

# **EXECUTIVE SUMMARY**

## **INITIAL STUDY AND NEGATIVE DECLARATION**

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### **OLD TOWN PLACENTIA REVITALIZATION PROJECT PLACENTIA, CALIFORNIA**



**LEAD AGENCY:**

**CITY OF PLACENTIA  
DEVELOPMENT SERVICES DEPARTMENT,  
PLANNING DIVISION  
401 EAST CHAPMAN AVENUE  
PLACENTIA, CALIFORNIA 92870**

**REPORT PREPARED BY:**

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**MAY 22, 2017**

PLCA 001

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## 1. INTRODUCTION

The proposed Old Town Placentia Revitalization Project involves the adoption and subsequent implementation of the Old Town Placentia Revitalization Plan document, the Old Town Placentia Revitalization Plan Development Standards (i.e. the zoning text amendment), and the Streetscape Master Plan. The Revitalization Project will also involve an amendment to the General Plan land use map to reflect the land uses contemplated within the Revitalization Plan document. The Old Town Placentia Revitalization Project applies to an L-shaped area that is located in the southwestern portion of the City of Placentia. The Planning Area is focused on Bradford Avenue and Santa Fe Avenue. Within the Planning Area are various sub-areas that include planned commercial and high-density residential uses, which are depicted in Exhibit 5. The Planning Area is just over 32 acres in size and is located north of the Burlington Northern-Santa Fe (BNSF) railroad tracks and south of Chapman Avenue. The Revitalization Project is anticipated to facilitate development, especially residential and retail, in a mixed-use setting, proximate to the newly approved Metrolink Station and parking structure in the Old Town area and the proposed Transit Oriented Development (TOD) south of the railroad along Crowther Avenue. The purpose of the Revitalization Project is to enhance the physical environment in the City's Old Town aimed at creating a lively destination to support the current economic base, create a town center for Placentia, and better connect to adjacent neighborhoods and surrounding cities. Finally, the residential development within the proposed High Density Residential zone will be "by right," pursuant to the State of California housing law. The Revitalization Project's implementation, through changes to the Zoning Code and General Plan, is critical in aiding in the realization of local and regional goals related to sustainable and infill development.

The City of Placentia is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review. The Revitalization Project is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process. The project Applicant is City of Placentia, 401 East Chapman Avenue, Placentia, California 92870.

The City determined, as part of the Initial Study's preparation, that a Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. The attached Initial Study and the *Notice of Intent to Adopt a Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of the Initial Study. Questions and/or comments should be submitted to the following individual:

Joseph M. Lambert, Director of Development Services  
City of Placentia, Development Services Department, Planning Division  
401 East Chapman Avenue  
Placentia, California 92870  
714-993-8124

## **2. PROJECT LOCATION**

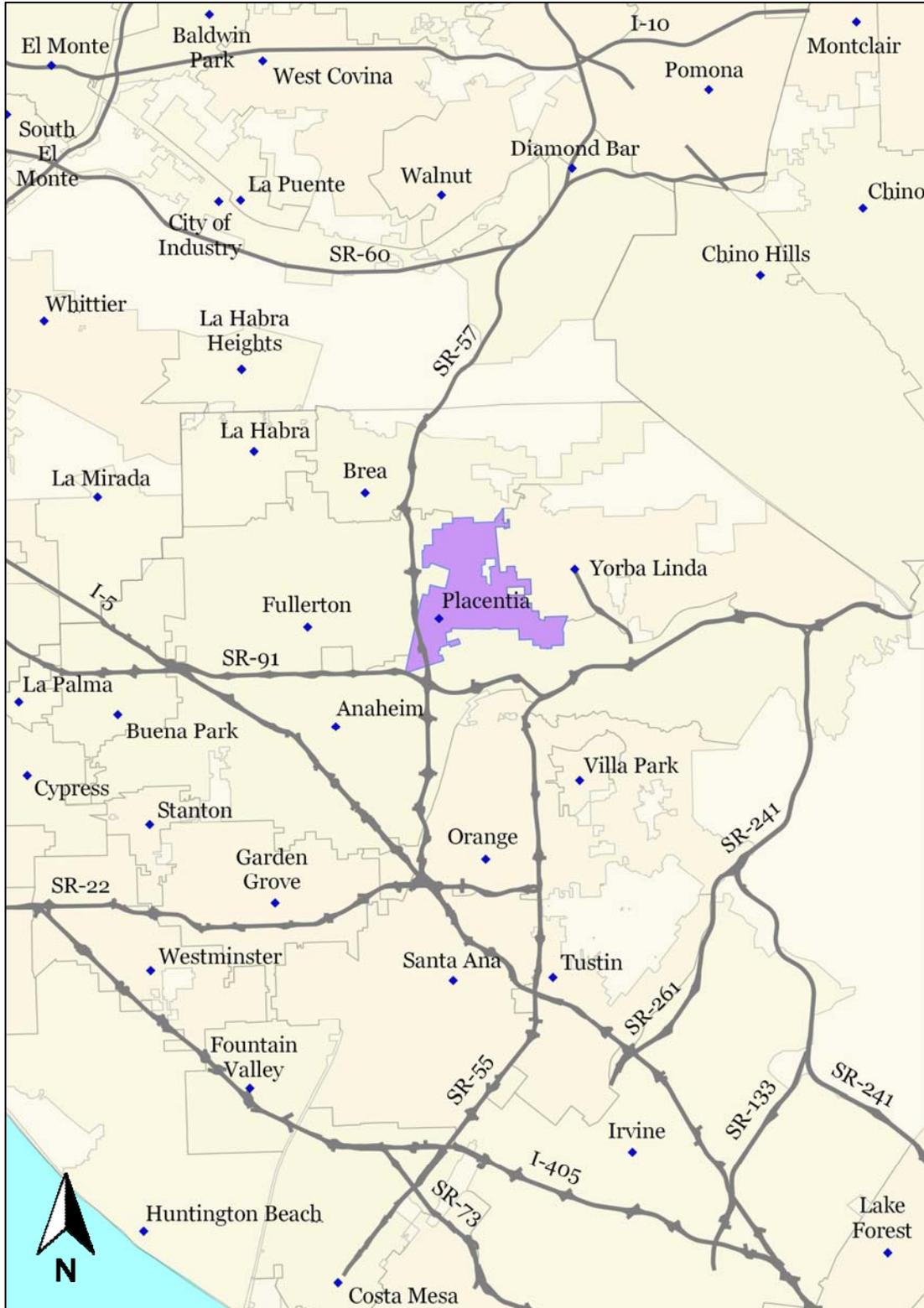
The Old Town Placentia Revitalization Project applies to an L-shaped Planning Area that is located in the southwestern portion of the City of Placentia. The Planning Area is centered along Bradford Avenue south of Chapman Avenue and Santa Fe Avenue from Murray Street on the west to Alta Street on the east. The portion of the Planning Area centered on Bradford Avenue extends east to Alta Street and west to Main Street, south of Chapman Avenue. The portion of the Planning Area centered on Santa Fe Avenue extends from Murray Street on the west, Aguirre Lane (and extension of Aguirre Lane) on the north, the Burlington Northern-Santa Fe (BNSF) railroad tracks to the south, and Alta Street to the east. The Planning Area is just over 32 acres in size and is located north of the Burlington Northern-Santa Fe (BNSF) railroad tracks and south of Chapman Avenue. The Old Town Placentia Planning area is bounded by Chapman Avenue in the north, the Burlington Northern and Santa Fe Railway train tracks in the south, Alta Street in the east, and Murray Street in the west. The location of Placentia in a regional context is shown in Exhibit 1. A citywide map is provided in Exhibit 2 and a Planning Area map is provided in Exhibit 3.

## **3. ENVIRONMENTAL SETTING**

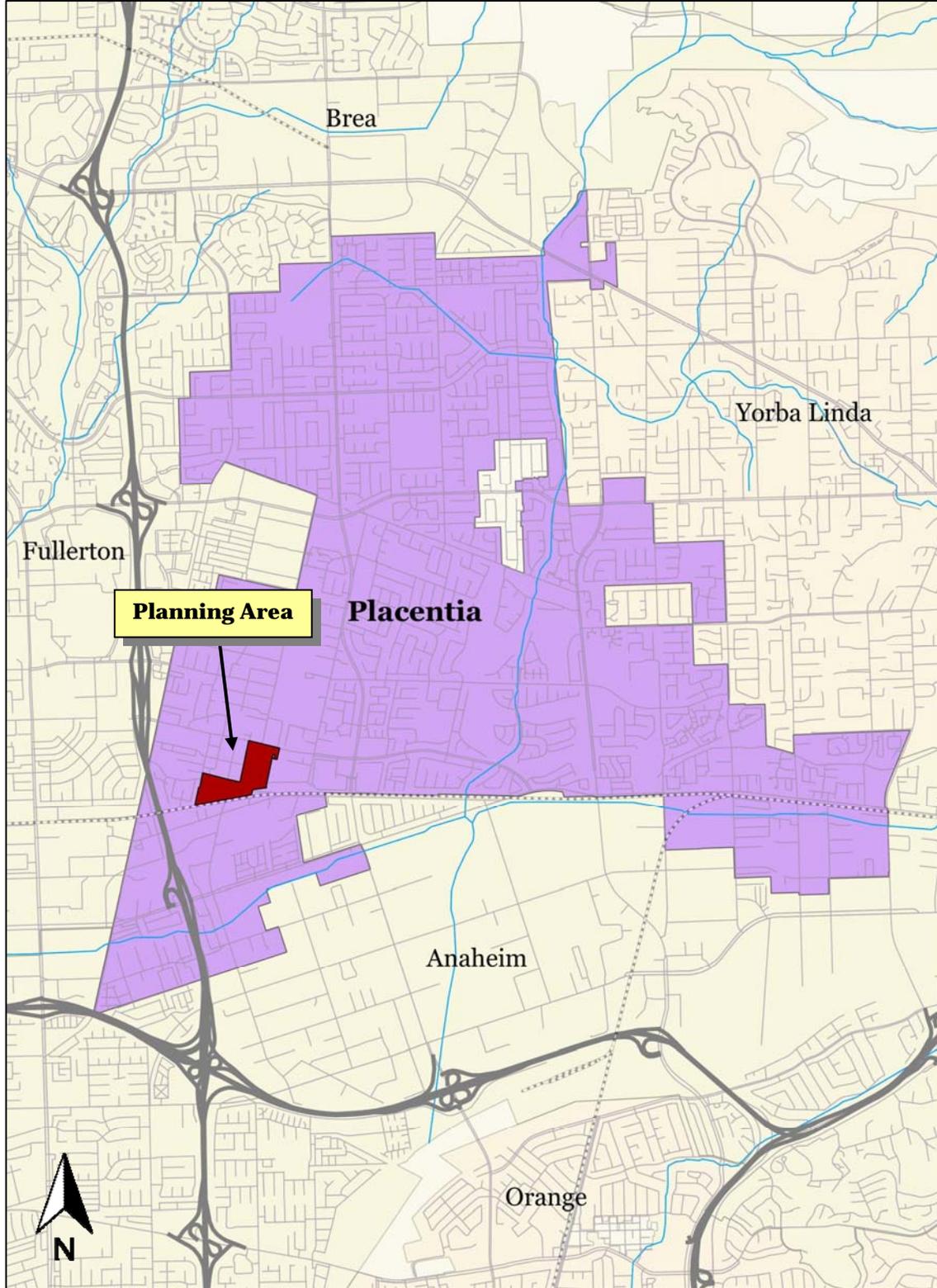
Old Town Placentia is the City's original central business district founded in 1910 near the original Placentia train depot and the citrus packing houses. The Planning Area primarily consists of commercial uses along Santa Fe Avenue and Bradford Avenue, with residential uses primarily along the surrounding streets. The Planning Area is located north of the Burlington Northern-Santa Fe (BNSF) railroad tracks and proximate to the newly approved Metrolink Station and parking structure in the Old Town area and the recently approved Transit Oriented Development (TOD) south of the railroad along Crowther Avenue. The Metrolink Station will have two platforms, one north of the railroad and one south of the railroad. A pedestrian over-crossing bridge and a grade-separated road at Melrose Street have been completed in anticipation of the new transit station. Together with the new TOD zoning to the south, this proposed rezoning of the Old Town Placentia area represents the City's planning efforts to accommodate and capitalize on the new Metrolink Station.

The Planning Area consists of over 140 parcels made up of a diverse mix of commercial land uses, surrounded by residential neighborhoods to the west, east, and north. Many parcels are less than 5,000 square feet in size and this contributes to the small scale of the Old Town. Notable uses within the Planning Area and in the surrounding area include four community churches/church structures, the City's senior center, a fire station, and two parks. The Planning Area does not include any schools, though Kraemer Middle School and Valencia High School are located north of Chapman Avenue. California State University Fullerton is located approximately two miles to the west, in the City of Fullerton. The Planning Area is principally zoned "SF-C" Santa Fe Commercial District and there are other zones in the planning area: "C-1," "C-2," and "R-2" zones. An aerial photograph of the Planning Area is provided in Exhibit 4. The planned zoning designations for the Planning Area are shown in Exhibit 5.

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**EXHIBIT 1**  
**REGIONAL LOCATION**  
SOURCE: QUANTUM GIS



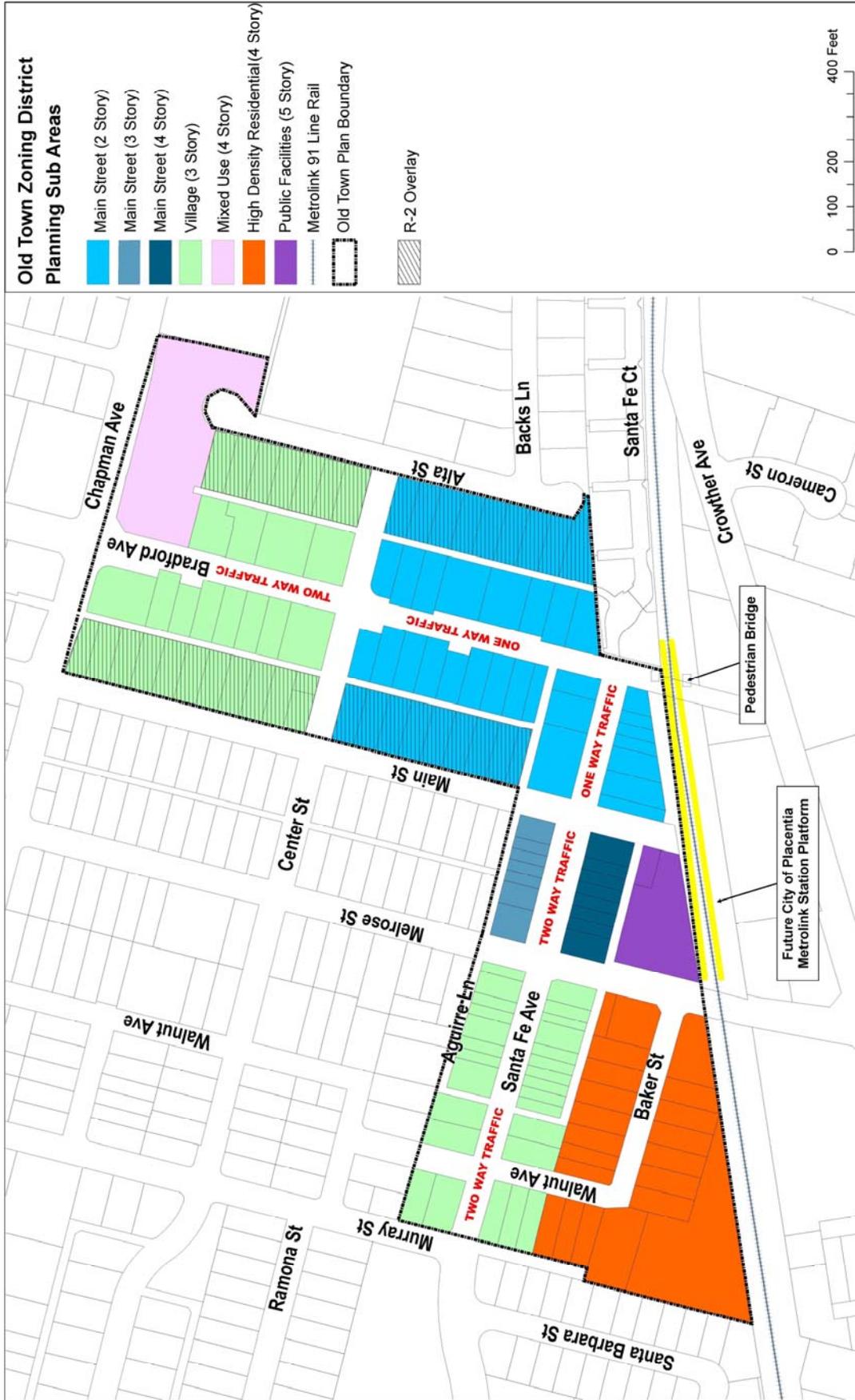
**EXHIBIT 2**  
**CITYWIDE MAP**  
SOURCE: QUANTUM GIS



**EXHIBIT 3**  
**PLANNING AREA**  
Source: Quantum GIS



**EXHIBIT 4**  
**AERIAL PHOTOGRAPH OF THE PLANNING AREA**  
SOURCE: GOOGLE EARTH



**EXHIBIT 5**  
**PROPOSED OLD TOWN ZONING DISTRICT PLANNING SUB-AREAS**  
 Source: City of Placentia

## 4. PROJECT DESCRIPTION

### BACKGROUND FOR PLANNING

The Old Town Placentia area suffered from disinvestment and economic decline with the widespread growth of Orange County's suburbanization from the 1960's to the 1990's. Nevertheless, existing property owners, residents, and businesses have kept the area active with a mix of small businesses, restaurants, churches, and public venues. This activity has helped this area retain its unique small scale environment which, with the new Metrolink Station, has the potential to become a vibrant commercial area. Market data indicates that population groups of all types are looking for small scale, walkable urban centers located around transit to live, work, and play. This is occurring in Orange County with new, more compact, and transit-oriented developments and historic reuse districts emerging in Anaheim, Orange, Fullerton, and Santa Ana. Coupled with the proposed Transit Oriented Development (TOD), including a new Metrolink transit station south of the railroad along Crowther Avenue, there is a unique opportunity for Old Town to see revitalization. The goals and objectives of the Old Town Revitalization Plan are expected to be implemented under a partnership between City Elected Officials, City Departments, regional agencies, local businesses, stakeholders, residents, and community organizations. The rezoning of the area and the streetscape plan are expected to be adopted by Summer of 2017 and will assist in attracting development to the area in the shorter term.

### FORMAT AND PURPOSE OF THE REVITALIZATION PLAN, DEVELOPMENT STANDARDS, AND STREETScape MASTER PLAN

The City's revitalization efforts for the Old Town area center on three principal documents: the Old Town Placentia Revitalization Plan document, the Streetscape Master Plan, and the Zone Change, which sets out new and specific Development Standards for the Planning Area. The Old Town Revitalization Plan document is organized to provide a framework for private and public realm improvements in the Planning Area. The Plan is organized as follows:

- *Chapter 1: Introduction* explains the Old Town Placentia Revitalization Plan's background and purpose, identifies the Planning Area, describes citywide planning efforts, describes community outreach efforts, and outlines the organization of the Revitalization Plan document. This chapter also sets forth the administration of the Revitalization Plan.
- *Chapter 2: Vision* describes the vision for revitalization of the Planning Area. This chapter also outlines the goals and policies that establish the framework for the recommendations contained in the Revitalization Plan document.
- *Chapter 3: Mobility* details the circulation improvements for the Planning Area, including automobile, transit, pedestrian, and bicycle modes. This chapter also displays images of street cross-sections and streetscape plans for the Old Town Planning Area. Mobility recommendations within this chapter support the "Complete Streets" concept as well as other policy and design approaches, such as a circulation plan for the Planning Area.

- *Chapter 4: Infrastructure* identifies existing infrastructure and any necessary improvements to the water, sewer, storm water systems, and utility lines. This chapter also provides recommendations relevant to utilities.
- *Chapter 5: Streetscapes* describes the pedestrian realm of the Old Town Planning Area and the current lack of streetscapes. This chapter also details various recommended streetscape element improvements.
- *Chapter 6: Parking* describes the current parking conditions and the recommended parking measures and parking programs.
- *Chapter 7: Land Use* sets forth the zoning, permitted uses, and development and design standards for the Revitalization area. This chapter also details the design guidelines that will shape the character of future development in the Revitalization Project area.
- *Chapter 8: Historic Resources* describes the historic context of the Revitalization Project and identifies the existing historical resources within the Planning Area. This chapter also outlines recommendations for historic preservation.
- *Chapter 9: Business Support* outlines recommendations that will encourage small business growth and active business participation for the revitalization of the Planning Area.
- *Chapter 10: Community Events & Programming* defines the purpose of hosting community events and programming, and lists recommendations to facilitate the hosting of community events and programming.
- *Chapter 11: Maintenance* outlines recommendations for on-going maintenance of the Old Town Planning Area.
- *Chapter 12: Implementation* defines the phasing and intergovernmental coordination associated with the implementation of the Revitalization Project. This chapter also provides a table that lists the various phases of implementation, the timing of the phases, and the responsible agency for each phase.
- *Chapter 13: Sources of Funding* describes the various potential sources of funding available for the Old Town Placentia Revitalization Project.

The purpose of the Old Town Placentia Revitalization Plan document is to provide a framework and guidelines in order to enhance the physical environment in the City's Old Town aimed at creating a lively destination to support and expand the current economic base, create a town center for Placentia, and better connect to adjacent neighborhoods and surrounding cities. The Development Standards document (i.e. the zoning amendment) is intended to provide specific development standards for all future development within the Old Town Placentia Planning Area. Specific development standards may include architectural design, building height, and building setback, among many other specifications for

development within the different sub-areas of the Planning Area. Finally, the purpose of the Streetscape Master Plan is to identify conceptual designs for the roadway network within the Planning Area.

**OLD TOWN PLACENTIA REVITALIZATION PLAN POLICY FRAMEWORK**

The Old Town Placentia Revitalization Plan document includes a wide range of goals and policies that will establish the framework for the plan. The following table (Table 1) outlines the goals and policies included in the Revitalization Plan document which will serve to mitigate the potential impacts of new development within the Planning Area.

**Table 1**  
**Goals and Policies of the Old Town Placentia Revitalization Plan**

Goals	Policies
<i>Goal 1: Make Old Town Placentia a Unique Destination.</i>	●A. Celebrate the City’s heritage.
	●B. Make connections to the past.
	●C. Create a walkable village atmosphere.
	●D. Build public gathering spots.
	●E. Enhance the City’s and Old Town’s identity.
	●F. Highlight historic features.
	●G. Improve public and private spaces.
	●H. Create a diversified commercial base.
	●I. Create a shopping destination.
<i>Goal 2: Make Old Town Placentia a Pedestrian, People Priority Zone.</i>	●A. Encourage and allow compact development.
	●B. Encourage and allow outdoor dining.
	●C. Provide for small passive recreation spots.
	●D. Support inclusivity across all walks of life.
	●E. Enhance community facilities and services.
	●F. Build lively streetscapes.
	●G. Create a small-scale village environment.
	●H. Get people to stay in Old Town longer.
	●I. Limit vehicular trips.
	●J. Create a safe, inviting, pleasant, attractive, and appealing sense of place.
	●K. Tuck away parking where provided.
	●L. Avoid conflicts with motor vehicles.

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	<ul style="list-style-type: none"> <li>●M. Provide opportunities to create intimate walkways.</li> </ul>
	<ul style="list-style-type: none"> <li>●N. Make the Old town walk-friendly for all ages and abilities.</li> </ul>
<i>Goal 3: Promote Multi Modal and Sustainable Transportation.</i>	<ul style="list-style-type: none"> <li>●A. Connect surrounding suburban and commercial thoroughfares.</li> </ul>
	<ul style="list-style-type: none"> <li>●B. Encourage use and increased ridership of the Metrolink System.</li> </ul>
	<ul style="list-style-type: none"> <li>●C. Move away from the auto-orientation in the layout and land uses.</li> </ul>
	<ul style="list-style-type: none"> <li>●D. Provide hubs for various transportation modes.</li> </ul>
<i>Goal 4: Support Businesses and Provide for Development Opportunities.</i>	<ul style="list-style-type: none"> <li>●A. Enhance safety and security.</li> </ul>
	<ul style="list-style-type: none"> <li>●B. Develop incentive programs.</li> </ul>
	<ul style="list-style-type: none"> <li>●C. Provide business start-up opportunities.</li> </ul>
	<ul style="list-style-type: none"> <li>●D. Promote the Old Town through media and outreach.</li> </ul>
	<ul style="list-style-type: none"> <li>●E. Provide for infill development, reuse, and preservation.</li> </ul>
	<ul style="list-style-type: none"> <li>●F. Develop a promotional campaign to encourage visits to Old Town Placentia.</li> </ul>

Source: Old Town Placentia Revitalization Plan.

**PHYSICAL CHANGES RESULTING FROM THE IMPLEMENTATION OF THE REVITALIZATION PROJECT**

The Revitalization Project is anticipated to facilitate development, especially retail and residential in a mixed-use setting. The major objectives of the Revitalization Project are to identify land use options that include providing new mixed-uses and increasing housing opportunities and neighborhood-serving retail uses. The Old Town Placentia Revitalization Project will encourage transit oriented development, promote active transportation, reduce vehicles miles traveled, improve access to regional open space resources, and create community benefits. The area’s assets include a walkable layout with its short blocks across a linear street pattern.

The adoption of the proposed Revitalization Project, by itself, will not lead to any new development. The adoption of the Revitalization Project will permit new development within the Planning Area governed by the rezoning with new development standards. The potential new development permitted under the Revitalization Project may include residential and retail land uses in a mixed-use setting, proximate to the newly approved Metrolink Station and parking structure in the Old Town area and the proposed Transit Oriented Development (TOD) south of the railroad along Crowther Avenue. The major objectives of the Revitalization Project are to identify land use options that include providing new mixed-uses, increasing housing opportunities, and increasing neighborhood-serving retail uses. The Revitalization Project’s implementation is critical in aiding in the realization of local and regional goals related to sustainable and infill development.

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The project team, including City Staff and the consultants (traffic, planning, and environmental), identified the maximum amount of new development that could be realized as part of the Revitalization Project's implementation. No specific new projects are known at this time, though the development projections are critical in evaluating the potential environmental impacts including, but not limited to, land use changes, traffic, air quality, population, and public services. The potential new development is outlined below:

- 525 residential units;
- 85,000 square feet of commercial (non-retail) uses;
- 40,000 square feet of retail use; and,
- A 50-room hotel.

Based on discussions with the City, the proposed residential uses will be a combination of apartments and townhomes. Single family homes will not be permitted in the area. Currently, the Old Town area contains a mix of single-family residential use and various commercial uses. The majority of properties in the area are developed. Therefore, the majority of the proposed land uses are expected to be infill development. Within the Planning Area are various sub-areas that include planned commercial and high-density residential uses, which are depicted in Exhibit 5.

The vision for the land use and private and public land is to keep development compact by providing opportunities for infill that preserves the small-scale character of the historic core. The goal for commercial diversity includes a healthy mix of retail, restaurants, combined with outdoor gathering spaces such as public plazas. The Revitalization Project encourages rehabilitation, additions, and alterations to existing properties, while providing opportunities for new infill development. Compact development and shared parking is encouraged in all of the sub-areas; the emphasis is on the pedestrian, not the vehicle. The Revitalization Plan document provides increased height over what is currently allowed by existing zoning. Office and service uses would be permitted on the second floor of the Planning Area buildings, providing an important element to create a more full service area. Residential development could occur in areas outside of the historic core, or "Main Street" areas.

The Plan prioritizes the "commercial block" style of architecture in its historic and contemporary forms. The style can be adapted for the two-, three-, and larger four-story buildings and includes facades placed at, or close to, the right-of-way line. This style is also a form of building designed for occupancy by retail, service, or office use on the ground floor and secondary commercial or residential uses on the upper floors. New infill development, rehabilitation, additions, and building alterations need to consider the context of the Old Town block pattern and setting as well as the existing properties of historic significance or merit.

As previously mentioned, the Planning Area includes the current "SF-C" Santa Fe Commercial District zone and some surrounding parcels in the "C-1", "C-2", and "R-2" zones. The Plan proposes the area to be rezoned as "Old Town" and further divides the Old Town into five planning sub-areas to guide new development, infill, preservation, and reintegration of land uses. These sub-areas include Main Street (two- and three-story) Village, Mixed Use, High Density Residential, and Public Facilities.

**Main Street (Two and Three Story Height Sub-area)**

This sub-area is the core of the Old Town area and is found along both Bradford Avenue and Santa Fe Avenue from Center Street to Melrose Street and is characterized by small scale buildings with frontages that blend with the streetscapes. The focus is on historic rehabilitation and infill development to create a dense urban segment. Uses would be limited to commercial type uses that occupy smaller spaces and attract a large number of visitors. The Main Street sub-area encourages the preservation and enhancement of its unique historic character, with commercial block building forms and shopfront architecture. Allowable land uses emphasize ground floor retail, restaurant, and related uses, with opportunities for offices and other services above. No residential uses are permitted in the Main Street sub-area. The restoration and renovation of existing façades is encouraged.

**Village (Three Story Height Sub-area)**

This sub-area is found in two separate places: one at the north end of Bradford Avenue from Center Street to Chapman Avenue (excluding the southeast corner) and along both sides of Santa Fe Avenue from Melrose Street on the east to Murray Street on the west. The intent is to create new and infill development opportunities while preserving existing historically significant properties such as the old City Hall, Library, and Telephone Exchange building. The Village sub-area provides an opportunity for a new walkable retail and office center as an extension of the Main Street sub-area. The Village sub-area would provide for the same building form and setbacks as the Main Street sub-area but would allow three stories, with residential above. Retail and restaurants would be located on the ground floor spaces, with offices and residential permitted above. Building types are intended primarily to be a commercial block with well-defined frontages in the shopfront style similar to the Main Street zone.

**Mixed-Use (Four Story Height Sub-area)**

This sub-area is found at the southeastern corner of Chapman and Bradford Avenue and would be permitted four stories in height. The Mixed Use sub-area provides for a mix of concentrated urban housing types with some live-work opportunities with commercial on the ground floor. Denser, high quality, landmark development is encouraged here as this is envisioned as the gateway into the Old Town area. This sub-area could provide for urban residential building types including townhouses and courtyard housing, and live-work buildings.

**High Density Residential (Four Story Height Sub-area)**

At the most southwestern corner of the Plan area is the high density residential sub-area, with a four-story height limit. This area can provide opportunity for new housing development; with its residents patronizing the Old Town businesses and using the new Metrolink station for certain transport needs.

### **Public Facilities (Five Story Height Sub-area)**

This sub-area, bounded by Melrose Street on the west, Main Street on the east, the railroad on the south and the alley on the north, is the location for the upcoming parking structure. This structure will be five stories in height and will provide 253 parking spaces and will provide parking for Old Town visitors as well as those using the Metrolink station.

### **R-2 Overlay Zone**

This overlay zone will permit the existing uses within the area and new residential uses, pursuant to Chapter 23.15 of the City's Zoning Code. Within the R-2 Overlay zone, no new retail or commercial uses will be permitted on the ground floor.

## **5. DISCRETIONARY ACTIONS**

A discretionary action is a decision taken by a government agency (for this project, the government agency is the City of Placentia) that calls for an exercise of judgment in deciding whether to approve a project. As part of the proposed project's implementation, the City will consider the following approvals:

- General Plan Amendment (GPA 2017-02), to amend the General Plan map from the existing land use designations to a mixed-use land use designation to allow the following: local and neighborhood-supporting mixed-use areas designed to be contextually appropriate in and compatible with the identified neighborhood or historic area. On a single site, a combination of non-residential and residential uses can occur in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component. Commercial retail is encouraged to be the primary use on the ground floor. Professional office and housing uses are also encouraged, particularly as adaptive reuse opportunities within existing structures. Transit orientation, walkability and pedestrian access are key considerations..
- Zone Change (ZC 2017-02), to create new development standards for the new Old Town Zone, changing the zoning from R-2, C-1, C-2, and SF-C to Old Town Zone District;
- The adoption of the Old Town Placentia Revitalization Plan document;
- The adoption of a Streetscape Master Plan; and,
- The adoption of the Negative Declaration (ND).



## 6. SUMMARY OF ENVIRONMENTAL ANALYSIS

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

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>● Aesthetics;</li><li>● Agricultural &amp; Forestry Resources;</li><li>● Air Quality;</li><li>● Biological Resources;</li><li>● Cultural Resources;</li><li>● Geology &amp; Soils;</li><li>● Greenhouse Gas Emissions;</li><li>● Hazards &amp; Hazardous Materials;</li><li>● Hydrology &amp; Water Quality;</li><li>● Land Use &amp; Planning;</li></ul> | <ul style="list-style-type: none"><li>● Mineral Resources;</li><li>● Noise;</li><li>● Population &amp; Housing;</li><li>● Public Services;</li><li>● Recreation;</li><li>● Transportation &amp; Circulation;</li><li>● Tribal Cultural Resources;</li><li>● Utilities; and,</li><li>● Mandatory Findings of Significance.</li></ul> |
|---|---|

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

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

The attached Initial Study will assist the City in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

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The environmental analysis provided in Section 3 of the attached Initial Study indicates that the proposed project will not result in any potentially significant impacts on the environment. For this reason, the City of Placentia determined that a Negative Declaration is the appropriate CEQA document for the proposed project. The findings of the attached Initial Study are summarized in Table 2 provided below and on the following pages.

**Table 2**  
**Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.1 Aesthetics.</b> <i>Would the project:</i>				
<b>a)</b> Have a substantial adverse effect on a scenic vista?			<b>X</b>	
<b>b)</b> Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<b>X</b>
<b>c)</b> Substantially degrade the existing visual character or quality of the site and its surroundings?				<b>X</b>
<b>d)</b> Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				<b>X</b>
<b>Section 3.2 Agriculture and Forestry Resources.</b> <i>Would the project:</i>				
<b>a)</b> 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?				<b>X</b>
<b>b)</b> Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				<b>X</b>
<b>c)</b> Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or timberland zoned production (as defined in Government Code §51104[g])?				<b>X</b>
<b>d)</b> Result in the loss of forest land or conversion of forest land to non-forest use?				<b>X</b>
<b>e)</b> Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				<b>X</b>
<b>Section 3.3 Air Quality.</b> <i>Would the project:</i>				
<b>a)</b> Conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	
<b>b)</b> Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			<b>X</b>	

**Table 2**  
**Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>c)</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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			<b>X</b>	
<b>d)</b> Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
<b>e)</b> Create objectionable odors affecting a substantial number of people?				<b>X</b>
<b>Section 3.4 Biological Resources. Would the project:</b>				
<b>a)</b> Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				<b>X</b>
<b>b)</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
<b>c)</b> Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
<b>d)</b> Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				<b>X</b>
<b>e)</b> Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>
<b>f)</b> Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<b>X</b>
<b>Section 3.5 Cultural Resources. Would the project:</b>				
<b>a)</b> Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?			<b>X</b>	
<b>b)</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?			<b>X</b>	
<b>c)</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			<b>X</b>	
<b>d)</b> Disturb any human remains, including those interred outside of dedicated cemeteries?			<b>X</b>	

**Table 2**  
**Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.6 Geology and Soils.</b> <i>Would the project:</i>				
<b>a)</b> Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?			<b>X</b>	
<b>b)</b> Result in substantial soil erosion or the loss of topsoil?			<b>X</b>	
<b>c)</b> Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			<b>X</b>	
<b>d)</b> Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2012), creating substantial risks to life or property?				<b>X</b>
<b>e)</b> 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?				<b>X</b>
<b>Section 3.7 Greenhouse Gas Emissions.</b> <i>Would the project</i>				
<b>a)</b> Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			<b>X</b>	
<b>b)</b> Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases?				<b>X</b>
<b>Section 3.8 Hazards and Hazardous Materials.</b> <i>Would the project:</i>				
<b>a)</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
<b>b)</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?			<b>X</b>	
<b>c)</b> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				<b>X</b>
<b>d)</b> Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				<b>X</b>
<b>e)</b> 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 a public use airport, would the project result in a safety hazard for people residing or working in the project area?				<b>X</b>

**Table 2**  
**Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>f)</b> For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				<b>X</b>
<b>g)</b> Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
<b>h)</b> Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				<b>X</b>
<b>Section 3.9 Hydrology and Water Quality. Would the project:</b>				
<b>a)</b> Violate any water quality standards or waste discharge requirements?				<b>X</b>
<b>b)</b> Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				<b>X</b>
<b>c)</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			<b>X</b>	
<b>d)</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			<b>X</b>	
<b>e)</b> 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?			<b>X</b>	
<b>f)</b> Otherwise substantially degrade water quality?			<b>X</b>	
<b>g)</b> Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				<b>X</b>
<b>h)</b> Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				<b>X</b>
<b>i)</b> Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				<b>X</b>
<b>j)</b> Result in inundation by seiche, tsunami, or mudflow?				<b>X</b>
<b>Section 3.10 Land Use and Planning. Would the project:</b>				
<b>a)</b> Physically divide an established community, or otherwise result in an incompatible land use?				<b>X</b>

**Table 2**  
**Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>b)</b> Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				<b>X</b>
<b>c)</b> Conflict with any applicable habitat conservation plan or natural community conservation plan?				<b>X</b>
<b>Section 3.11 Mineral Resources.</b> <i>Would the project:</i>				
<b>a)</b> Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				<b>X</b>
<b>b)</b> Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				<b>X</b>
<b>Section 3.12 Noise.</b> <i>Would the project:</i>				
<b>a)</b> Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			<b>X</b>	
<b>b)</b> Result in the exposure of persons to or the generation of excessive groundborne noise levels?			<b>X</b>	
<b>c)</b> Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			<b>X</b>	
<b>d)</b> Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			<b>X</b>	
<b>e)</b> For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>f)</b> For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>Section 3.13 Population and Housing.</b> <i>Would the project:</i>				
<b>a)</b> Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			<b>X</b>	
<b>b)</b> Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>c)</b> Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				<b>X</b>

**Table 2**  
**Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.14 Public Services.</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection services?			<b>X</b>	
b) Police protection services?			<b>X</b>	
c) School services?			<b>X</b>	
d) Other governmental services?			<b>X</b>	
<b>Section 3.15 Recreation.</b> <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<b>X</b>	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			<b>X</b>	
<b>Section 3.16 Transportation and Circulation.</b> <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			<b>X</b>	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				<b>X</b>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				<b>X</b>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				<b>X</b>
e) Result in inadequate emergency access?				<b>X</b>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				<b>X</b>

**Table 2**  
**Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.17 Tribal Cultural Resources.</b> <i>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>				
<b>a)</b> 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 §5020.1(k)?			<b>X</b>	
<b>b)</b> A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			<b>X</b>	
<b>Section 3.18 Utilities.</b> <i>Would the project:</i>				
<b>a)</b> Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			<b>X</b>	
<b>b)</b> Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			<b>X</b>	
<b>c)</b> Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			<b>X</b>	
<b>d)</b> Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			<b>X</b>	
<b>e)</b> Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			<b>X</b>	
<b>f)</b> Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			<b>X</b>	
<b>g)</b> Comply with federal, state, and local statutes and regulations related to solid waste?				<b>X</b>
<b>Section 3.19 Mandatory Findings of Significance.</b> <i>The approval and subsequent implementation of the proposed project:</i>				
<b>a)</b> Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				<b>X</b>
<b>b)</b> Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				<b>X</b>

**Table 2**  
**Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>c)</b> Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				<b>X</b>
<b>d)</b> Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				<b>X</b>



## 7. CONCLUSION

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

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