ave.	SP	MDR	R-2	No Change	
SP-4	344-144-06	503 W. La Jolla St.	SP	MDR	R-2	No Change	
Santa Fe Avenue (Clementine)	339-061-51	106 E. Santa Fe Ct.	HDR	HDR	SF-C	R-3	*After GP Update, Santa Fe Commercial zoning district/land use designation were eliminated
Placentia & 91 fwy (BILLBOARD)	344-037-01	1470 S. Placentia Ave.	NO LU	Industrial	No Zone	M	
Orangethorpe (near Vets Village)	346-331-07	1952 E. Veterans Way	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-06	1958 E. Veterans Way	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-05	2006 E. Lakeview Loop	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-04	2018 E. Lakeview Loop	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-03	No Address	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-02	601 S. Lakeview Ave.	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-01	613 S. Lakeview Ave.	HDR	NO CHANGE	CM	R-3	
Orangethorpe (near Vets Village)	346-331-11	625 S. Lakeview Ave.	HDR	NO CHANGE	CM	R-3	
SP-5, parcel 11	339-112-17	735 W. Orangethorpe Ave.	SP	NO CHANGE	M	SP-5	This parcel has a specific plan land use, but this parcel, which is part of SP-5 (Parcel 11) is zoned M-- different than all the other parcels of SP-5, which are zoned SP-5.

The Herald TOD "sliver" Property	339-091-08	132 E. Crowther Ave. and subsequently changed to 150 E. Crowther Ave.	Industrial	TOD	TOD	TOD	*This parcel was included in the entitlement approvals and land use change to TOD in 2017 for the actual development, but during the GP Update in 2019, the parcel was color coded incorrectly and counted as Industrial, not TOD
Jefferson and Orangethorpe	346-162-02	No Address	HDR	NO CHANGE	M(O)	R-3	
Jefferson and Orangethorpe	346-162-01	No Address	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-20	431 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-21	437 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-22	455 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-23	503 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	
Van Buren and Orangethorpe	346-164-24	513 S. Van Buren St.	HDR	NO CHANGE	M(O)	R-3	