



AGENDA
CITY COUNCIL/SUCCESSOR AGENCY/STANTON HOUSING AUTHORITY
JOINT REGULAR MEETING
STANTON CITY HALL, 7800 KATELLA AVENUE, STANTON, CA
TUESDAY, JULY 28, 2015 - 6:30 P.M.

As a courtesy to those in attendance, the City of Stanton respectfully requests that all cell phones, pagers and/or electronic devices be turned off or placed on silent mode while the meeting is in session. Thank you for your cooperation.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, CONTACT THE CITY CLERK AT (714) 379-9222. NOTIFICATION BY 9:00 A.M. ON MONDAY, JULY 27, 2015 WILL ENABLE THE CITY TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

Supporting, descriptive documentation for agenda items, including staff reports, is available for review in the City Clerk's Office and on the City web site at www.ci.stanton.ca.us.

1. **CLOSED SESSION (6:00 PM)**

2. **ROLL CALL** Council Member Ramirez
Council Member Shawver
Council Member Warren
Mayor Pro Tem Donahue
Mayor Ethans

3. **PUBLIC COMMENT ON CLOSED SESSION ITEMS**

Closed Session may convene to consider matters of purchase / sale of real property (G.C. §54956.8), pending litigation (G.C. §54956.9(a)), potential litigation (G.C. §54956.9(b)) or personnel items (G.C. §54957.6). Records not available for public inspection.

CC/SA/SHA AGENDA – Joint Regular Meeting – July 28, 2015 - Page 1

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours.

4. CLOSED SESSION

**4A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(Pursuant to Government Code Section 54956.9(a))**

Musa Madain vs. City of Stanton, Orange County Superior Court Case Number: 30-2012-00582698 (Consolidated with OCSC Case No. 30-2009-00119013)

5. CALL TO ORDER / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

- 6. ROLL CALL** Agency/Authority Member Ramirez
Agency/Authority Member Shawver
Agency/Authority Member Warren
Vice Chairman Donahue
Chairman Ethans

7. PLEDGE OF ALLEGIANCE

8. SPECIAL PRESENTATIONS AND AWARDS

- Introduction of new Orange County Sheriff Deputies and new City Code Enforcement Officer.

9. CONSENT CALENDAR

All items on the Consent Calendar may be acted on simultaneously, unless a Council/Board Member requests separate discussion and/or action.

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Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours.

CONSENT CALENDAR

- 9A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED**

RECOMMENDED ACTION:

City Council/Agency Board waive reading of Ordinances and Resolutions.

- 9B. APPROVAL OF WARRANTS**

City Council approve demand warrants dated July 9, July 16, and July 28, 2015, in the amount of \$705,701.03.

- 9C. APPROVAL OF MINUTES**

City Council/Agency/Authority Board approve Minutes of Regular Joint Meeting – July 14, 2015.

- 9D. JUNE 2015 INVESTMENT REPORT**

The Investment Report as of June 30, 2015 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment), and
2. Receive and file the Investment Report for the month of June 2015.

9E. JUNE 2015 INVESTMENT REPORT (SUCCESSOR AGENCY)

The Investment Report as of June 30, 2015 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. Successor Agency find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment), and
2. Receive and file the Investment Report for the month of June 2015.

9F. ACCEPTANCE OF THE FY 14-15 CITYWIDE STREET RECONSTRUCTION PROJECT BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

The FY 14-15 Citywide Street Reconstruction Project has been completed in accordance with the plans and specifications. The final construction and inspection cost for the project was \$511,600.21. The City Engineer, in his judgment, certifies that the work was satisfactorily completed as of July 28, 2015 and recommends that the City Council accept the completed work performed on this project.

RECOMMENDED ACTION:

1. City Council declare this project categorically exempt under the California Environmental Quality Act, Class 1, and Section 15301; and
2. Accept the completion of improvements for the FY 14-15 Citywide Street Reconstruction Project, as certified by the City Engineer, and affix the date of July 28, 2015 as the date of completion of all work on this project; and
3. Approve the final construction contract amount of \$472,867.20 with Sully-Miller Contracting Company; and
4. Direct the City Clerk within ten (10) days from the date of acceptance to file the Notice of Completion (Attachment) with the County Recorder of the County of Orange; and
5. Direct City staff, upon expiration of the thirty-five (35) days from the filing of the "Notice of Completion," to make the retention payment to Sully-Miller Contracting Company in the amount of \$24,751.46.

END OF CONSENT CALENDAR

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Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours.

10. PUBLIC HEARINGS None.

11. UNFINISHED BUSINESS None.

12. NEW BUSINESS

12A. COUNCIL APPOINTMENTS TO FILL VACANCIES ON THE PUBLIC SAFETY COMMITTEE FOR TERMS COINCIDING WITH THE COUNCIL ELECTIONS

The Public Safety Committee is comprised of six members appointed by the City Council. The Council Member holding the seat corresponding to that numbered seat on the Public Safety Committee shall be responsible for appointment of one Committee Member (who shall be a qualified elector of the City), with majority approval of the City Council. The terms of office shall coincide with the term of office of the Council Member or Mayor who made the appointment. Section 2.06.030 of the Stanton Municipal Code requires the submission of applications and interviews prior to appointment to any position.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5)(Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Conduct interviews of applicants; and
3. Make appointments to fill seats #1 (Donahue), #2 (Shawver), #3 (Ramirez), #4 (Warren), #5 and #6 (Ethans) on the Stanton Public Safety Committee.

12B. INTRODUCTION OF AN ORDINANCE ADDING SECTION 16.16.020 TO CHAPTER 16.16 IN DIVISION 1 OF TITLE 16 TO THE MUNICIPAL CODE, TO PROVIDE AN EXPEDITED, STREAMLINED PERMITTING PROCESS FOR SMALL RESIDENTIAL ROOFTOP SOLAR SYSTEMS

Introduce the Ordinance adding Section 16.16.020 to the Stanton Municipal Code requiring an expedited, streamlined permitting process be established for small residential rooftop solar systems. The purpose of the ordinance is to comply with statute requirements contained in Assembly Bill (AB) 2188.

RECOMMENDED ACTION:

1. City Council declare that the ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15061(b)(3) (the activity is covered by the general rule 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; and
3. Introduce Ordinance No. 1038, entitled:

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, ADDING SECTION 16.16.020 OF CHAPTER 16.16 OF DIVISION 1 OF TITLE 16 TO THE CITY OF STANTON MUNICIPAL CODE TO PROVIDE AN EXPEDITED, STREAMLINED PERMITTING PROCESS FOR SMALL RESIDENTIAL ROOFTOP SOLAR SYSTEMS" and

3. Set said ordinance for adoption at the regular City Council meeting of August 25, 2015.

ROLL CALL VOTE: Council Member Ramirez
Council Member Shawver
Council Member Warren
Mayor Pro Tem Donahue
Mayor Ethans

12C. CONSIDERATION OF A RESOLUTION APPROVING THE DISPOSITION AND DEVELOPMENT AGREEMENT WITH FRONTIER REAL ESTATE INVESTMENTS, INC FOR ELEVEN PROPERTIES LOCATED AT 11382, 11430 AND 11462 BEACH BOULEVARD

Consistent with the Successor Agencies Long Range Property Management Plan, Staff is recommending approval of the sale of eleven properties located at 11382, 11430 and 11462 Beach Boulevard to Frontier Real Estate Investments, Inc. for \$2,100,000.00.

RECOMMENDED ACTION:

1. Successor Agency declare that the proposed development and disposition of the land pursuant to the Disposition and Development Agreement is consistent with the adopted Project EIR approved for the Stanton Plaza Specific Plan and direct staff to file the notice of determination; and
2. Approve Resolution No. SA 2015-05 approving the Disposition and Development Agreement for the sale and development of the properties identified by APN Nos. 131-691-49, 50, 51, 58, 59, 60, 61, 62, 63, 64, and 65 for a total of \$2,100,000.00 to Frontier Real Estate Investments, Inc.; and
3. Authorize the Executive Director to execute the necessary documents and take all actions reasonably necessary to complete the sale of the properties.

13. ORAL COMMUNICATIONS - PUBLIC

At this time members of the public may address the City Council/Successor Agency/Stanton Housing Authority regarding any items within the subject matter jurisdiction of the City Council/Successor Agency/Stanton Housing Authority, provided that NO action may be taken on non-agenda items.

- Members of the public wishing to address the Council/Agency/Authority during Oral Communications-Public or on a particular item are requested to fill out a REQUEST TO SPEAK form and submit it to the City Clerk. Request to speak forms must be turned in prior to Oral Communications-Public.
- When the Mayor/Chairman calls you to the microphone, please state your Name, slowly and clearly, for the record. A speaker's comments shall be limited to a three (3) minute aggregate time period on Oral Communications and Agenda Items. Speakers are then to return to their seats and no further comments will be permitted.
- Remarks from those seated or standing in the back of chambers will not be permitted. All those wishing to speak including Council/Agency/Authority and Staff need to be recognized by the Mayor/Chairman before speaking.

14. WRITTEN COMMUNICATIONS None.

15. MAYOR/CHAIRMAN COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

15A. COMMITTEE REPORTS/ COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

At this time Council/Agency/Authority Members may report on items not specifically described on the agenda which are of interest to the community provided no discussion or action may be taken except to provide staff direction to report back or to place the item on a future agenda.

15B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE MEETING

At this time Council/Agency/Authority Members may place an item on a future agenda.

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Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours.

15C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

At this time Council/Agency/Authority Members may place an item on a future study session agenda.

Currently Scheduled: None.

16. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

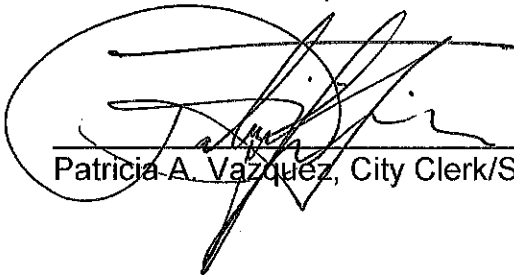
17. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

17A. ORANGE COUNTY SHERIFF'S DEPARTMENT

At this time the Orange County Sheriff's Department will provide the City Council with an update on their current operations.

18. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, the foregoing agenda was posted at the Post Office, Stanton Community Services Center and City Hall, not less than 72 hours prior to the meeting. Dated this 23rd day of July, 2015.

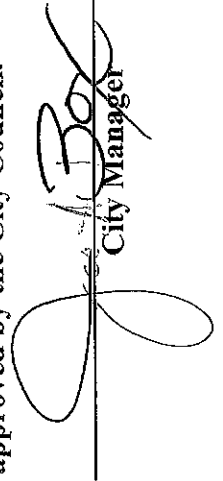


Patricia A. Vazquez, City Clerk/Secretary

**CITY OF STANTON
ACCOUNTS PAYABLE REGISTER**

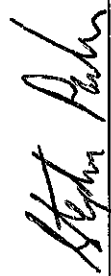
July 9, 2015	\$104,116.71
July 16, 2015	\$269,861.23
July 28, 2015	\$331,723.09
	\$705,701.03

Demands listed on the attached registers conform to the City of Stanton Annual Budget as approved by the City Council.



City Manager

Demands listed on the attached registers are accurate and funds are available for payment thereof.



Administrative Services Director

DRAFT

**MINUTES OF THE CITY COUNCIL / SUCCESSOR AGENCY / HOUSING AUTHORITY
OF THE CITY OF STANTON
REGULAR JOINT MEETING JULY 14, 2015**

1. CALL TO ORDER / CLOSED SESSION

The City Council meeting was called to order at 6:00 p.m. by Mayor Ethans.

2. ROLL CALL

Present: Council Member Ramirez, Council Member Warren, Mayor Pro Tem Donahue, and Mayor Ethans

Absent: Council Member Shawver.

Excused: None.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS None.

4. CLOSED SESSION

The members of the Stanton City Council of the City of Stanton proceeded to closed session at 6:00 p.m. for discussion regarding:

**4A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(Pursuant to Government Code Section 54956.9(a))**

Musa Madain vs. City of Stanton, Orange County Superior Court Case Number: 30-2012-00582698 (Consolidated with OCSC Case No. 30-2009-00119013)

Council Member Shawver arrived at 6:06 p.m.

5. CALL TO ORDER / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

The meetings were called to order at 6:32 p.m. by Mayor/Chairman Ethans.

6. ROLL CALL

Present: Agency/Authority Member Ramirez, Agency/Authority Member Shawver, Agency/Authority Member Warren, Vice Chairman Donahue, and Chairman Ethans.

Absent: None.

Excused: None.

DRAFT

The City Attorney reported that the Stanton City Council met in closed session from 6:00 to 6:30 p.m.

The City Attorney reported that there was no reportable action.

7. PLEDGE OF ALLEGIANCE

Led by Lieutenant Jim England, Orange County Sheriff's Department.

8. SPECIAL PRESENTATIONS AND AWARDS

1. Presentation of Certificate of Recognition honoring Mr. Walter L. Hughes as Veteran of the Month for the month of July 2015 in the City Of Stanton. Mrs. Erma Hughes accepted the certificate on behalf of Mr. Hughes.
2. Presentation by Mr. John Borack, Public Cable Television Authority (PCTA); sharing with the City Council information regarding the PCTA being honored and taking first place in the Best Talk Show category at the 19th Annual Star Awards for the produced program "Reflections of Former Mayors".

9. CONSENT CALENDAR

Council Member Shawver pulled item 9F from the Consent Calendar for separate discussion.

Motion/Second: Ramirez/Donahue

Motion to approve the balance of the Consent Calendar passed unanimously by the following vote:

AYES: 5 (Donahue, Ethans, Ramirez, Shawver, Warren)

NOES: None

ABSTAIN: None

ABSENT: None

The City Council/Agency Board/Authority Board approved the following Consent Calendar items:

DRAFT

CONSENT CALENDAR

9A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED

The City Council/Agency Board waived reading of Ordinances and Resolutions.

9B. APPROVAL OF WARRANTS

The City Council approved demand warrants dated June 18, June 25, July 2, and July 14, 2015, in the amount of \$1,699,785.38.

9C. APPROVAL OF MINUTES

The City Council/Agency/Authority Board approved Minutes of Regular Joint Meeting – June 23, 2015.

9D. STANTON CENTRAL PARK – APPROVAL OF SCOPE INCREASE TO CIVILSOURCE FOR SPECIAL DEPUTY INSPECTIONS AND MATERIALS TESTING SERVICES

Staff recommends a scope increase to Civilsource for special deputy inspections and materials testing services during the construction of Stanton Central Park.

1. The City Council declared that the award of contract is consistent with the Initial Study/Mitigated Negative Declaration, previously reviewed and adopted for the project on June 23, 2013; and
2. Approved a First Amendment to the Agreement for Construction Management and Inspection services between the City and Civilsource to expand the scope of work and increase the fee to Civilsource for special deputy inspections and materials testing services for the Stanton Central Park Project in the amount of \$46,370; and
3. Authorized the City Manager to execute the First Amendment to Agreement for Construction Management and Inspection Services Pertaining to the Construction of Stanton Central Park.

DRAFT

9E. APPROVAL OF AGREEMENT BETWEEN THE CITY OF STANTON AND TRAUMA INTERVENTION PROGRAMS, INC. (TIP)

The group Trauma Intervention Programs, Inc. (TIP) provides counseling and support services to victims of traumatic incidents, such as a death in the family, witnessed violence or catastrophe, and family violence. TIP has a guaranteed 20-minute response time, 24 hours a day, every day of the year. Due to the varying types of situations in which their services are needed, they maintain a staff of volunteer counselors of all ages from teens to seniors, as well as bilingual personnel.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5)(Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Approved the one year agreement with Trauma Intervention Programs, Inc.; and
3. Authorized the Mayor to execute the Agreement on the City's behalf.

9F. THIRD AMENDMENT TO ORANGE COUNTY FIRE AUTHORITY (OCFA) JOINT POWERS AUTHORITY AGREEMENT

This agenda item is submitted to request approval of the Orange County Fire Authority's Third Amendment to the Amended Joint Powers Authority Agreement to eliminate alternate directors.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5)(Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Adopted Resolution No. 2015-26 approving the Third Amendment to the Amended Orange County Fire Authority JPA Agreement and authorizing execution of the Amendment; and
3. Authorized the Mayor to execute the Agreement on the City's behalf.

DRAFT

9G. AMENDMENT TO MAYOR'S APPOINTMENTS OF COUNCIL MEMBERS AS REPRESENTATIVES TO VARIOUS BOARDS, COMMISSIONS, COMMITTEES AND AGENCIES

Traditionally, Council Members have been appointed by the Mayor to serve on numerous outside committees, boards, commissions and agencies. Each appointee is responsible for representing the City and voting on behalf of the City Council. The Mayor has conducted a review of the current listing and has added the Legislative Affairs Committee of West Orange County (LACWOC) and has appointed a delegate and alternate to serve on this committee.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5)(Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Confirmed the Mayor's appointments to the Legislative Affairs Committee of West Orange County (LACWOC).

END OF CONSENT CALENDAR

10. PUBLIC HEARINGS None.

DRAFT

11. UNFINISHED BUSINESS

11A. APPROVAL OF ORDINANCE NO. 1035

This Ordinance was introduced at the regular City Council meeting of June 23, 2015.

Motion/Second: Donahue/Warren

ROLL CALL VOTE:	Council Member Ramirez	AYE
	Council Member Shawver	AYE
	Council Member Warren	AYE
	Mayor Pro Tem Donahue	AYE
	Mayor Ethans	AYE

Motion unanimously carried:

1. The City Clerk read the title of Ordinance No. 1035, entitled:

“AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, ESTABLISHING A USER FEE UNIT RATE FOR SEWER SERVICES”; and

2. The City Council declared that the proposed ordinance is exempt from the California Environmental Quality Act (“CEQA”) review under Public Resources Code section 21080(b)(8) and State CEQA Guidelines section 15273; and

3. Adopted Ordinance No. 1035.

DRAFT

12. NEW BUSINESS

12A. AUTHORIZATION FOR COUNCIL MEMBER SHAWVER, COUNCIL MEMBER WARREN, AND MAYOR ETHANS TO ATTEND THE LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE

Pursuant to the City of Stanton Travel and Reimbursement policy, a Council Member must receive City Council approval prior to a trip, if the trip will exceed \$500.00.

Motion/Second: Shawver/Ramirez
Motion unanimously carried by the following vote:

AYES: 5 (Donahue, Ethans, Ramirez, Shawver, Warren)
NOES: None
ABSTAIN: None
ABSENT: None

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5)(Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Approved Council Member Shawver, Council Member Warren, and Mayor Ethans to attend the League of California Cities annual conference in San Jose, September 30-October 2, 2015; and
3. Designated Mayor Ethans as the voting delegate and Council Member Warren as the voting delegate alternate.

DRAFT

13. ORAL COMMUNICATIONS – PUBLIC

- Leslie Dean, manager/owner of an apartment complex in Stanton, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Greg Witz, owner of an apartment complex in Stanton, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Edwin Ramirez, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Floriana Perez, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Martin Enriquez, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Ismael Aparicio, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Benita martinez, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Priscilla Perez, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Yuliana Santana, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Inez Lopez, spoke in favor of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Janelle Chapman, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Roberto Vadelle, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.
- Lucila Gramados, spoke in opposition of the permit parking program in the area of Asbury Avenue and Middlesex Drive.

DRAFT

14. **WRITTEN COMMUNICATIONS** None.

15. **MAYOR/CHAIRMAN/COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS**

15A. **COMMITTEE REPORTS/COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS**

Council Member Ramirez reported that he has officially planted pumpkin seeds in anticipation of the City's 2015 Halloween Fun with Family and Friends event.

15B. **COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE COUNCIL MEETING**

None.

15C. **COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION**

None.

15D. **ASSEMBLY BILL 1217 (DALY)**

At the June 23, 2015 City Council meeting, Council Member Shawver requested that this item be agenzized for discussion.

The City Council received and filed the report.

15E. **ANIMAL CONTROL SERVICE - IN HOUSE SERVICE PROVIDED BY THE CITY**

At the June 23, 2015 City Council meeting, Council Member Shawver requested that this item be agenzized for discussion.

1. The City Council received and filed the report; and
2. Directed staff to contact the Orange County Animal Control and request that they provide an update on their current operations to the City Council at the next regularly scheduled city council meeting.

15F. **VILLAGE CENTER DEVELOPMENT OPPORTUNITIES**

At the June 23, 2015 City Council meeting, Council Member Shawver requested that this item be agenzized for discussion.

The City Council received and filed the report.

DRAFT

16. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

None.

17. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

None.

17A. ORANGE COUNTY FIRE AUTHORITY

Chief Alan Wilkes provided the City Council with an update on their current operations.

18. ADJOURNMENT Motion/Second: Ethans/
Motion carried at 7:25 p.m.

MAYOR/CHAIRMAN

ATTEST:

CITY CLERK/SECRETARY

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and City Council
DATE: July 28, 2015
SUBJECT: JUNE 2015 INVESTMENT REPORT

REPORT IN BRIEF:

The Investment Report as of June 30, 2015 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment), and
2. Receive and file the Investment Report for the month of June 2015.

BACKGROUND:

The attached reports summarize the City investments and deposit balances as of June 2015. A summary of the City's investments and deposits is included as Attachment A. The details of the City's investments are shown in Attachment B. The City's cash and investment balances by fund type are presented in Attachment C.

ANALYSIS:

The City's investment in the State Treasurer's Local Agency Investment Fund (LAIF) continues to be available on demand. The effective yield on LAIF for the month of June 2015 was 0.299%. The City's other investments are shown on Attachment B and have a weighted investment yield of 1.11%. Including LAIF and the City's deposit in the Bank of the West money market account, the weighted investment yield of the portfolio is 0.60%, which exceeds the benchmark LAIF return of 0.299%.

The weighted average maturity of the City's investments at June 30, 2015 is 1,239 days. Including LAIF and the money market deposit, it is 808 days. LAIF's average maturity at June 30, 2015 was approximately 232 days.

The City was able to exceed the LAIF benchmark return, though in diversifying the portfolio, Chandler Asset Management has extended the weighted average maturity to more than quintuple the LAIF average maturity.

FISCAL IMPACT:

All deposits and investments have been made in accordance with the City's 2014-15 Investment Policy. The portfolio will allow the City to meet its expenditure requirements for the next six months. Staff remains confident that the investment portfolio is currently positioned to remain secure and sufficiently liquid.

Chandler Asset Management controls the City's \$9.3 million investment portfolio. City staff continues to have control over investments in LAIF and the Bank of the West Money Market Account.

ENVIRONMENTAL IMPACT:

None

LEGAL REVIEW:

None.

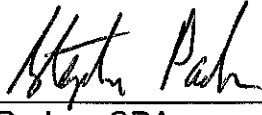
PUBLIC NOTIFICATION:

Through the agenda posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED

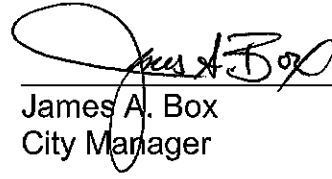
4. Ensure Fiscal Stability and Efficiency in Governance

Prepared by:



Stephen M. Parker, CPA
Administrative Services Director/Treasurer

Approved:



James A. Box
City Manager

Attachments:

- A. Investments and Deposits
- B. Investment Detail
- C. Cash and Investment Balances by Fund Type

**CITY OF STANTON, CA
INVESTMENTS AND DEPOSITS
June 30, 2015**

Investment Type	Issuer	Date of Maturity	Interest Rate	Par Value	Cost	% of Total	Market Value	Market Value Source
State Pool (LAIF) - City portion ¹	State of California	On Demand	0.30%	\$ 9,444,295	\$ 6,319,507	40.46%	\$ 6,321,932	LAIF
Investments ²	Various	Various	Various	\$ 9,071,940	9,300,134	59.54%	9,280,251	US Bank
Subtotal - Investments					\$ 15,619,641	100.00%	\$ 15,602,183	
Demand Deposits/Main Checking - City portion	Bank of the West	On Demand	N/A	N/A	\$ 4,221,734		\$ 4,221,734	Bank of the West
Money Market Account	Bank of the West	On Demand	0.29%	\$ 8,942,616	8,942,616		8,942,616	Bank of the West
Imprest Accts & Petty Cash	Bank of the West	On Demand	N/A	N/A	71,085		71,085	Bank of the West
Subtotal - Deposits					\$ 13,235,434		\$ 13,235,434	

Total Cash Investments and Deposits³

808	0.60%
Weighted Average Maturity (days)	Weighted Average Yield

\$ 28,855,075

\$ 28,837,617

¹ Par Value amount represents entire LAIF balance, including City and Successor Agency portions

² Cost amount includes \$45,278 adjustment made to City's books at 6/30/14 to adjust portfolio to market value, per GASB 31

³ Weighted average maturity and yield calculations include LAIF, Investments and Money Market Account

NOTES:

The City's portfolio is in compliance with the City's 2014-15 Investment Policy.

The portfolio will allow the City to meet its expenditure requirements for the next six months.

**CITY OF STANTON
INVESTMENTS
June 2015**

Attachment B

Investment Type/ Broker	Institution	CUSIP Number	Purchase Yield	Coupon Rate	Purchase Price	Date Purchased	Date of Maturity	Next Call Date (NC=noncallable)	Par Value	Purchase Amount	Current Market Value	Percent of Portfolio	Maximum Percent
State Treasurer's Pool	Local Agency Investment Fund (LAIF)		0.30%				7/1/2015	NC	9,444,295	6,319,507	6,321,932	25.78%	100%
Cash Equivalents													
Chandler Asset Management	First American Government Obligation	31846V203							24,294	24,294	24,294	0.10%	
Negotiable Certificates of Deposit:													
Multi-Bank Services	CD - GE Money Bank	36159UTE6	2.20%	2.20%	100	08/20/10	08/20/15	NC	200,000	200,000	200,496		
Multi-Bank Securities	CD - CIT Bank	17284AVP0	1.85%	1.850%	100	08/10/11	08/10/16	NC	148,000	148,000	150,760		
Multi-Bank Securities	CD - EnerBank USA	29266NRX7	1.75%	1.750%	100	08/15/11	08/15/16	NC	248,000	248,000	251,145		
First Empire Securities	CD - Camden National Bk	133033DL1	1.75%	1.750%	100	08/17/11	08/17/16	NC	248,000	248,000	251,155		
First Empire Securities	CD - Discover Bank	254670QS4	1.75%	1.750%	100	08/17/11	08/17/16	NC	140,000	140,000	142,647		
Time Value Investments	CD - GE Capital Bank	36160YSC0	1.35%	1.350%	100	10/19/12	10/19/16	NC	248,000	248,000	250,150		
First Empire Securities	CD - Goldman Sachs Bank	38143ARY3	1.85%	1.850%	100	05/09/12	05/09/17	NC	97,000	97,000	98,630		
First Empire Securities	CD - Discover Bank	254671AT7	1.75%	1.750%	100	05/09/12	05/09/17	NC	100,000	100,000	101,682		
Multi-Bank Securities	CD - Sallie Mae Bank	795460PJ8	1.60%	1.600%	100	10/01/12	09/19/17	NC	100,000	100,000	101,340		
Multi-Bank Securities	CD - American Express	02887DLD8	1.55%	Variable	100	10/04/12	10/04/17	NC	248,000	248,000	250,919		
Time Value Investments	CD - HSBC	40431G3Q0	0.75%	Variable	100	10/26/12	10/26/17	NC	248,000	248,000	243,834		
First Empire Securities	CD - Everbank	29978DPY0	1.10%	1.100%	100	11/30/12	11/30/17	NC	248,000	248,000	250,703		
									2,273,000	2,273,000	2,293,460	9.27%	30%
U.S. Government Agency Securities:													
Multi-Bank Securities	FHLMC	3137EACM9	2.17%	1.750%	98.19	2/9/2011	9/10/2015	NC	75,000	73,642	75,230		
Chandler Asset Management	FHLMC Deb	3130A0SD3	0.32%	0.375%	100.04	09/29/14	02/19/16	NC	125,000	125,095	125,071		
Chandler Asset Management	Federal Farm Credit Bks	3137EADQ9	0.50%	0.500%	99.99	01/30/14	05/13/16	NC	200,000	199,985	200,272		
Chandler Asset Management	FHLMC	3133EEQM5	1.11%	1.110%	100.175	03/24/15	02/20/18	NC	185,000	185,697	185,549		
Chandler Asset Management	FHLMC	3130A4GJ5	0.97%	1.125%	100.485	05/28/15	04/25/18	NC	185,000	185,424	185,424		
Chandler Asset Management	FHLMC	3130A2T97	0.66%	0.500%	99.71	09/29/14	09/28/16	NC	125,000	189,537	190,046		
Time Value Investments	FNMA - Zero Coupon	31359MEL3	1.02%	0.000%	95.25	8/20/2012	5/1/2017	NC	250,000	236,132	246,165		
Chandler Asset Management	FHLMC	3137EADJ5	1.03%	1.000%	99.93	09/25/14	07/28/17	NC	190,000	189,866	190,885		
Chandler Asset Management	FHLMC	3137EADK2	1.57%	1.250%	98.94	08/18/15	08/01/19	NC	177,745	177,745	178,088		
Chandler Asset Management	FNMA	3135G0E33	1.15%	1.125%	98.92	06/04/15	07/20/18	NC	115,000	114,790	114,913		
Chandler Asset Management	FNMA	3139G0ZL0	1.12%	1.000%	98.70	08/25/14	09/27/17	NC	90,000	89,679	90,343		
Chandler Asset Management	FNMA	3135G0TG8	0.88%	0.875%	99.17	12/05/14	02/08/18	NC	160,000	158,678	159,606		
Chandler Asset Management	FNMA	3135G0WJ8	0.88%	0.920%	99.62	04/30/15	04/16/18	NC	80,000	169,233	168,982		
									1,960,000	2,097,896	2,110,564	8.56%	100%
US Treasury													
Chandler Asset Management	US Treasury	912828US7	0.40%	0.375%	99.95	01/30/14	03/15/16	NC	210,000	209,894	210,246		
Chandler Asset Management	US Treasury	912828V62	0.45%	0.500%	100.10	06/13/14	06/15/16	NC	150,000	150,147	150,282		
Chandler Asset Management	US Treasury	912828A59	0.58%	0.625%	100.12	05/29/14	12/15/16	NC	165,000	165,200	165,335		
Chandler Asset Management	US Treasury	912828B74	0.69%	0.625%	99.81	02/28/14	02/15/17	NC	200,000	199,618	200,266		
Chandler Asset Management	US Treasury	912828C32	0.78%	0.750%	99.81	09/25/14	03/15/17	NC	190,000	189,800	190,663		
Chandler Asset Management	US Treasury	912828C73	0.71%	0.875%	115.69	05/29/14	04/15/17	NC	165,000	190,885	191,009		
Chandler Asset Management	US Treasury	912828T59	1.16%	0.625%	98.34	07/31/14	09/30/17	NC	185,000	181,922	184,451		
Chandler Asset Management	US Treasury	912828ST8	1.25%	1.250%	100.16	05/28/15	04/30/19	NC	160,000	160,007	159,637		
Chandler Asset Management	US Treasury	912828SX9	1.33%	1.125%	99.52	05/27/15	05/31/19	NC	185,000	183,541	183,498		
Chandler Asset Management	US Treasury	912828UJ2	1.13%	0.750%	99.07	02/23/15	03/31/18	NC	190,000	187,833	189,035		
									1,800,000	1,818,948	1,824,426	7.42%	100%

**CITY OF STANTON
INVESTMENTS
June 2015**

Attachment B

Investment Type/ Broker	Institution	CUSIP Number	Purchase Yield	Coupon Rate	Purchase Price	Date Purchased	Date of Maturity	Next Call Date (NC=noncallable)	Par Value	Purchase Amount	Current Market Value	Percent of Portfolio	Maximum Percent
Medium-Term Corporate Notes:													
Chandler Asset Management	General Electric Capital Corp Note	3692GZ418	0.54%	2.250%	103.10	01/10/14	11/09/15	NC	150,000	154,644	150,905		
Chandler Asset Management	Charles Schwab Corp Callable Note	8085T3AK1	1.49%	1.500%	100.49	03/10/15	02/20/18	NC	100,000	99,874	100,099		
Chandler Asset Management	Wal-Mart Stores Note	93T142DE0	0.53%	0.600%	100.16	01/15/14	04/11/16	NC	150,000	150,242	150,056		
Chandler Asset Management	Berkshire Hathaway Note	084664BX8	0.70%	0.950%	100.65	01/14/14	08/15/16	NC	150,000	150,972	150,315		
Chandler Asset Management	Coca Cola Company Note	191216AL4	0.69%	1.800%	102.87	01/14/14	09/01/16	NC	150,000	154,311	151,814		
Chandler Asset Management	Intel Corp Note	458140AH3	0.85%	1.950%	102.93	01/14/14	10/01/16	NC	150,000	154,388	151,589		
Chandler Asset Management	John Deere Capital Corp Note	24422ZERL5	1.11%	2.000%	102.61	01/15/14	01/13/17	NC	150,000	153,909	152,429		
Chandler Asset Management	Occidental Petroleum Note	674599CB9	1.05%	1.750%	102.10	01/24/14	02/15/17	NC	150,000	153,147	151,359		
Chandler Asset Management	Wells Fargo Corp Note	949748FD7	1.26%	2.100%	102.67	01/24/14	05/08/17	NC	150,000	154,005	152,544		
Chandler Asset Management	US Bancorp MTN	91159HHD5	1.16%	1.650%	101.56	02/03/14	05/15/17	4/15/2017	150,000	152,369	151,808		
Chandler Asset Management	Pfizer Inc	717081DJ9	1.10%	1.700%	99.91	05/12/14	05/15/17	NC	35,000	34,969	35,103		
Chandler Asset Management	Qualcomm Inc	747525AG8	1.45%	1.400%	99.87	05/28/15	05/18/15	NC	135,000	134,787	134,580		
Chandler Asset Management	JP Morgan Note	48126EAA5	1.63%	2.000%	101.28	01/24/14	08/15/17	NC	150,000	151,925	151,521		
Chandler Asset Management	Oracle Corp Note	6838XAN5	1.40%	1.200%	99.27	01/13/14	10/15/17	NC	150,000	148,898	150,000		
Chandler Asset Management	Chevron Corp Callable Note Cont	169754AA8	1.41%	1.704%	98.83	01/10/14	12/05/17	11/5/2017	150,000	148,241	149,358		
Chandler Asset Management	IBM Corp	459200HZ7	1.23%	1.125%	99.70	02/06/15	02/06/18	NC	115,000	114,649	114,270		
									2,185,000	2,211,327	2,197,747	9.02%	30%
Asset-Backed Securities:													
Chandler Asset Management	Toyota Auto Receivables 2012B	89231NAC7	0.39%	0.45%	98.60	01/16/14	07/15/16	NC	20,876	20,584	20,573		
Chandler Asset Management	Toyota Auto Receivables 2015A	862338WAC2	1.44%	1.12%	99.99	03/04/15	02/15/19	NC	85,000	84,987	85,159		
Chandler Asset Management	Honda Auto Receivables	43814CAC3	0.42%	0.48%	100.06	02/12/14	11/21/16	NC	48,770	48,799	48,766		
Chandler Asset Management	Honda Auto Receivables	43813NAC0	1.05%	1.04%	100.01	05/13/15	02/21/19	NC	105,000	104,984	104,956		
Chandler Asset Management	Chase Issuance Trust	161571FL3	0.49%	0.59%	100.18	02/12/14	08/15/17	NC	150,000	150,275	150,000		
Chandler Asset Management	American Honda Finance	02669WAO4	1.54%	1.55%	100.43	12/11/14	12/11/17	NC	80,000	79,926	80,277		
Chandler Asset Management	Toyota Auto Receivables 2014A	89231MAC9	0.69%	0.67%	99.98	03/11/14	12/15/17	NC	75,000	74,986	74,849		
Chandler Asset Management	John Deere Owner Trust	47787VAC5	0.93%	0.92%	99.98	04/02/14	04/16/18	NC	105,000	104,983	105,077		
Chandler Asset Management	Honda Auto Receivables	43814HAC2	0.89%	0.88%	99.98	08/20/14	06/15/18	NC	75,000	74,986	75,048		
Chandler Asset Management	John Deere Owner Trust	47787VAD6	1.07%	99.98%	99.78	08/03/14	11/15/18	NC	85,000	84,981	85,056		
									829,646	829,491	829,759	3.38%	10%
Subtotal Investments			1.11%					days	9,071,940	9,254,656	9,280,251		
Prior Year Adjustment GASB 31								WAM		45,278	0		
Investments Held With US Bank			Weighted Average Yield						9,071,940	9,300,134	9,280,251		
LAIIF									9,444,295	6,319,607	6,321,932		
Total Investments									18,516,235	15,619,641	15,602,183		
Money Market Acct			0.29%					days	8,942,616	8,942,616	8,942,616		40%
Total Money Market, LAIF and Investments			Weighted Average Yield						27,458,851	24,516,979	24,544,799	36.48%	100.00%

Subtotal Investments
Prior Year Adjustment GASB 31
Investments Held With US Bank

LAIIF
Total Investments

Money Market Acct
Total Money Market, LAIF and Investments

CITY OF STANTON
CASH AND INVESTMENT BALANCES BY FUND TYPE
June 30, 2015

Fund Type	Cash and Investments	Totals
General Fund:		
Pooled	\$ (3,849,791)	
Restricted *	18,313,835	\$ 14,464,044
Special Revenue, Capital Projects and Enterprise Funds:		
Gas Tax	1,456,865	
Proposition 1B	9,349	
Measure M	1,309,001	
Fire Emergency Services	12,084	
Lighting & Median Maint.	2,792,061	
Sewer Maintenance	2,815,804	
Other	4,482,967	12,878,131
Internal Service Funds		1,306,178
Trust Funds		206,722
Total Cash and Investment Balances		\$ 28,855,075

* Money Market, Imprest Accounts, Petty Cash and Investments

CITY OF STANTON

REPORT TO THE SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY

TO: Honorable Chair and Members of the Successor Agency

DATE: July 28, 2015

SUBJECT: JUNE 2015 INVESTMENT REPORT

REPORT IN BRIEF:

The Investment Report as of June 30, 2015 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. Successor Agency find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment), and
2. Receive and file the Investment Report for the month of June 2015.

BACKGROUND:

The attached reports summarize the Successor Agency investments and deposit balances as of June 2015. A summary of the Agency's investments and deposits is included as Attachment A. The Agency's cash balances by fund are presented in Attachment B.

ANALYSIS:

The Agency's investment in the State Treasurer's Local Agency Investment Fund (LAIF) continues to be available on demand. The effective yield on LAIF for the month of June 2015 was 0.299%. The Agency had no other investments, other than those managed by bond trustees. The money market mutual fund investments by the bond trustees generated minimal interest income.

FISCAL IMPACT:

All deposits and investments have been made in accordance with the City's 2014-15 Investment Policy.

The portfolio will allow the Agency to meet its expenditure requirements for the next six months.

ENVIRONMENTAL IMPACT:

None

LEGAL REVIEW:

None.

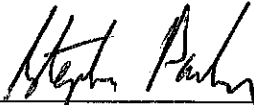
PUBLIC NOTIFICATION:

Through the agenda posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

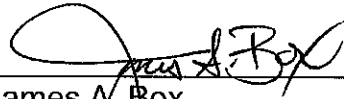
4. Ensure Fiscal Stability and Efficiency in Governance

Prepared by:



Stephen M. Parker, CPA
Administrative Services Director/Treasurer

Approved by:



James A. Box
Executive Director

Attachments:

- A. Investments and Deposits
- B. Cash Balances by Fund

**SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY
INVESTMENTS AND DEPOSITS
June 30, 2015**

Investment Type	Issuer	Date of Maturity	Interest Rate	Par Value	Cost	Market Value	MV Source
State Pool (LAIF) - SA portion	State of California	On Demand	0.30%	\$ 3,124,789	\$ 3,124,789	\$ 3,125,642	LAIF
Demand Deposits/Main Checking - SA portion	Bank of the West	On Demand	N/A	2,087,509	2,087,509	2,087,509	Bank of the West

Total Cash Investments and Deposits

\$ 5,212,298 \$ 5,213,151

Bond Funds Managed by Trustees:

Investment Type	Issuer	CUSIP Number	Date of Maturity	Interest Rate	Par Value	Cost	Market Value	MV Source
2005 Tax Allocation Bonds - Series A (Taxable)								
Principal:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$0	0.33	0.33	US Bank
Principal:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$ 1.11	\$ 1.11	\$ 1.11	US Bank
Interest:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$ 3.15	\$ 3.15	\$ 3.15	US Bank
Reserve Account:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	1,264,031.47	1,264,031.47	1,264,031.47	US Bank
Redevelopment Fund:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	811	811	811	US Bank

Total 2005 Tax Allocation Bonds - Series A (Taxable)

\$ 1,264,847 \$ 1,264,847

Investment Type	Issuer	CUSIP Number	Date of Maturity	Interest Rate	Par Value	Cost	Market Value	MV Source
2005 Tax Allocation Bonds - Series B (Tax-Exempt)								
Principal								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$ 0.80	\$ 0.80	\$ 0.80	US Bank
Interest								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$ 1.51	\$ 1.51	\$ 1.51	US Bank
Special Fund								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$ 0.10	\$ 0.10	\$ 0.10	US Bank
Reserve Account:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	701,903.30	701,903.30	701,903.30	US Bank
Redevelopment Fund:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	3,502.84	3,502.84	3,502.84	US Bank

Total 2005 Tax Allocation Bonds - Series B (Tax-Exempt) \$ 705,409 \$ 705,409

Investment Type	Issuer	CUSIP Number	Date of Maturity	Interest Rate	Par Value	Cost	Market Value	MV Source
2010 Tax Allocation Bonds (Tax-Exempt)								
Principal								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$1.29	\$1.29	\$1.29	US Bank
Special Fund								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$0.88	\$0.88	\$0.88	US Bank
Interest								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$10.84	\$10.84	\$10.84	US Bank
Reserve Account:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$1,561,914.06	\$1,561,914.06	\$1,561,914.06	US Bank
Redevelopment Fund:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	\$6,496,895.92	\$6,496,895.92	\$6,496,895.92	US Bank

Total 2010 Tax Allocation Bonds (Tax-Exempt) \$8,058,822.99 \$8,058,822.99

Investment Type	Issuer	CUSIP Number	Date of Maturity	Interest Rate	Par Value	Cost	Market Value	MV Source
2011 Tax Allocation Bonds - Series A (Taxable)								
Principal:								
US Bank Money Market Fund	US Bank				1	1		US Bank
Reserve Fund:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	1,474,585	1,474,585	1,474,585	US Bank
Project Account:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	4,726,882	4,726,882	4,726,882	US Bank
DS Fund								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	1	1	1	US Bank
Interest Fund:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	7	7	7	US Bank

Total 2011 Tax Allocation Bonds - Series A (Taxable) \$ 6,201,476 \$ 6,201,476

Investment Type	Issuer	CUSIP Number	Date of Maturity	Interest Rate	Par Value	Cost	Market Value	MV Source
2011 Tax Allocation Bonds - Series B (Taxable)								
Bond Reserve Fund:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	1,349,131	1,349,131	1,349,131	US Bank
Redevelopment Account:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	1,582,348	1,582,348	1,582,348	US Bank
Special Fund:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	1	1	1	US Bank
Interest Fund:								
US Bank Money Market Fund	US Bank	9AMMF05B2	On Demand	0.03%	5	5	5	US Bank

Total 2011 Tax Allocation Bonds - Series B (Taxable) \$ 2,931,485 \$ 2,931,485

Total Bond Fund Investments and Deposits (3)

\$ 19,162,039 \$ 19,162,039

Notes:

- (1) - There have been no exceptions to the Investment Policy.
- (2) - The Successor Agency is able to meet its expenditure requirements for the next six months.
- (3) - Restricted Bond Funds are held by the fiscal agent.

SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY

POOLED CASH BALANCES BY FUND TYPE

June 30, 2015

Fund	Cash Balance
710 Project 2000 Debt Service Fund	-
711 Redevelopment Debt Service Fund	-
712 Redevelopment Obligation Retirement Fund	5,310,376
720 Low and Moderate Income Housing Fund	-
721 Housing Successor Fund	-
730 Community Redevelopment Administration Fund	-
731 Successor Agency Admin Fund	(98,078)
740 Redevelopment Project Fund	-
741 Successor Agency Project Fund	-

TOTAL CASH BALANCE

\$ 5,212,298

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: July 28, 2015

SUBJECT: ACCEPTANCE OF THE FY 14-15 CITYWIDE STREET RECONSTRUCTION PROJECT BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

REPORT IN BRIEF:

The FY 14-15 Citywide Street Reconstruction Project has been completed in accordance with the plans and specifications. The final construction and inspection cost for the project was \$511,600.21. The City Engineer, in his judgment, certifies that the work was satisfactorily completed as of July 28, 2015 and recommends that the City Council accept the completed work performed on this project.

RECOMMENDED ACTION:

1. City Council declare this project categorically exempt under the California Environmental Quality Act, Class 1, and Section 15301; and
2. Accept the completion of improvements for the FY 14-15 Citywide Street Reconstruction Project, as certified by the City Engineer, and affix the date of July 28, 2015 as the date of completion of all work on this project; and
3. Approve the final construction contract amount of \$472,867.20 with Sully-Miller Contracting Company; and
4. Direct the City Clerk within ten (10) days from the date of acceptance to file the Notice of Completion (Attachment) with the County Recorder of the County of Orange; and
5. Direct City staff, upon expiration of the thirty-five (35) days from the filing of the "Notice of Completion," to make the retention payment to Sully-Miller Contracting Company in the amount of \$24,751.46.

BACKGROUND:

On March 24, 2015, the City Council awarded the construction contract for FY 14-15 Citywide Street Reconstruction Project to Sully-Miller Contracting Company in the

amount of \$472,867.20. The project began construction in April and is now complete. The scope of this project will include concrete and asphalt improvements on several streets throughout the City. These roadway improvements include the removal and replacement of existing asphalt surfaces, damaged longitudinal gutters, curbs and gutters, and the installation of pedestrian accessibility ramps. This project will include the all the streets within the Stanton Park townhome community and the following street segments:

	STREET NAME	FROM	TO
1	Ruthann Avenue	Santa Rosalia Avenue	Stanton Avenue
2	Santa Maria Street	Ruthann Avenue	End
3	Mario Lane	Ruthann Avenue	End
4	Ale Lane	Ruthann Avenue	End
5	Joel Avenue	Santa Rosalia Avenue	Stanton Avenue
6	Eileen Street	Santa Rosalia Avenue	Stanton Avenue

In addition to the initial scope of work, change order items were approved in order to repair the streets properly as unforeseen conditions required it. All additional work totaled \$22,162.01.

At the time of award, Staff estimated the project to cost \$560,200.00 as listed below:

Base Bid (Sully-Miller Contracting Company)	\$ 472,867.20
Construction Contingency – 10 percent	\$ 47,332.80
Construction Management/ Inspection (Psomas)	\$ 40,000.00
Total Estimated Project Cost	\$ 560,200.00

For this project, one of the three (3) pre-approved firms for on-call public works inspection services, Psomas, was hired for a cost of \$40,000. Inspection services were required a shorter period than expected as the project was completed in less than the allotted forty (40) working days. Overall, the project cost was \$511,600.21; about 8.7% less than estimated at time of award.

Construction Contract (Sully-Miller Contracting Company)	\$ 472,867.20
Approved Change Orders (4.69% of Construction Contract)	\$ 22,162.01
Construction Inspection	\$ 16,571.00
Total Project Cost	\$ 511,600.21

ANALYSIS/JUSTIFICATION:

The FY14-15 Citywide Street Reconstruction Project has been completed in conformance with the project plans and specifications and has been accepted by the City Engineer. The payment to the contractor and the filing of the Notice of Completion is required under the terms of the Construction Agreement for this project.

FISCAL IMPACT:

Funding for this project was available from the Measure M funds and a CDBG grant as shown in the table below. This project did not have any impact on the General Fund.

FUND	ACCOUNT NUMBER	AMOUNT
CDBG	222-3510-710205	\$ 250,000.00
Measure M	220-3510-710190	\$ 261,600.21
TOTAL		\$ 511,600.21

ENVIRONMENTAL IMPACT:

This project was categorically exempt under the California Environmental Quality Act, Class 1, and Section 15301.

LEGAL REVIEW:

None.

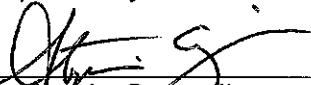
PUBLIC NOTIFICATION:

Notifications and advertisement were performed as prescribed by law.

STRATEGIC PLAN OBJECTIVE ADDRESSED:


Provide a quality infrastructure.

Prepared by:



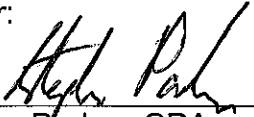
Stephanie Camerlinga
Engineering Assistant

Reviewed by:



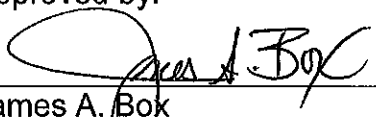
Allan Rigg, P.E. AICP
Director of Public Works

Concur:



Stephen Parker, CPA
Administrative Services Director

Approved by:



James A. Box
City Manager

ATTACHMENT:

(1) Notice of Completion

Recording requested by and
when recorded mail to:

CITY OF STANTON
7800 KATELLA AVE.
STANTON, CA 90680

(Space above this line for Recorder's use)

EXEMPT FROM RECORDING FEES PER
GOVERNMENT CODE SECTION 6103

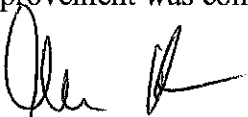
NOTICE OF COMPLETION

Notice pursuant to Civil Code Section 3093, must be filed within 10 days after completion.

Notice is hereby given that:

1. The undersigned is owner or corporate officer of the owner of the interest or estate stated below in the property hereinafter described:
2. The full name of the owner is the City of Stanton.
3. The full address of owner is 7800 Katella Avenue, Stanton, CA 90680.
4. The nature of the interest or estate of the owner is: Public Right of Way.
5. A work of improvement on the property hereinafter described was completed on July 28, 2015. The work was the FY 14-15 Citywide Street Reconstruction Project.
6. The name of the contractor for such work of improvement was: Sully-Miller Contracting Company.
7. The property on which said work of improvement was completed is in the City of: Stanton, County of Orange, State of California.


Dated: 7/16/15
Verification for Individual Owner


_____, City of Stanton
Allan Rigg, City Engineer

VERIFICATION

I, the undersigned, say: I am the City Engineer of the City of Stanton, the declarant of the foregoing Notice of Completion; I have read said Notice of Completion and know the contents thereof; the same is true of my own knowledge. I declare under penalty of perjury that the foregoing is true and correct.

Executed on July 16, 2015, at Stanton, California.


_____, City of Stanton
Allan Rigg, City Engineer

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and City Council Members

DATE: July 28, 2015

SUBJECT: COUNCIL APPOINTMENTS TO FILL VACANCIES ON THE PUBLIC SAFETY COMMITTEE FOR TERMS COINCIDING WITH THE COUNCIL ELECTIONS

REPORT IN BRIEF:

The Public Safety Committee is comprised of six members appointed by the City Council. The Council Member holding the seat corresponding to that numbered seat on the Public Safety Committee shall be responsible for appointment of one Committee Member (who shall be a qualified elector of the City), with majority approval of the City Council. The terms of office shall coincide with the term of office of the Council Member or Mayor who made the appointment. Section 2.06.030 of the Stanton Municipal Code requires the submission of applications and interviews prior to appointment to any position.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5)(Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and
2. Conduct interviews of applicants; and
3. Make appointments to fill seats #1 (Donahue), #2 (Shawver), #3 (Ramirez), #4 (Warren), #5 and #6 (Ethans) on the Stanton Public Safety Committee.

BACKGROUND AND ANALYSIS:

As part of the new strategic plan, the formation of a Public Safety Committee will align the City with its core goal of "Providing a Safe Community". The purpose of this committee is to foster and maintain effective interaction with law enforcement, fire services, emergency medical services and emergency preparedness.

FISCAL IMPACT:

The Public Safety Committee shall consist of six members serving in a non-paid and voluntary position.

ENVIRONMENTAL IMPACT:

This item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5)(Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment).

LEGAL REVIEW:

None.

PUBLIC NOTIFICATION:

Notification through the normal agenda process.

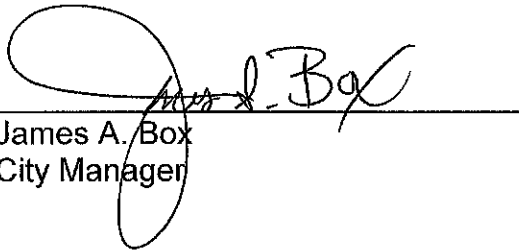
STRATEGIC PLAN COMPONENT ADDRESSED:

Objective 1: Provide a safe community.

Objective 5: Provide a high quality of life.

Objective 6: Maintain and Promote a Responsive, High Quality and Transparent Government.

Prepared by:



James A. Box
City Manager

JUN 10 2015

CITY CLERK'S OFFICE



7800 Katella Avenue
Stanton, California 90680 (714) 379-9222

COMMITTEE APPLICATION

*Application to be considered for the following Committee:
Public Safety Committee*

The City of Stanton requests information from community members who are interested in serving on a City Committee. This request does not constitute an appointment as such appointments are made by the City Council.

Please Note:

- 1. Information provided on this form is public information and is subject to disclosure and/or distribution; and*
- 2. To qualify for an appointment, you must be a registered voter in the City of Stanton and you must reside within the City limits.*

Name: Gary Taylor

Residence Address: [REDACTED]

Resident of Stanton Since: 1985

Home Phone: [REDACTED] Cell Phone: [REDACTED]

E-Mail: [REDACTED]

Registered Voter in the City of Stanton: YES NO

Previous Service on any Committee/Commission/Board: YES NO

If Yes, Which Committee: Planning Commission When: June 2012 to present

Are you available to attend evening meeting: YES NO

Do you presently contract any services or are you otherwise employed by the City:
 YES NO

If so, what is the nature of the contract or employment: _____

Please give a brief statement as to why you are interested in serving on the committee chosen and describe how your qualifications and skills would benefit the Committee:

I am an interested resident of Stanton and would like to have a voice in public safety issues.

My experience on the Planning Commission gives me some familiarity with how city

government operates. I strongly believe in citizen involvement in local government.

I believe my business background and experience would be an asset to the Public Safety
Commission.

Have you participated in any community service projects or civic activities? If yes, please list:

Planning Commission

Green Planning Academy

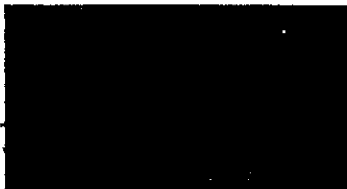
Please describe your educational background and list any professional or vocational licenses/certificates.

B.A. California State University Fullerton

M.A Webster University, St Louis

Certification:

I certify that the above information is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



6/8/2015
Date

INDIVIDUALS WITH DISABILITIES REQUIRING ANY ACCOMMODATION TO PARTICIPATE IN THE APPLICATION AND SELECTION PROCESS MUST INFORM THE CITY OF STANTON AT THE TIME THIS APPLICATION IS SUBMITTED. INDIVIDUALS NEEDING SUCH ACCOMMODATIONS MUST DOCUMENT THE NEED FOR SUCH ACCOMMODATION INCLUDING THE TYPE AND EXTENT OF ACCOMMODATIONS NEEDED TO COMPLETE THE APPLICATION FORM, PARTICIPATE IN THE SELECTION PROCESS OR PERFORM THE VOLUNTEER DUTIES/JOB FOR WHICH THEY ARE APPLYING.

JUN 17 2015



CITY CLERK'S OFFICE

@ 11:19am PAW

7800 Katella Avenue
Stanton, California 90680 (714) 379-9222

COMMITTEE APPLICATION

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Public Safety Committee

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Name: ADAM Ontiveros

Residence Address: [REDACTED]

Resident of Stanton Since: 1981

Home Phone: [REDACTED] Cell Phone: [REDACTED]

E-Mail: [REDACTED]

Registered Voter in the City of Stanton: YES NO

Previous Service on any Committee/Commission/Board: YES NO

If Yes, Which Committee: Parks & Rec. When: Current

Are you available to attend evening meeting: YES NO

Do you presently contract any services or are you otherwise employed by the City:
 YES NO

If so, what is the nature of the contract or employment: _____

Please give a brief statement as to why you are interested in serving on the committee chosen and describe how your qualifications and skills would benefit the Committee:

Interested in serving for the better of my community.
I also feel by serving it will be beneficial for my
family who has resided within the city for decades.
My qualification consist of over 15 years with OC Public
works which I also work hand in hand w/ OC Sheriff's
dealing with Court Referrals Required to serve community
service.

Have you participated in any community service projects or civic activities? If yes, please list:

Currently serve as a commissioner on the Parks &
Rec. Committee. Also worked hand in hand with
Council Member Brian Donahue with the annual
Stanton Car Show. Volunteer time has also been
spent at Hallebeck Park performing landscape
Maintenance while the city was dealing w/ fiscal
issues.

Please describe your educational background and list any professional or vocational licenses/certificates.

Education consists of the following:
Western High School Graduate & College Courses
taken at Cypress College. Licenses include: OC
Sheriff's Inmate card issued by the Sheriff's Dept.
by completing lengthy background check. Others include
certificates received from County of Orange Public Works
Dept.

Certification:

I certify that the above information is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Signature

6/17/15

Date

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JUN 22 2015

CITY CLERK'S OFFICE



7800 Katella Avenue
Stanton, California 90680 (714) 379-9222

COMMITTEE APPLICATION

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Name: JENNY L. LACAYO

Residence Address: [REDACTED]

Resident of Stanton Since: 2005

Home Phone: [REDACTED] Cell Phone: [REDACTED]

E-Mail: NONE

Registered Voter in the City of Stanton: YES NO

Previous Service on any Committee/Commission/Board: YES NO

If Yes, Which Committee: PK + REC When: NOW

Are you available to attend evening meeting: YES NO

Do you presently contract any services or are you otherwise employed by the City:
 YES NO

If so, what is the nature of the contract or employment: _____

Please give a brief statement as to why you are interested in serving on the committee chosen and describe how your qualifications and skills would benefit the Committee:

I am very active in the city because
the quality of life in the city affects
my life and also the value of properties
as well as who chooses to live in this
city

Have you participated in any community service projects or civic activities? If yes, please list:

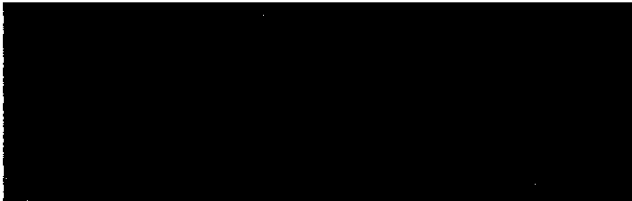
volunteer for the Sheriff Dept
volunteer for Parks + Rec activities

Please describe your educational background and list any professional or vocational licenses/certificates.

High school some college courses, raised
3 boys on my own learned a lot from
real life

Certification:

I certify that the above information is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



6-22-15
Date

INDIVIDUALS WITH DISABILITIES REQUIRING ANY ACCOMMODATION TO PARTICIPATE IN THE APPLICATION AND SELECTION PROCESS MUST INFORM THE CITY OF STANTON AT THE TIME THIS APPLICATION IS SUBMITTED. INDIVIDUALS NEEDING SUCH ACCOMMODATIONS MUST DOCUMENT THE NEED FOR SUCH ACCOMMODATION INCLUDING THE TYPE AND EXTENT OF ACCOMMODATIONS NEEDED TO COMPLETE THE APPLICATION FORM, PARTICIPATE IN THE SELECTION PROCESS OR PERFORM THE VOLUNTEER DUTIES/JOB FOR WHICH THEY ARE APPLYING.

JUL - 2 2015

CITY CLERK'S OFFICE



7800 Katella Avenue
Stanton, California 90680 (714) 379-9222

COMMITTEE APPLICATION

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Public Safety Committee*

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Name: LORREN BERLIN

Residence Address: [REDACTED]

Resident of Stanton Since: 1965

Home Phone: [REDACTED] Cell Phone: [REDACTED]

E-Mail: [REDACTED]

Registered Voter in the City of Stanton: YES NO
✓

Previous Service on any Committee/Commission/Board: YES NO

If Yes, Which Committee: _____ When: _____

Are you available to attend evening meeting: YES NO

Do you presently contract any services or are you otherwise employed by the City:
 YES NO

If so, what is the nature of the contract or employment: N/A

Please give a brief statement as to why you are interested in serving on the committee chosen and describe how your qualifications and skills would benefit the Committee:

Public safety is of great importance to me as a resident of Stanton. As I'm out doing my job as a newspaper reporter I see issues that need to be addressed to make our city even more safe, such as street walkers, drug deals going down, jay walking or crossing on a red hand - all items that seem to need education @ the elementary school level.*

Have you participated in any community service projects or civic activities? If yes, please list:

No - active in the community as a newspaper reporter.

* I would like to see a program that is taken to the individual schools each year, as an assembly program, where students would learn early, what is safe for them as a pedestrian, bicyclist & their responsibility with approaching cars. This could be worked in conjunction w/ the police officers & perhaps Stanton's graffiti eradicator person.

Please describe your educational background and list any professional or vocational licenses/certificates.

I hold a diploma in Radio Broadcasting from KLI's Radio Broadcasting School in Hollywood, CA. (1981)
Have been a newspaper reporter since 1990 for the Star News in Pasadena & Orange County News in G.C.
Also have written Feature articles, covered school board & city council meetings for Stanton, G.C.; Westminster & Buena Park.

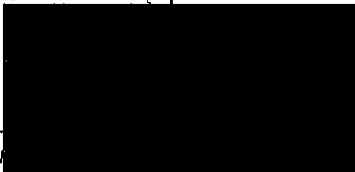
Certification:

Have taught voice & diction for So. CA modeling agency (8 yrs.)

I certify that the above information is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Currently teach Civic Journalism @ B.P. Senior Center (3 yrs.)

Signature



Date

6-30-15

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Have been very active with Buena Park Noon Lions Club, serving as the chair for the annual student speaker contest & Flag Day presentations for B.P. elementary school classes.
photographer for B.P. Lions annual Silverado Days.
silveradodays.com

CITY OF STANTON

JUL - 8 2015



CLERK'S OFFICE

7800 Katella Avenue
Stanton, California 90680-(714) 379-9222

COMMITTEE APPLICATION

Application to be considered for the following Committee:
Public Safety Committee

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Name: Michael Bates

Residence Address: [REDACTED]

Resident of Stanton Since: March 2015

Home Phone: _____ Cell Phone: [REDACTED]

E-Mail: [REDACTED]

Registered Voter in the City of Stanton: YES NO

Previous Service on any Committee/Commission/Board: YES NO

If Yes, Which Committee: _____ When: _____

Are you available to attend evening meeting: YES NO

Do you presently contract any services or are you otherwise employed by the City:
 YES NO

If so, what is the nature of the contract or employment: _____

Please give a brief statement as to why you are interested in serving on the committee chosen and describe how your qualifications and skills would benefit the Committee:

I am a first time homeowner and resident of Stanton. I would like the opportunity to invest in the community of which I reside and to help participate in efforts to improve city image/perception while making it safer for residents and visitors.

Have you participated in any community service projects or civic activities? If yes, please list:

- N/A -

Please describe your educational background and list any professional or vocational licenses/certificates.

I am a High School graduate, and currently work for a financial institution as a systems analyst. I do not have any professional or vocational licenses/certificates. However, that doesn't diminish my drive to participate in improving the City of Stanton.

Certification:

I certify that the above information is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



Signature

7-2-15
Date

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JUL 13 2015



CITY CLERK'S OFFICE

7800 Katella Avenue
Stanton, California 90680-(714) 379-9222

COMMITTEE APPLICATION

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Public Safety Committee

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Name: Jerome Harold Ristrom

Residence Address: [REDACTED]

Resident of Stanton Since: Home Owner since 6-27-05

Home Phone: _____ Cell Phone: [REDACTED]

E-Mail: [REDACTED]

Registered Voter in the City of Stanton: YES NO
✓

Previous Service on any Committee/Commission/Board: YES NO

If Yes, Which Committee: _____ When: _____

Are you available to attend evening meeting: YES NO

Do you presently contract any services or are you otherwise employed by the City:
 YES NO

If so, what is the nature of the contract or employment: na

Please give a brief statement as to why you are interested in serving on the committee chosen and describe how your qualifications and skills would benefit the Committee:

I am interested in serving on the Public Safety Committee because I would like to give back the community my family has called Home since 1953. I have a strong historical understanding of safety concerns in the Stanton community and can provide a unique, meaningful perspective to the team. I am a strong problem solver and critical thinker as evidenced in my work history as a Corporate Director and project manager.

Have you participated in any community service projects or civic activities? If yes, please list:
Most of my community service was channeled through the St Polycarp's Parish. My most recent community service has been in our local neighborhood watch program that I am starting in area around the Stanton Community center on Santa Paula Street.

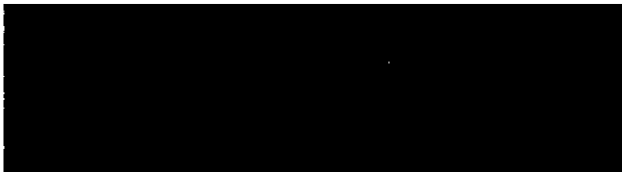
Please describe your educational background and list any professional or vocational licenses/certificates.

AA Degree, Saddleback College, Mission Viejo, CA

B.S. Degree Business Administration, Marketing, Humboldt State

Certification:

I certify that the above information is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



_____ 6.6.15
Date

INDIVIDUALS WITH DISABILITIES REQUIRING ANY ACCOMMODATION TO PARTICIPATE IN THE APPLICATION AND SELECTION PROCESS MUST INFORM THE CITY OF STANTON AT THE TIME THIS APPLICATION IS SUBMITTED. INDIVIDUALS NEEDING SUCH ACCOMMODATIONS MUST DOCUMENT THE NEED FOR SUCH ACCOMMODATION INCLUDING THE TYPE AND EXTENT OF ACCOMMODATIONS NEEDED TO COMPLETE THE APPLICATION FORM, PARTICIPATE IN THE SELECTION PROCESS OR PERFORM THE VOLUNTEER DUTIES/JOB FOR WHICH THEY ARE APPLYING.

JUL 13 2015

CITY CLERK'S OFFICE



7800 Katella Avenue
Stanton, California 90680-(714) 379-9222

COMMITTEE APPLICATION

*Application to be considered for the following Committee:
Public Safety Committee*

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Name: Andrew N. Marques

Residence Address: [REDACTED]

Resident of Stanton Since: 1999

Home Phone: _____

Cell Phone: [REDACTED]

E-Mail: [REDACTED]

Registered Voter in the City of Stanton: YES NO

Previous Service on any Committee/Commission/Board: YES NO

If Yes, Which Committee: _____ When: _____

Are you available to attend evening meeting: YES NO

Do you presently contract any services or are you otherwise employed by the City:
 YES NO

If so, what is the nature of the contract or employment: _____

Please give a brief statement as to why you are interested in serving on the committee chosen and describe how your qualifications and skills would benefit the Committee:

As long standing member of the community I have always had a desire to offer
my services and expertise in an effort to improve the quality of life and standards of
the City. I believe as a trained Firefighter of 35 years, and currently serving as Fire Chief
with the State of California along with training in Emergency Management and Disaster
preparedness at the national level will make me a suitable candidate for the position requested.

Have you participated in any community service projects or civic activities? If yes, please list:

I have served as a VIP with the Orange County Sheriff Stanton Station

I have participated as a team member in the in the mass vaccination
program undertaken by the city of Stanton

I was among the first members to attempt to establish a
Community Emergency Response Team for the city

Please describe your educational background and list any professional or vocational licenses/certificates.

I am a graduate of the Institution of Fire Engineers of London, a State of California
Emergency Manager certified trainer and hold several certificates in disaster preparedness
and emergency management, a California licensed contractor in building framing and a
drywall mechanic. I am also the holder of several FEMA certifications.

Certification:

I certify that the above information is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Signature

Date

07/13/2015

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CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: July 28, 2015

SUBJECT: INTRODUCTION OF AN ORDINANCE ADDING SECTION 16.16.020 TO CHAPTER 16.16 IN DIVISION 1 OF TITLE 16 TO THE MUNICIPAL CODE, TO PROVIDE AN EXPEDITED, STREAMLINED PERMITTING PROCESS FOR SMALL RESIDENTIAL ROOFTOP SOLAR SYSTEMS

REPORT IN BRIEF:

Introduce the Ordinance adding Section 16.16.020 to the Stanton Municipal Code requiring an expedited, streamlined permitting process be established for small residential rooftop solar systems. The purpose of the ordinance is to comply with statute requirements contained in Assembly Bill (AB) 2188.

RECOMMENDED ACTION:

1. City Council declare that the ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15061(b)(3) (the activity is covered by the general rule 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; and
2. Introduce Ordinance No. 1038, entitled:

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, ADDING SECTION 16.16.020 OF CHAPTER 16.16 OF DIVISION 1 OF TITLE 16 TO THE CITY OF STANTON MUNICIPAL CODE TO PROVIDE AN EXPEDITED, STREAMLINED PERMITTING PROCESS FOR SMALL RESIDENTIAL ROOFTOP SOLAR SYSTEMS" and

3. Set said ordinance for adoption at the regular City Council meeting of August 25, 2015.

BACKGROUND:

Assembly Bill (AB) 2188 (Chapter 521, Statutes 2014), which amends the California Solar Rights Act, requires that, on or before September 30, 2015, every city must adopt an ordinance that creates an expedited, streamlined permitting process for small

residential rooftop solar systems. The purpose of the law is to further State policy of promoting and encouraging the installation and use of solar energy systems by limiting obstacles to their use, and minimizing the permitting costs of such systems.

ANALYSIS/JUSTIFICATION:

AB 2188 set forth requirements for cities to establish a streamlined permitting process for small residential rooftop solar systems. To comply with AB 2188, the City must:

- Adopt a standard plan and checklist of all requirements with which small residential rooftop solar systems must comply to be eligible for expedited review. This checklist must conform to the most current version of the California Solar Permitting Guidebook;
- Accept electronic submission of the permits documents, and the use of electronic signatures on such documents, in lieu of wet signatures;
- Streamline the review of the solar panel application if the application conforms to the standard plan and provides all the items on the specified checklist; and
- Limit the required inspections of residential solar installations to one inspection, unless the system fails inspection.

The proposed ordinance has been drafted to include the required regulations into Chapter 16.16 (Solar Energy Code) of the Stanton Municipal Code to ensure the City is compliant with AB 2188. The Building Department will develop the required checklist and the standard plans prior to the effective date of the proposed ordinance, and all information will be available on the City's website.

In terms of current solar system reviews, the Building Department generally reviews and permits an application either same-day, or next day turnaround. The new requirements will further streamline the process and should reduce the paperwork and application materials to be reviewed by the Building Department prior to permit issuance.

FISCAL IMPACT:

There is no anticipated fiscal impact as the costs to implement the expedited permit process will be recovered through the existing building permit fees. The fee resolution to establish the fees will be presented during the regularly scheduled City Council meeting on August 25, 2015.

ENVIRONMENTAL IMPACT:

In accordance with the requirements of the CEQA, this project has been determined to be exempt under Section 15061(b)(3).

LEGAL REVIEW:

None.

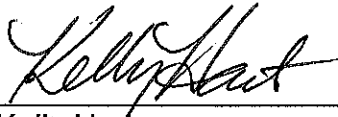
PUBLIC NOTIFICATION:

Public notice for this item was made through the regular agenda process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

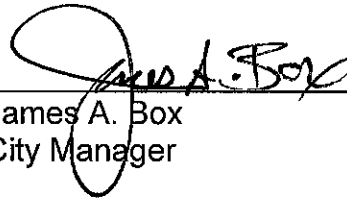
5 – Provide a high quality of life.

Prepared by:



Kelly Hart
Associate Planner

Approved by:



James A. Box
City Manager

Attachment:

Ordinance No. 1038

ORDINANCE NO. 1038

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, ADDING SECTION 16.16.020 OF CHAPTER 16.16 OF DIVISION I OF TITLE 16 TO THE CITY OF STANTON MUNICIPAL CODE TO PROVIDE AN EXPEDITED, STREAMLINED PERMITTING PROCESS FOR SMALL RESIDENTIAL ROOFTOP SOLAR SYSTEMS.

WHEREAS, the City Council of the City of Stanton seeks to implement AB 2188 (Chapter 521, Statutes 2014) through the creation of an expedited, streamlined permitting process for small residential rooftop solar energy systems; and

WHEREAS, the City Council wishes to advance the use of solar energy by all of its residents; and

WHEREAS, it is in the interest of the health, safety and welfare of the residents of the City to provide an expedited permitting process for small rooftop solar systems to assure the effective deployment of solar technology, in accordance with the requirements of AB 2188.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council finds that all the facts, findings, and conclusions set forth above in this Ordinance are true and correct.

SECTION 2. Section 16.16.020 of Chapter 16.16 of Division 1 of Title 16 of the City of Stanton Municipal Code, is added to read:

A. Purpose and Applicability.

This Section applies to the permitting of all small residential rooftop solar energy systems in the City. The purpose of this Section is to create an expedited, streamlined solar permitting process that complies with the Solar Rights Act, as amended by AB 2188 (Chapter 521, Statutes 2014), to achieve timely and cost-effective installations of small residential rooftop solar energy systems. This Section encourages the use of small residential rooftop solar energy systems by removing unreasonable barriers, minimizing costs to property owners and the City, and expanding the ability of property owners to install small rooftop solar energy systems. This Section allows the City to achieve these goals while protecting the public health and safety.

B. Definitions.

“Association” means a nonprofit corporation or unincorporated association created for the purpose of managing a common interest development.

“Common interest development” means any of the following:

- i. A community apartment project.

- ii. A condominium project.
- iii. A planned development.
- iv. A stock cooperative.

“Director” means the Community Development Director.

“Electronic submittal” means the utilization of one or more of the following:

- i. Email;
- ii. The Internet;
- iii. Facsimile.

“Reasonable restrictions” on a solar energy system are those restrictions that do not significantly increase the cost of the system or significantly decrease its efficiency or specified performance, or that allow for an alternative system of comparable cost, efficiency, and energy conservation benefits.

“Small residential rooftop solar energy system” means all of the following:

- i. A solar energy system that is no larger than 10 kilowatts alternating current nameplate rating or 30 kilowatts thermal.
- ii. A solar energy system that conforms to all applicable state fire, structural, electrical, and other building codes as adopted or amended by the City and all state and City health and safety standards.
- iii. A solar energy system that is installed on a single or duplex family dwelling.
- iv. A solar panel or module array that does not exceed the maximum legal building height as defined by the City.

“Solar Energy System” means either of the following:

- i. Any solar collector or other solar energy device whose primary purpose is to provide for the collection, storage, and distribution of solar energy for space heating, space cooling, electric generation, or water heating.
- ii. Any structural design feature of a building, whose primary purpose is to provide for the collection, storage, and distribution of solar energy for electricity generation, space heating or cooling, or for water heating.

C. Small Residential Rooftop Solar System Requirements.

1. All solar energy systems that qualifies as a small residential rooftop solar energy system shall meet applicable health and safety standards and requirements imposed by the state, the City and local fire department, and shall be processed in accordance with this Section.
2. Solar energy systems for heating water in single-family residences and for heating water in swimming pool applications shall be certified by an accredited listing agency as defined by the California Plumbing and Mechanical Code.

3. Solar energy systems for producing electricity shall meet all applicable safety and performance standards established by the California Electrical Code, the Institute of Electrical and Electronics Engineers, and accredited testing laboratories such as Underwriters Laboratories and, where applicable, rules of the Public Utilities Commission regarding safety and reliability.

D. Applicant Obligations.

1. Verify, to the applicant's reasonable satisfaction, through the use of standard engineering evaluation techniques that the support structure for the small residential rooftop solar energy system is stable and adequate to transfer all wind, seismic, and dead and live loads associated with the system to the building foundation.
2. At the applicant's cost, verify to the applicant's reasonable satisfaction, using standard electrical inspection techniques that the existing electrical system including existing line, load, ground and bonding wiring as well as main panel and subpanel sizes are adequately sized, based on the existing electrical system's current use, to carry all new photovoltaic electrical loads.

E. Duties of Building Department and Building Official

1. All documents required for the submission of an expedited solar energy system application shall be made available on the publicly accessible City Website.
2. Electronic submittals of the required permit application and documents by email and the Internet shall be made available to all small residential rooftop solar energy system permit applicants.
3. An applicant's electronic signature shall be accepted on all forms, applications, and other documents in lieu of a wet signature.
4. The City's Building Department shall adopt a standard plan and checklist of all requirements with which small residential rooftop solar energy systems shall comply to be eligible for expedited review.
5. The small residential rooftop solar system permit process, standard plan(s), and checklist(s) shall substantially conform to recommendations for expedited permitting, including the checklist and standard plans contained in the most current version of the *California Solar Permitting Guidebook* adopted by the Governor's Office of Planning and Research.
6. All fees prescribed for the permitting of small residential rooftop solar energy system must comply with Government Code Section 65850.55, Government Code Section 66015, Government Code Section 66016, and State Health and Safety Code Section 17951, and shall be established by City Council Resolution.

F. Electronic Processing.

1. All documents required for the submission of an expedited small residential rooftop solar energy system application shall be made available on a publicly accessible City website.
2. Electronic submittal of the required permit application and documents by electronic means shall be made available to all small residential rooftop solar energy system permit applicants. The City's website shall specify the permitted method of electronic document submission.
3. An applicant's electronic signature shall be accepted on all forms, applications, and other documents in lieu of a wet signature.

G. Application Review

1. An application that City staff determines satisfies the information requirements contained in the City's checklist(s) for expedited small residential rooftop solar system processing, including complete supporting documents, shall be deemed complete.
2. If an application is deemed incomplete, a written correction notice detailing all deficiencies in the application and any additional information or documentation required to be eligible for expedited permit issuance shall be sent to the applicant for resubmission.
3. After City staff deems an application complete, City staff shall review the application to determine whether the application meets local, state, and federal health and safety requirements.
4. City staff shall issue a building permit or other nondiscretionary permit within a reasonable period of time after receipt of a complete application that meets the requirements of the approved checklist, standard plan and this Article.
5. The City shall not condition approval of an application on the approval of an association, as defined in Section 4080 of the Civil Code.

H. Inspections

1. Only one inspection shall be required and performed by the Building Department for small residential rooftop solar energy systems eligible for expedited review.
2. The inspection shall be done in a timely manner and should include consolidated inspections. An inspection will be scheduled within one business day of a request.
3. If a small residential rooftop solar energy system fails inspection, a subsequent inspection is authorized but need not conform to the requirements of this Ordinance.

SECTION 3. The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15061(b)(3) (the activity is

covered by the general rule 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.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is 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 Ordinance. The City Council of the City of Stanton hereby declares that it would have adopted this Ordinance, and each section, subsection, sentence, clause or phrase hereof, irrespective of the fact that any or more sections, subsections, sentences, clauses and phrases may be declared invalid or unconstitutional.

SECTION 5. This Ordinance shall take effect and be in full force thirty (30) days from and after its passage. The City Clerk shall certify to the adoption of this Ordinance and cause the same to be posted in the three (3) designated posting places within the City of Stanton within fifteen (15) days after its passage.

SECTION 6. The City Clerk shall certify as to the adoption of this Ordinance.

PASSED, APPROVED, AND ADOPTED this 25th day of August, 2015.

ALEXANDER A. ETHANS, MAYOR

ATTEST:

PATRICIA A. VAZQUEZ, CITY CLERK

APPROVED AS TO FORM

MATTHEW E. RICHARDSON, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF STANTON)

I, PATRICIA A. VAZQUEZ, City Clerk of the City of Stanton, California, do hereby certify that the foregoing Ordinance No. 1038 was introduced at a regular meeting of the City Council of the City of Stanton, California, held on the 28th day of July, 2014, and was duly adopted at a regular meeting of the City Council held on the 25th day of August, 2015, by the following roll-call vote, to wit:

AYES: COUNCILMEMBERS: _____

NOES: COUNCILMEMBERS: _____

ABSENT: COUNCILMEMBERS: _____

ABSTAIN: COUNCILMEMBERS: _____

PATRICIA A. VAZQUEZ, CITY CLERK

CITY OF STANTON

REPORT TO THE SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY

TO: Honorable Chair and Members of the Successor Agency

DATE: July 28, 2015

SUBJECT: CONSIDERATION OF A RESOLUTION APPROVING THE DISPOSITION AND DEVELOPMENT AGREEMENT WITH FRONTIER REAL ESTATE INVESTMENTS, INC FOR ELEVEN PROPERTIES LOCATED AT 11382, 11430 AND 11462 BEACH BOULEVARD

REPORT IN BRIEF:

Consistent with the Successor Agencies Long Range Property Management Plan, Staff is recommending approval of the sale of eleven properties located at 11382, 11430 and 11462 Beach Boulevard to Frontier Real Estate Investments, Inc. for \$2,100,000.00.

RECOMMENDED ACTIONS:

1. Successor Agency declare that the proposed development and disposition of the land pursuant to the Disposition and Development Agreement is consistent with the adopted Project EIR approved for the Stanton Plaza Specific Plan and direct staff to file the notice of determination; and
2. Approve Resolution No. SA 2015-05 approving the Disposition and Development Agreement for the sale and development of the properties identified by APN Nos. 131-691-49, 50, 51, 58, 59, 60, 61, 62, 63, 64, and 65 for a total of \$2,100,000.00 to Frontier Real Estate Investments, Inc.; and
3. Authorize the Executive Director to execute the necessary documents and take all actions reasonably necessary to complete the sale of the properties.

BACKGROUND:

As part of the dissolution of the former Stanton Redevelopment Agency, the Successor Agency developed a Long Range Property Management Plan (LRPMP) to identify the disposition and use of the real properties of the former Stanton Redevelopment Agency. This plan was approved by the Oversight Board of the Successor Agency and by the Department of Finance. As part of the LRPMP, the DOF approved the Successor Agency's plan to sell eleven properties located at 11382, 11430 and 11462 Beach Boulevard, totaling 126,975 square feet or 2.9 acres in size. This area is known as the

Stanton Plaza or Renaissance Plaza and is generally located at the northeast corner of Beach Boulevard and Orangewood Avenue.

As these properties are listed as Successor Agency assets in the LRPMP, revenues generated from the sale will be distributed to the local taxing entities by the County Auditor/Controller.

ANALYSIS/JUSTIFICATION:

In order to comply with the approved LRPMP, Successor Agency Staff marketed the property extensively to the development community and directly to retailers as well. Seven proposals for the purchase of the property were received. Successor Agency Staff interviewed the top three qualified firms based on their experience, access to capital, quality of proposal and offer price. Based on these interviews, including their ability to finance the transaction and provide a quality development for the community, staff is recommending the sale of the property to Frontier Real Estate Investments, Inc. for \$2.1 million. This is 64% higher than the value of \$1,348,107 indicated in the LRPMP.

However, instead of simply completing the sale of the properties through a Purchase and Sales Agreement, Staff is recommending the approval of the attached Disposition and Development Agreement (DDA). The DDA provides a mechanism to ensure the orderly development of the property within a specified timeframe and development of the property consistent with existing encumbrances and commitments on the property.

If approved by the Successor Agency, the DDA will be considered by the Stanton Oversight Board on August 13, 2015 and if approved, submitted to the Department of Finance for approval.

FISCAL IMPACT:

Sale of the properties will generate \$2.1 million in revenue less brokerage and escrow fees. The net proceeds from the sale of the properties will be conveyed to the County Auditor Controller's office for distribution to the taxing entities.

ENVIRONMENTAL IMPACT:

A Project EIR was adopted by the City Council as part of the Stanton Plaza Specific Plan. The scope of development proposed in the DDA is consistent with the existing Project EIR and as such, no further CEQA review is required.

LEGAL REVIEW:

The City Attorney has reviewed this report and the attached resolution on behalf of the Successor Agency.

PUBLIC NOTIFICATION:


Through the normal agenda posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

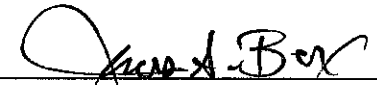
2.1 – Pursue redevelopment/revitalization opportunities identified in focused areas throughout the City – Beach Blvd.

Prepared by:

Approved by:



Omar M. Dadabhoy
Community Development Director



James A. Box, City Manager

Attachments:

- A. Long Range Property Management Plan
- B. Stanton Plaza Specific Plan Project EIR
- C. Appraisal of Properties (Executive Summary)
- D. Resolution No. SA 2015-05 (Disposition and Development Agreement with Frontier Development included as Exhibit A)

LONG RANGE PROPERTY
MANAGEMENT PLAN

SUCCESSOR AGENCY TO THE FORMER
STANTON REDEVELOPMENT AGENCY



7800 Katella Avenue
Stanton, CA 90680

FINAL

Long Range Property Management Plan

Successor Agency to the former Stanton Redevelopment Agency

INTRODUCTION

On June 27, 2012, Governor Brown signed into law Assembly Bill 1484 (AB 1484), a budget trailer bill that made substantial changes to the redevelopment agency dissolution process implemented by Assembly Bill 1x 26. One of the key components of AB 1484 is the requirement that all successor agencies develop a long-range property management plan that governs the disposition and use of the former redevelopment agency property. This document serves as the Long Range Property Management Plan for the Successor Agency to the former Stanton Redevelopment Agency (Successor Agency).

REQUIREMENTS FOR APPROVAL OF A LONG RANGE PROPERTY MANAGEMENT PLAN

Prior to approval of a final Long Range Property Management Plan (LRPMP) and subsequent disposition of real estate assets, the successor agency must comply with several requirements under AB 1484.

The guidelines under AB 1484 outline a 5-step process for the disposition of properties:

1. Due Diligence Reviews (“DDR’s”)
 - a. Completed –
 - i. Housing Funds - December 19, 2012
 - ii. Non-Housing Funds - May 5, 2013
2. Remit all cash assets to the County-Auditor Controller and taxing entities
 - a. Completed –
 - i. December 20, 2012, the Successor Agency sent a check for \$1,395,623 to the County-Auditor Controller for the housing fund balance.
 - ii. August 8, 2013, the Successor Agency sent a check for \$4,207,467 to the County-Auditor Controller for the non-housing fund balance.
3. DOF issues Finding of Completion
 - a. Completed – Issued on August 15, 2013.
4. Develop and Approve LRPMP
 - a. Successor Agency Approval – January 14, 2014.
 - b. Oversight Board Approval – January 16, 2014.
 - c. DOF Approval – LRPMP must be submitted to DOF no later than February 15, 2013 (six months after Finding of Completion).
5. Dispose of real estate assets in accordance with LRPMP – To be completed upon approval of the LRPMP.

EXECUTIVE SUMMARY OF PROPERTIES OWNED BY THE SUCCESSOR AGENCY

The former Stanton Redevelopment Agency acquired properties in an effort to revitalize blighted portions of the City. There are five (5) properties, inclusive of Thirteen (13) Assessor Parcel Numbers (APNs) owned and controlled by the Successor Agency. Additionally, there is one property, with a sole

parcel number, that the DOF has approved the transfer of a portion of property to the City pursuant to Health and Safety Code 34181(a) and required a portion of the same parcel be addressed in this document.¹ Provided below is a brief summary of each property and the recommended disposition strategy:

Stanton Plaza

The former Stanton Redevelopment Agency acquired three (3) properties, inclusive of eleven (11) parcels to complete the redevelopment of Stanton Plaza. These properties were purchased with the intent to partner with a commercial developer to complete the final construction phase for Stanton Plaza.

The properties in the Stanton Plaza Specific Plan area include:

Address	APN	Lot Size
11462 Beach Blvd.	131-691-65	21,691 sq ft
11430 Beach Blvd.	131-691-64	70,000 sq ft
11382 Beach Blvd.	131-691-58, 131-691-49, 131-691-50, 131-691-51, 131-691-59, 131-691-60, 131-691-61, 131-691-62, and, 131-691-63	35,284 sq ft

1. 11462 Beach Blvd. (APN: 131-691-65): A 21,691 square foot parcel, formerly developed with commercial uses. The Stanton Redevelopment Agency worked with the tenants on relocation of their businesses; demolished all existing structures; and this site is now vacant and fenced. The Successor Agency recommends the sale of the property in conjunction with the 2 contiguous parcels (11430 and 11382 Beach Blvd.) for a combined total of \$1,348,107.00.
2. 11430 Beach Blvd. (APN: 131-691-64): A 70,000 square foot parcel, formerly developed with commercial uses. The Stanton Redevelopment Agency worked with the tenants on relocation of their businesses; demolished all existing structures; and this site is now vacant and fenced. The Successor Agency recommends the sale of the property in conjunction with the 2 contiguous parcels (11462 and 11382 Beach Blvd.) for a combined total of \$1,348,107.00.
3. 11382 Beach Blvd. (APN: 131-691-58, formerly 131-141-50 [inclusive of APNs: 131-691-49, 131-691-50, 131-691-51, 131-691-58, 131-691-59, 131-691-60, 131-691-61, 131-691-62, and 131-691-63]): A 35,284 square foot consolidation of parcels, formerly developed with commercial uses. The Stanton Redevelopment Agency worked with the tenants on relocation of their businesses and demolished all existing structures. To provide appropriate access and additional parking to the developed portions of Stanton Plaza, the site is currently improved with a two-way drive aisle, parking, and landscape planter bulb-outs. The portions of the property that are not improved with parking or drive aisles are vacant and fenced. The Successor Agency recommends the sale of the property in conjunction with the 2 adjacent parcels (11462 and 11430 Beach Blvd.) for a combined total of \$1,348,107.00.

¹ DOF Determination Letter, dated, May 7, 2014, purports to approve the transfer of the portion of the parcel on which the City tennis courts are operated but not the remainder of the parcel, including the parking and other facilities used by and paid for by the City.

The City of Stanton Old Corporation Yard Property
10652 Bell Street (also referred to as 10651 Lexington Drive)
APN: 079-771-36

The former Stanton Redevelopment Agency acquired this property from the City of Stanton to demolish all existing dilapidated structures, conduct the required environment clean-up, and sell for the purpose of developing new housing in the City to improve the overall housing stock.

The property is 54,015 square foot parcel, formerly developed as a Municipal Corporate Maintenance Yard. There is a fifteen (15) foot public right-of-way easement along the western property line. This easement reduces the net developable area to approximately 50,095 square feet.

As the original intent for the purchase of the property was for the development of a housing project, the Successor Agency recommends the sale of the property for this purpose. The current value of the property for housing purposes is \$1,179,855.00.

Stanton Central Park Site (excluding tennis courts)
10660 Western Avenue
APN: 079-320-20

The former Stanton Redevelopment Agency acquired this property from the Savanna School District for the development of a neighborhood park. The property is 11.46 acres, and was formerly utilized by the Savanna School District as a school site, and later office surplus. The property was then leased to the City of Stanton for City Hall operations. Once City Hall relocated to its current location in 1992, the property was utilized for Parks and Recreation purposes, and was finally leased to a private company for the development of a golf range.

As the original intent for the purchase of the property was for the development of a community park facility, the Successor Agency is requesting to retain the property for government use. In terms of the value of the property, the Successor Agency has valued the property at zero dollars (\$0.00) as the property is zoned Parks and Recreation, and the property is restricted for use as a park facility only.

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INVENTORY

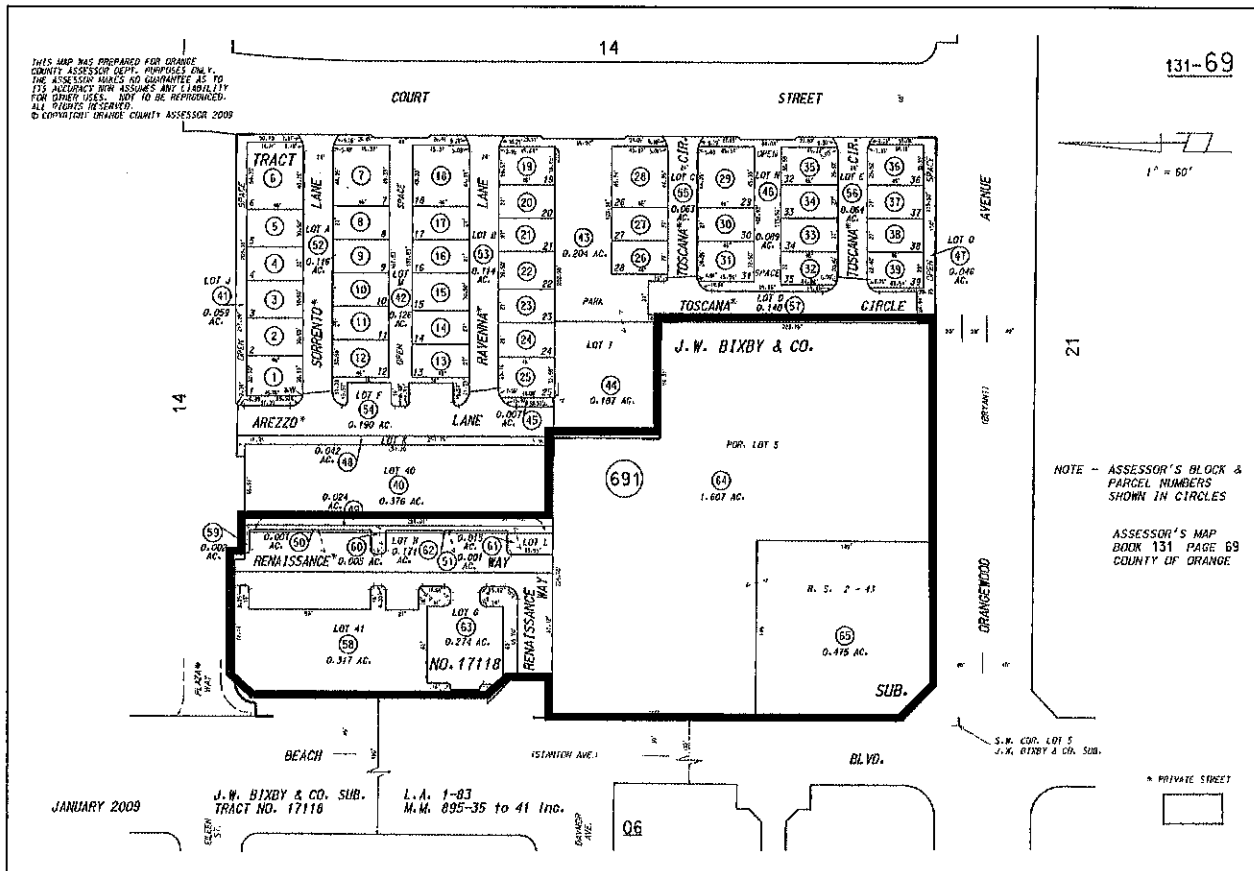
Section 34191.5(c)(1) of the Health and Safety Code, which was added as part of AB 1484, requires that the Long Range Property Management Plan include an inventory of all properties held in the Community Redevelopment Property Trust Fund. For the former Stanton Redevelopment Agency, this includes the parcels referenced in the prior section. As per the statute, each of these properties is described separately.

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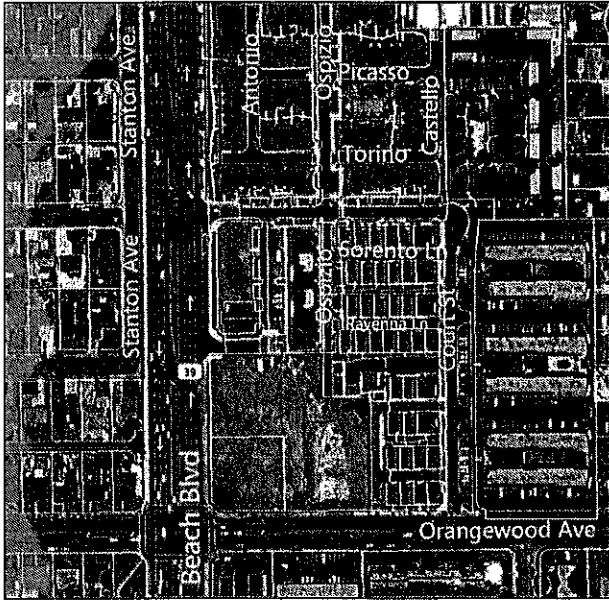
STANTON PLAZA SPECIFIC PLAN

Address	APN	Acquisition Date	Value at Purchase	Lot Size
11462 Beach Blvd.	131-691-65	March 3, 2009	\$800,000	21,691 sq ft
11430 Beach Blvd.	131-691-64	November 23, 2006	\$830,000	70,000 sq ft
11382 Beach Blvd.	131-691-49 131-691-50 131-691-51 131-691-58 131-691-59 131-691-60 131-691-61 131-691-62 131-691-63	March 3, 2009	\$1,385,000	35,284 sq ft

Assessor's Parcel Map:

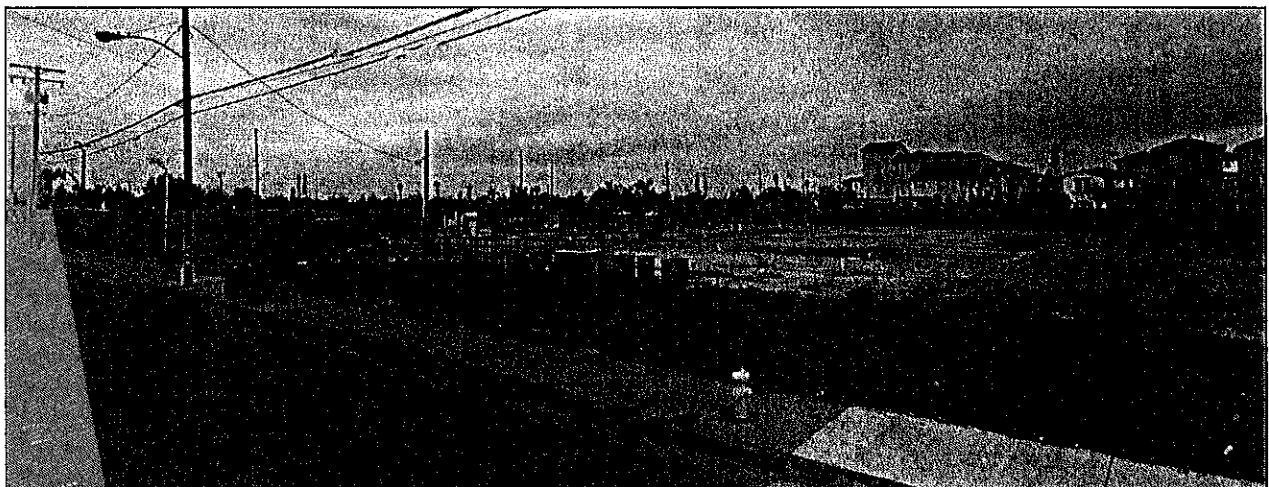


Property Photographs:



Photograph Legend:

- *Top Photo:* Aerial view of the three remaining properties within the Stanton Plaza Specific Plan to be development.
- *Middle Photo:* View of 11382 Beach Blvd. partially improved with drive aisles, parking lot, and landscape planters.
- *Bottom Photo:* View of 11430 and 11462 Beach Blvd. during soil remediation process.



Parcel Data:

Property Address:	11430 Beach Blvd.	11462 Beach Blvd.	11382 Beach Blvd.
General Plan Designation:	General Mixed Use	General Mixed Use	General Mixed Use
Zoning Designation:	SPSP-1 (Stanton Plaza Specific Plan)	SPSP-1 (Stanton Plaza Specific Plan)	SPSP-1 (Stanton Plaza Specific Plan)
Lot Size:	70,000 sq ft	20,691 sq ft	35,284 sq ft
Property Type:	Vacant Lot	Vacant Lot	Partially vacant lot improved with drive aisles, parking, and landscape planters.

Purpose of Acquisitions:

The properties were acquired to complete the revitalization efforts of a former blighted commercial center by constructing the final phase of the redevelopment of the site with the commercial portion of the Stanton Plaza Specific Plan area.

Estimate of Current Property Value:

Estimate of current value of the parcels, including, if available, any appraisal information.

The City has marketed the properties in numerous ways, including direct contact to commercial developers, working with brokers to advertise the site, attending ICSC (International Conference of Shopping Centers) to garner interest, and hiring an economic development firm to develop connections between the City and interested parties. These activities have continued for more than three years. To date, the City has received a number of Letters of Intent and purchase proposals for the development of the properties. However, a number of the interested parties are beginning to withdraw their offers due to the length of process to have the properties released.

The estimated current property value is based on the purchase proposal submitted by Caliber Retail Properties Group on December 19, 2013. As part of the purchase proposal, a cost proforma and land price residual determination was included to identify the factors considered in determining the proposed purchase price. This proposal was utilized to determine the current property value as it is the most comprehensive proposal provided to date. However, prior to the sale of the property, the City will commission an appraisal of the properties, and will submit the appraisal to review along with the Purchase and Sales Agreement to the Department of Finance.

Based on the purchase proposal from Caliber, the estimated current property value is \$1,348,107.00. The proforma and purchase proposal is included as an attachment.

Caliber is proposing to purchase all three (3) properties inclusive of eleven (11) parcels as part of the purchase proposal. Based on the proposal, the price per square foot would be \$10.701385. As such, the price per property would equate to:

- \$749,097 for 11430 Beach Blvd.

- \$221,422 for 11462 Beach Blvd.
- \$377,588 for 11382 Beach Blvd.

Estimate of any lease, rental, or any other revenues:

Estimate of any lease, rental, or any other revenues generated by the property, and a description of the contractual requirements for the disposition of those funds.

None. The property is currently vacant land with no revenue generating use or leases. There are no existing contractual requirements for use of any income/revenue.

Environmental Contamination History:

History of environmental contamination, including designation as a Brownfield site, any related environmental studies, and history of any remediation efforts.

Address	Brownfield Site	Studies Conducted	Remediation Efforts
11430 Beach Blvd.	N/A	Phase I, Phase II, Soil, Soil Vapor Testing, Ground Water Analysis and Lead/Asbestos Survey	Site was previously occupied by a dry cleaning business. Site was determined to be contaminated with PCE and TCE from the dry cleaning operations. Several phases of subsurface investigation involving the collection of soil, soil vapor, and groundwater samples were collected from 1997 to 2006. In 2009, it was determined that a dual phase extraction process was the only effective remedial alternative. This process continued until early 2011, at which time contaminant levels in all media were sufficiently reduced to issue a No Further Action Certification by the Orange County Health Care Agency (OCHCA Case #06IC020). Asbestos and Lead material removed per industry standards during building demolition in 2009.
11382 Beach Blvd.	N/A	Phase I	None required. Site was a parking lot previously.
11462 Beach Blvd.	N/A	Phase I, Phase II, Soil, Soil Vapor Testing, Groundwater Analysis, and Lead/Asbestos Survey	Site was previously a service station. USTs were removed, environmental analysis of completed and a No Further Action Certification was issued by Orange County Health Care Agency (OCHCA Case #91UT056). Asbestos and Lead material removed per industry standards during building demolition in 2009.

Transit-Oriented Development Potential:

Description of the property's potential for transit-oriented development.

For a Transit-Oriented Development (TOD) to be successful, there are a number of key components that should be present. The site of a potential TOD should be within an average ¼ mile walking distance of a transit stop, and core commercial area; it should emphasize a pedestrian oriented environment and reinforce the use of public transportation; there should be a mix of residential, retail, office, and open space; and there should be a convenience for residents and employees to travel by transit, bicycle, or foot, as well as by car.

The Stanton Plaza was designed as a high-density mixed use project. However, the site is adjacent to one OCTA bus line within a ¼ of the site. Outside of the future commercial development to occur on-site, there is not a large commercial core within an easy walking distance of the site. In addition, there is not a large employment base within the City, or within an easily walking distance of the site. As such, although there are components within the site that lend to a transit-oriented development, the site does not meet the minimum criteria to be appropriate for a TOD.

Planning Objectives of Successor Agency:

Description of the advancement of the planning objectives of the successor agency.

The use of these properties for the completion of the Stanton Plaza development would advance the planning objectives of the City of Stanton. The goals of the Stanton Plaza Specific Plan, General Plan and Redevelopment Plan are to create a quality aesthetic project and develop economic prosperity through the establishment of a landmark place.

The Stanton Plaza Specific plan has designated the subject parcels for the creation of the economic core of the plan area with the establishment of a strong commercial center, developed on a pedestrian scale. The Redevelopment Plan sets an action plan to work with the development community to complete the commercial portion of the Stanton Plaza Specific Plan area to meet the goal of “promoting the economic revitalization and development opportunities in the City.” The General Plan identifies the site area as part of the General Mixed-Use Designation which promotes the integration of commercial and residential uses to more efficiently utilize properties and create high quality development projects.

The completion of the commercial portion of Stanton Plaza will advance a number of planning objectives for the City of Stanton and the Successor Agency.

History of Development Proposals and Activities:

Brief history of previous development proposals and activity, including rental or lease of the property.

The properties were originally purchased by Brandywine Homes to develop both the residential and commercial phases of Stanton Plaza for the properties south of Plaza Way to Orangewood Ave. and between Beach Blvd. and Court Ave., inclusive of the subject properties. Brandywine Homes completed construction of 39 single family detached residential homes and a thirteen (13) unit live/work development. During the final construction phase of the 39 single family detached units, the severe economic downturn began. Brandywine Homes attempted to identify potential commercial tenants for the commercial phase, but due to the economic situation, and the unique demographic makeup of the neighborhood, they were unable to complete the commercial phase.

In addition, due to the economic downturn, Brandywine Homes had a funding gap to complete the live-work development. To continue to move forward with the project, the former Redevelopment Agency negotiated with Brandywine Homes to purchase the remaining commercial properties, which would provide the developer additional funds to complete the live-work development, and would allow the former Redevelopment Agency to reach out to commercial developers to complete the final commercial phase.

As part of the purchase and sales agreement, Brandywine Homes was provided with a First Right of Refusal for any development proposal on the remaining properties until June 30, 2014. This provision has been one of the factors that have made it difficult to market and sell the properties. The First Right of Refusal has been an additional factor making development of the property difficult.

Since the purchase of the properties, the City/Former Redevelopment Agency has met with a number of developers to discuss the potential opportunities for the site. Each developer has shown an interest in the development opportunity. However, most developers have never formalized their interest with a purchase proposal. To date, the Successor Agency has received one purchase proposal from the Caliber Group.

The Caliber Group proposal would bring 24,150 square feet of retail area, with plans for one major tenant building and three smaller retail buildings to house restaurants, retail shops, banks, and discount stores.

Use/Disposition of Property:

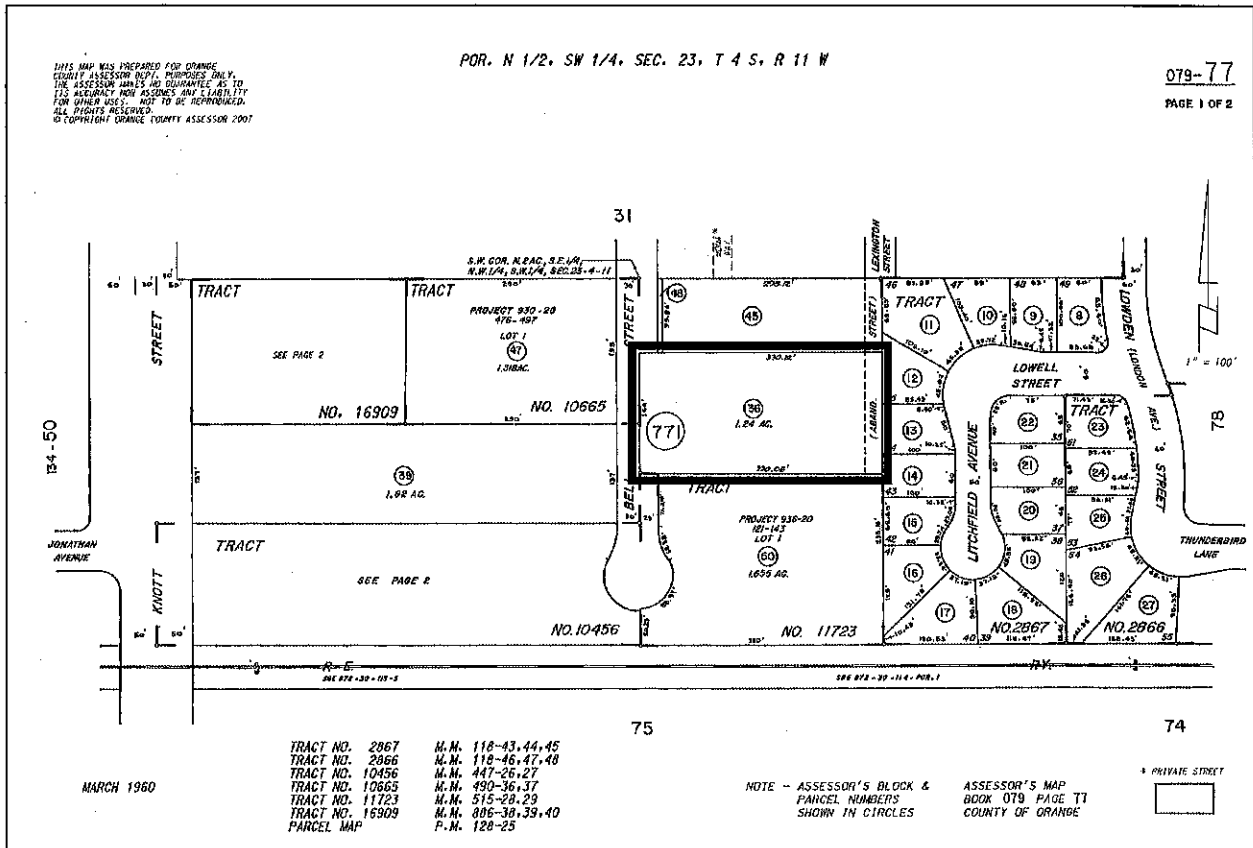
Identify the use or disposition of the property, which could include 1) the retention of the property for governmental use, 2) the retention of the property for future development, 3) the sale of the property, or 4) the use of the property to fulfill an enforceable obligation.

The Successor Agency intends to sell the property (Sec. 34191.5 (2)) to a qualified developer as soon as possible to begin the development process. The Successor Agency intends to sell the property to a development group for the final development phase of the Stanton Plaza Specific Plan. The Successor Agency has received a number of proposals for the purchase and development of the property. As part of the sale of the property, the Successor Agency will evaluate the submitted proposals, and obtain an up-to-date appraisal of the property. The City will work to secure the highest price and best project consistent with the Stanton Municipal Code and the Stanton Plaza Specific Plan. While the Successor Agency understands that the original purchase price of the properties is higher than the current value, the Successor Agency will work diligently to obtain the highest possible value for the land including the appraisal value. To assist with this process, the Successor Agency may hire a retail broker to advertise the sale of the property. As payment, a six percent brokerage fee will be deducted from the total sales. The funds from the sale will be returned to the County of Orange to be distributed to the appropriate taxing agencies or retained for payment of existing enforceable obligations according to the redevelopment dissolution regulations.

OLD CITY OF STANTON CORPORATION YARD

Address	APN	Acquisition Date	Value at Purchase	Lot Size
10652 Bell Street/ 10651 Lexington Dr.	079-771-36	October 29, 2003	\$1,320,000.00	1.24 gross acres

Assessor's Parcel Map:



Property Photographs:



Photograph Legend:

Top: Aerial View of property (pre-demolition of all structures and environmental remediation)

Bottom: View of property from Bell Street, post demolition and remediation.



Parcel Data:

Property Address:	10652 Bell Street also referred to as 10651 Lexington Drive. The Lexington Drive address is no longer viable as the portion of Lexington the provided access to the subject property has been abandoned.
APN:	079-771-36
General Plan Designation:	High Density Residential
Zoning Designation:	RH (High Density Residential). Maximum allowable residential units is 18 dwelling units/acre.
Lot Size:	Acres: 1.24 net acres Lot Width: 164 feet Lot Depth: 330.12 feet

Purpose of Acquisition:

The site was previously utilized as the City’s Corporation Yard for facility maintenance. In 2003, the City began the process to obtain a new property for the Corporation Yard, and redevelop the existing property. Through this process, the City sold the subject property to the Redevelopment Agency to redevelop the vacant property. The property was originally identified as a required site to accommodate the City’s very low and low income affordable housing needs. However, under the new housing element, certified by the State Department of Housing and Community Development, the site is no longer required to accommodate the affordable housing need.

Estimate of Current Property Value:

Estimate of current value of the parcels, including, if available, any appraisal information.

The subject property is zoned High Density Residential. The best and highest use of the property would be high density residential. To determine the estimated current property value, the price per square foot was determined for a number of properties recently purchased in the City that were suitable for High Density Residential Construction.

Property Address	Property Size	Sale Date	Sale Price	Price Per Sq Ft
8111 Catherine Ave.	29,804 sq ft	8/21/2013	\$742,000	\$24.90
8071 Catherine Ave.	29,490 sq ft	4/12/2013	\$367,000	\$21.60
8771 Katella Ave.	9,801 sq ft	8/14/13	\$252,500	\$25.76
9462 Gilbert Street	29,620	8/9/2012	\$650,000	\$21.94

Based on the average price per square footage for the surveyed properties, the subject property price per square footage was calculated at \$23.55. The net property acreage is 50,100 square feet, which results in the estimated current value of \$1,179,855.00.

Estimate of any lease, rental, or any other revenues:

Estimate of any lease, rental, or any other revenues generated by the property, and a description of the contractual requirements for the disposition of those funds.

None. The property is currently vacant land with no revenue generating use or leases. There are no existing contractual requirements for use of any income/revenue.

Environmental Contamination History:

History of environmental contamination, including designation as a Brownfield site, any related environmental studies, and history of any remediation efforts.

The property was previously utilized as the City of Stanton Corporate Yard. This use included vehicle maintenance activities, storage of gasoline and other hazardous materials. The buildings previously on-site were built prior to 1960 and contained lead and asbestos. During the demolition process, the lead and asbestos were removed per state and industry standards.

The facility also utilized an underground storage tank for gasoline storage. The tank was removed during the demolition process and the site was cleaned according to EPA regulations. On September 28, 2009 the County of Orange Health Care Agency Department of Public Health Services - Environmental Health provided a letter of Remedial Action Completion Certification and a Case Closure Summary. This letter has been included as an attachment.

Transit-Oriented Development Potential:

Description of the property's potential for transit-oriented development.

The subject site is not located near any existing or proposed bus stops, rapid bus transit lines, light rail, rail, or other forms of public transportation. In addition, the site is located at the end of a residential cul de sac, approximately 850 feet from the nearest arterial street, with no large commercial centers or employment hubs within the a half mile of the subject site. As such, the site is not suitable for a transit-oriented development.

Planning Objectives of Successor Agency:

Description of the advancement of the planning objectives of the successor agency.

The use of the property for the development of a high density residential project would further the objectives of the Successor Agency. The General Plan designation is high density residential, and the zoning designation is RH (High Density Residential). In addition, the property is currently vacant and fenced off, which creates a blighting influence on the neighborhood. As part of the Five Year Implementation Plan for the former Redevelopment Agency, a major stated goal is to "eliminate blighting influences; improve the overall appearance of buildings, streets, parking areas and other facilities; and assure that all buildings new and old, and are safe for persons and businesses to occupy."

The development of a high density residential project would be consistent with the overall planning objective for the neighborhood, would reduce blighting influences, and would provide safe housing options for the City's residents. As such, the development of the site would meet the planning objectives of the Successor Agency.

History of Development Proposals and Activities:

Brief history of previous development proposals and activity, including rental or lease of the property.

The former Redevelopment Agency fielded a number of developer inquiries for market rate housing. However, the site was previously identified in the 2006-2014 Housing Element to accommodate a portion of the City's very low and low income housing needs. To date, none of the developers interested in the property were affordable housing developers. As such, there have been no formal proposals to purchase the property.

In the 2014-2021 Housing Element, the subject site is no longer included as a mandatory property to accommodate the City's very low and low income housing needs. Market rate high density housing would be permitted on the site and would be consistent with the City's General Plan and Housing Element.

Use/Disposition of Property:

Identify the use or disposition of the property, which could include 1) the retention of the property for governmental use, 2) the retention of the property for future development, 3) the sale of the property, or 4) the use of the property to fulfill an enforceable obligation.

The Successor Agency intends to sell the property (Sec. 34191.5 (2)). The Successor Agency intends to place the property on the market for sale for the development of a market rate housing project. The estimated value of the property based on recent sales of high density residential properties in the surrounding areas is \$1,179,855. The Successor Agency will be hiring a retail broker to advertise the sale of the property. As payment, a six percent brokerage fee will be deducted from the total sales.

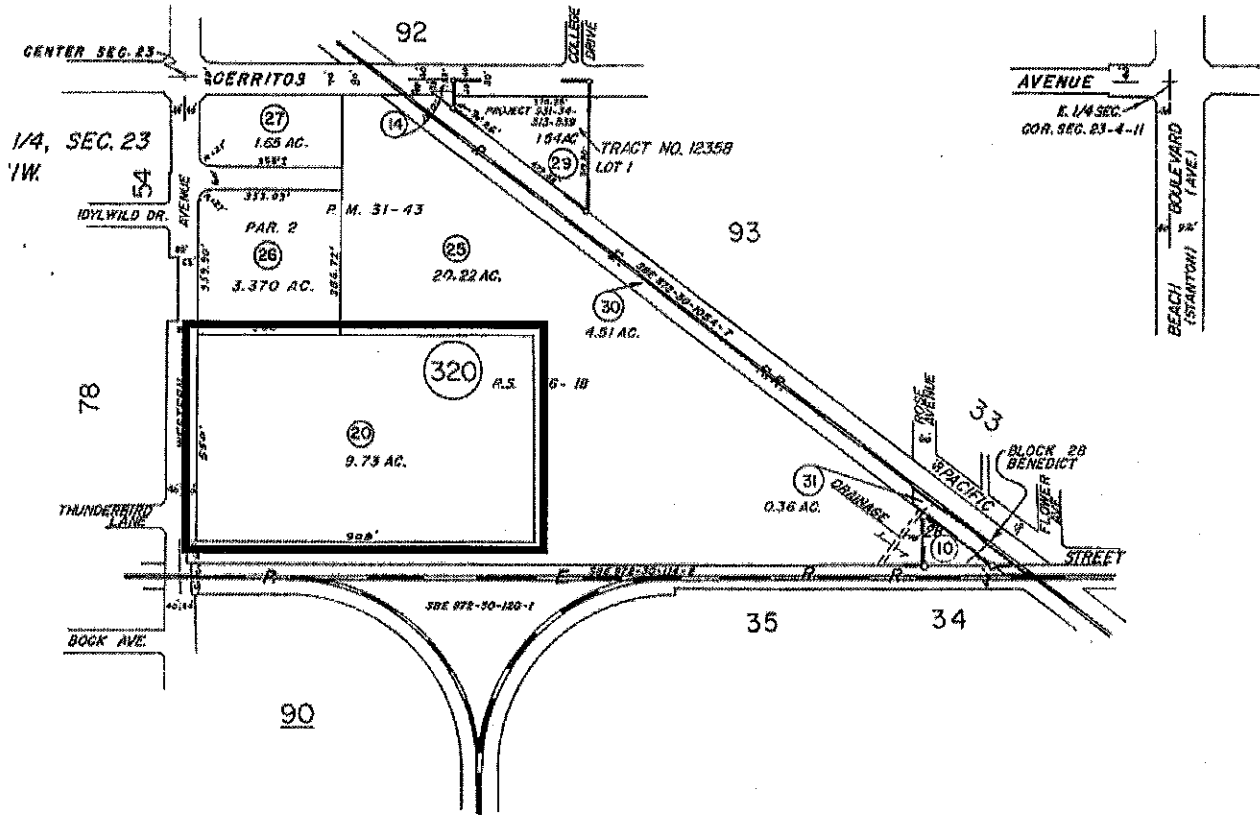
The Successor Agency will issue a request for proposals for developers to purchase the property for the development of market rate residential units. Upon review of the RFP responses, the Successor Agency will identify the proposal with the highest quality project and purchase proposal.

The funds from the sale will be returned to the County of Orange to be distributed to the appropriate taxing agencies according to the redevelopment dissolution regulations.

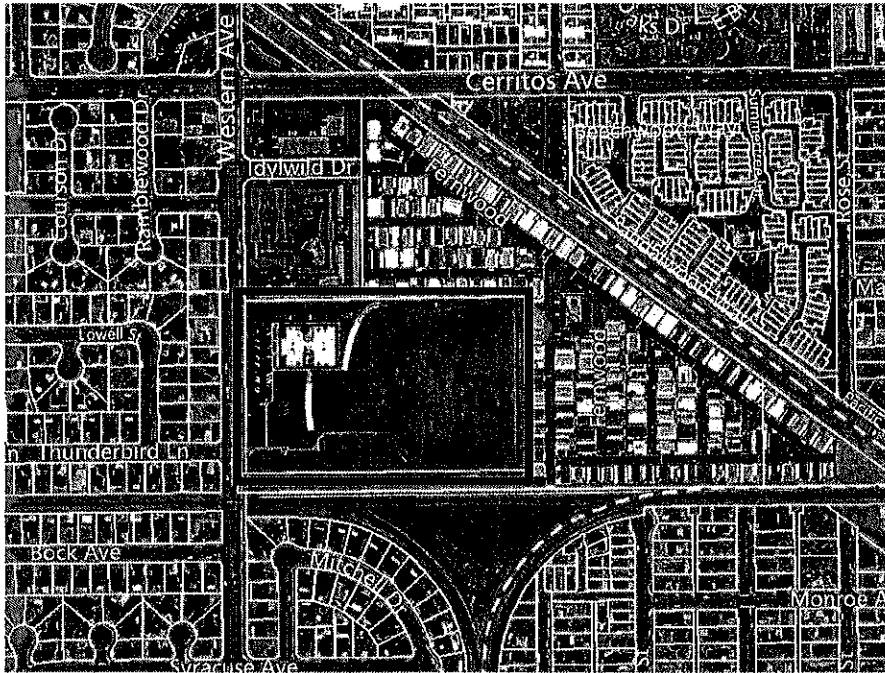
**STANTON CENTRAL PARK SITE
(EXCLUDING THE EXISTING TENNIS COURTS)**

Address	APN	Acquisition Date	Value at Purchase	Lot Size
10660 Western Ave.	079-320-20	November 18, 2010	\$12,500,000.00	11.46 ac

Assessor's Parcel Map:



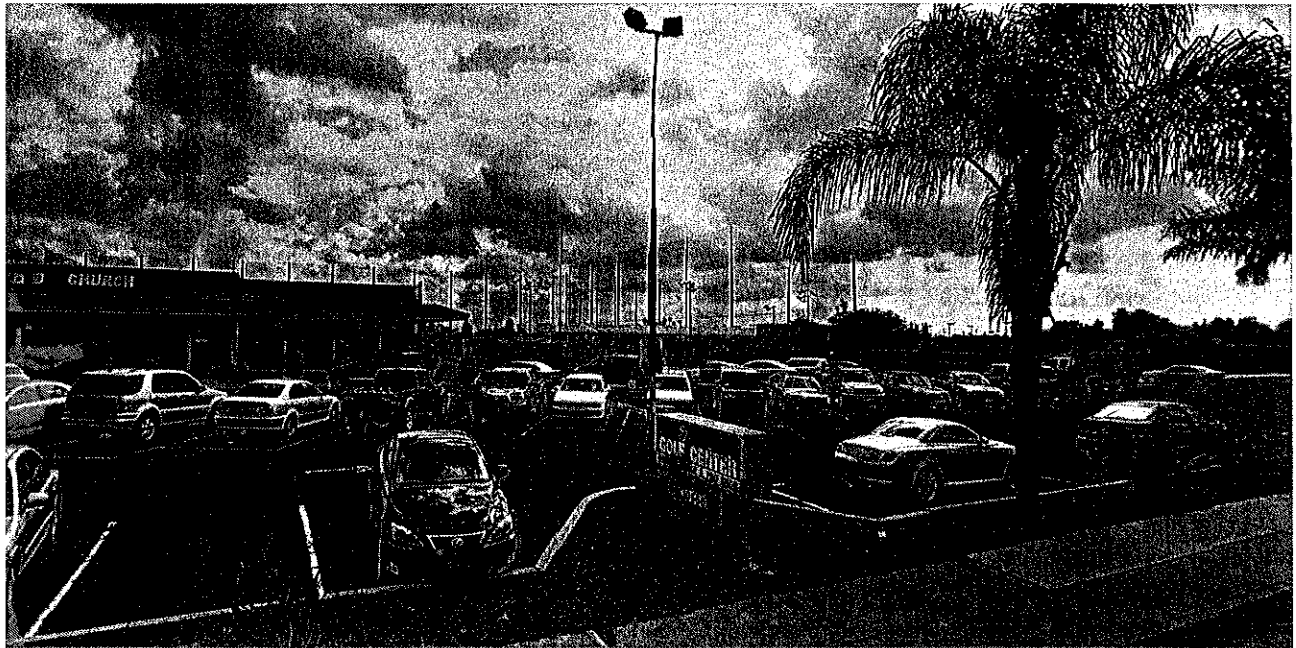
Property Photographs:



Photograph Legend:

Top: Aerial View of the property

Bottom: View of property from Western Avenue



Parcel Data:

Property Address:	10660 Western Avenue, Stanton, CA 90680
APN:	079-320-20
General Plan Designation:	Public Institutional
Zoning Designation:	Parks and Recreation
Lot Size:	Acres: 11.46 acres Lot Width: 550 feet Lot Depth: 908 feet

Purpose of Acquisition:

The City of Stanton currently has a significant deficiency in the availability of parkland to service its residents. Currently, there is less than 30 acres of improved park space within the City, which is 3.1 square miles. To provide additional park space for the City's residents, in 2010, the City purchased the surplus property from the Savanna School District. The City's Park and Recreation Department has been operating the City tennis center on a portion of the site since the Redevelopment Agency acquired the property. Prior to the dissolution of the Redevelopment Agency, the remainder of the property has been operated as a golf center and was being designed as the City's Central Park. The property will be improved as a park facility, including three soccer fields, a baseball diamond, walking trails, a skate park, playground facilities, tennis courts, and an entertainment pavilion.

Estimate of Current Property Value:

Estimate of current value of the parcels, including, if available, any appraisal information.

The subject property is zoned Parks and Recreation, and may not be developed for any commercial, industrial, or residential use.

In addition, to fund the development of the park, the City was granted funds through the 2006 California Parks Bond Act – Statewide Park Development and Community Revitalization Grant Program (i.e. Proposition 84 Grant Program). As part of the acceptance of the grant, the City was required to file a deed restriction on the property, which shall remain in full force and effect until June 30, 2041, that stipulates the required use of the site as a park and community recreation facility.

As the property may only be utilized as a park and community recreation facility, there is no value to the property for private investors. As such, the estimated current property value is zero dollars and zero cents (\$0.00).

Estimate of any lease, rental, or any other revenues:

Estimate of any lease, rental, or any other revenues generated by the property, and a description of the contractual requirements for the disposition of those funds.

A portion of the property is currently being leased to the Stanton Golf Center. The tenant has been provided all of the legal notices required for the relocation of the use as part of a redevelopment project. However, until such time as the project begins, the City has continued to lease the property to the tenant. The lease amount per month is \$7,870.00 with an annual lease of \$94,440.00.

The current lease agreement is for a term of one year, from June 1, 2013, to May 31, 2014. Upon expiration of the lease, the portion of the property used by the Golf Center will revert back to the Successor Agency control, the tenant will be vacated, and there will no longer be any lease revenue generated on the property.

Environmental Contamination History:

History of environmental contamination, including designation as a Brownfield site, any related environmental studies, and history of any remediation efforts.

The property was previously owned by the Savanna School District. It was operated as a school site originally, and then transferred to surplus office space. The City of Stanton had leased the property from the Savanna School District since July 12, 1977 until it was purchased by the Redevelopment Agency in 2010. From 1977 to the current day, the property has been continuously used as a public facility.

When the property was leased in 1977 the entire site was originally used as a public park, with the City's Park and Recreation Department operating programs from the facility. Beginning in 1984, all City Hall functions were operating from the subject property. This includes City Council meetings and all City offices including the City Manager, Community Development, Engineering, Finance, Parks and Recreation and Public Works. Parks and Recreation continued to utilize the large grass area on the site as a neighborhood park during this time. The City had also constructed and operated nine municipal tennis courts and has offered recreational tennis instruction from the site. Said tennis courts were built and continuously operated and maintained by the City of Stanton since 1977. The portion of the land where the municipal tennis courts have been developed is not included as part of this property management plan.

In 1992, City Hall was moved to its current location on Katella Avenue and the entire property once again was utilized by the Parks and Recreation Department. All original structures remained on-site.

In 1999, in order to offset some of the costs associated with running full time parks and recreation programs from the site, the City partnered with Walker Hill Corporation to construct a golf driving range on-site. The City conceived this as a public-private partnership to provide paid recreational activities in the City. The property was also zoned Public/Institutional at the time, meaning that the City considered the uses on site to be public in nature. From 1999 to present, the site has been utilized as a recreational golf driving range, with the parks and recreation operations of tennis courts.

The buildings currently on the site are the original buildings which were constructed prior to 1970, so it is expected there would be lead and asbestos.

There have been no uses on the site that would suggest any form of environmental contamination. As part of the park development, the City also initiated the drafting of a Mitigated Negative Declaration for the proposed park construction. During the initial study phase, there were no contamination issues

identified on the site. Once the project is initiated, a Phase I/II analysis will be conducted to identify any potential environmental contamination.

Transit-Oriented Development Potential:

Description of the property's potential for transit-oriented development.

The subject property is located on a secondary arterial in the City. There are no existing or anticipated bus routes to be established along Western Ave. according to the Orange County Transportation Authority Long Range Transportation Plan. The nearest bus-stop is located at the intersection of Katella Ave. and Western Ave., approximately one-third of a mile away.

In addition, the site is surrounded largely by lower density residential to the west and south. To the east is a mobile home park, and to the north is one multifamily apartment complex. With the existing and anticipated density and zoning, there would not be a sufficient population threshold to support a transit oriented development.

Finally, the site is zoned Parks and Recreation, which would not allow for the construction of high density residential, or commercial uses. Therefore, the subject site does not hold any potential for the development of a transit oriented development.

Planning Objectives of Successor Agency:

Description of the advancement of the planning objectives of the successor agency.

The use of the property for the development of a park facility would further the objectives of the Successor Agency. The General Plan designation is Public Institution, and the zoning designation is PR (Parks and Recreation). As part of the Five Year Implementation Plan for the former Redevelopment Agency, a major stated goal is to "provide a broad range of public infrastructure and facility improvements to induce private investment in the City." One objective as part of this goal was to "assist in the expansion of the City's park system."

The development of a public park facility would be consistent with the overall planning objective for the neighborhood, and would further the goals and objectives of the City and former redevelopment agency by providing additional park facilities for the residents. As such, the development of the site would meet the planning objectives of the Successor Agency.

History of Development Proposals and Activities:

Brief history of previous development proposals and activity, including rental or lease of the property.

The City has not received any proposals for development. The City purchased the property for the development of a park. In 2010, a \$25,280,000 bond was issued for the purchase of the subject property, and development of the park. Through the wind down process for the redevelopment agencies, the Department of Finance reviewed the bond documents, and cleared the use of the bonds for the construction of the park.

The City is currently in the process of finalizing the design of the park, and anticipates construction to begin in summer/fall 2014.

Use/Disposition of Property:

Identify the use or disposition of the property, which could include 1) the retention of the property for governmental use, 2) the retention of the property for future development, 3) the sale of the property, or 4) the use of the property to fulfill an enforceable obligation.

The Successor Agency intends to convey the property to the City for government use (Sec. 34191.5 (2)).

The Successor Agency intends to convey the property to the City for government use to continue operating as recreation opportunity for the residents and to complete the improvements and construction of the 11.46 acre park to service the Stanton residents.

Pursuant to Health and Safety Code section 34181(a), the subject property may be retained for government use if it were “constructed and used for government purpose such as roads, school buildings, and parks ... pursuant to any existing agreements relating to the construction or use of such an asset.”

Bonds have been purchased for the specific use of the development of the park, and the use of the bond proceeds were approved by the Department of Finance on May 7, 2014. Design contracts have been issued for the design of the park, and the City has already approved the preliminary design, and funded the construction of the park, to begin in the fall of 2014. In addition, the funding of the park will also be supplemented with a \$2,963,700 Proposition 84 grant awarded by the State Department of Parks and Recreation. The City is under severe time restrictions with the Department of Parks and Recreation to expend these funds. For more information, please contact Melinda Steinert, Associate Park and Recreation Specialist Office of Grants and Local Services with the Department of Parks and Recreation at (916) 651-7744.

In addition, the Savanna School District agreed to sell the subject property to the City of Stanton with the specific understanding that a park would be developed on the site. On May 8, 2014, the City of Stanton received a letter from the Superintendent of the school district requesting clarification as to why the development of the park has yet to commence. It is imperative that the property management plan be approved in an expeditious manner so the development of the park may begin. If the project continues to be held up, there is the possibility of the City losing the grant funding, and have difficulties identifying further gap funding opportunities to complete the construction.

DOF has approved a the transfer of a portion of the parcel to the City pursuant to Health and Safety Code Section 34181(a). DOF has required that the LRPMP include a portion of the parcel currently housing the City’s Golf Center because it is operated by a third party.²

² The Successor Agency has amended the LRPMP as directed by DOF in the letter dated, May 7, 2014. The Successor Agency takes this action under protest and reserves all rights and remedies as it relates to the validity of the DOF determination in said letter. Pursuant to Health and Safety Code Section 34181(a), the Successor Agency is authorized, with Oversight Board approval, to dispose of all assets and properties used for a governmental purpose to the City. This property is currently operated as the City’s tennis center and a golf center. These facilities share parking, utilities, etc. The Successor Agency asserts that the DOF’s splitting of a parcel is not authorized by statute.

LIST OF ATTACHMENTS

- A. Summation Table for properties
- B. Finding of Completion from DOF (Dated August 15, 2013)
- C. Low and Moderate Fund Due Diligence Review Letter from DOF (Dated December 19, 2012)
- D. Other Funds and Accounts Due Diligence Review Letter from DOF (Dated April 1, 2013 and May 5, 2013)
- E. Oversight Board Action Review Letter from DOF – Public Use Assets (Dated May 7, 2014)
- F. Approval of Oversight Board Action Letter from DOF – Housing Assets (Dated May 7, 2014)
- G. Oversight Board Action Review Letter from DOF – Government Use Assets (Dated May 7, 2014)
- H. Goals, Policies, and Action Items Excerpt from the 2009-2014 Redevelopment Implementation Plan

Stanton Plaza Back Up Documentation

- I. Grant Deeds for all properties
- J. Right of First Refusal Document between the former Stanton Redevelopment Agency and JBD Infill Investments, LLC
- K. Grant of Easement and Cost Sharing Agreement (dated May 29, 2008) for Stanton Plaza
- L. Orange County Health Care Agency – Environmental Health Clearance Document for Beachwood Plaza Cleaners
- M. Purchase Proposal from Caliber Retail Properties Group (dated December 19, 2013)
- N. Cost Proforma and Land Price Residual Determination from Caliber Properties Group

Old Corporate Yard Back Up Documentation

- O. Grant Deed
- P. Orange County Health Care Agency – Environmental Health Clearance Document for City Maintenance Yard

Stanton Park Site Back Up Documentation

- Q. Grant Deed
- R. Deed Restriction for Proposition 84 grant funding
- S. 2010 Series A Bond Documentation for purchase and development of a park facility
- T. Asset Detail of Bond Fund Account
- U. Letter from Savanna School District (Dated May 8, 2014)
- V. Correspondence letters between the Department of Parks and Recreation and the City of Stanton regarding the delay in project implementation (Dated February 14, 2014 and March 6, 2014)
- W. Lease Agreement between City of Stanton and Stanton Golf Center

DRAFT

**STANTON PLAZA
SPECIFIC PLAN
ENVIRONMENTAL
IMPACT REPORT
SCH #2004071165**



prepared for:

CITY OF STANTON

Contact:
Steven Harris,
Community Development
Director

prepared by:

**THE PLANNING
CENTER**

Contact:
William Halligan, Esq.,
Director of Environmental
Services

SEPTEMBER 13, 2004

DRAFT

**STANTON PLAZA
SPECIFIC PLAN
ENVIRONMENTAL
IMPACT REPORT
SCH# 2004071165**



prepared for:

CITY OF STANTON

*City of Stanton
7800 Katella Avenue
Stanton, CA 90680*

*Contact:
Steven Harris,
Community Development
Director*

prepared by:

**THE PLANNING
CENTER**

*1580 Metro Drive
Costa Mesa, CA 92626
Tel: 714.966.9220 • Fax: 714.966.9221
E-mail: costamesa@planningcenter.com
Website: www.planningcenter.com*

*Contact:
William Halligan, Esq.,
Director of Environmental
Services*

STA-14

SEPTEMBER 13, 2004

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1. Executive Summary

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decision-making. This EIR has been prepared to evaluate the environmental consequences of the proposed Stanton Plaza Specific Plan. This document focuses on those issues determined to be potentially significant as discussed in the Initial Study completed for this project (See Appendix A).

1.2 PROJECT LOCATION

The project site is located in the central portion of the City of Stanton, Orange County, along Beach Boulevard, the City's main north-south corridor. Specifically, the site is located north of Orangewood Avenue, south of the Orange County Flood Control Channel, east of Beach Boulevard, and west of Court Street.

1.3 PROJECT SUMMARY

The purpose of the Specific Plan is to provide the impetus for the revitalization and upgrade of the Stanton Plaza site. The Specific Plan is intended to implement the objectives and policies of the City's General Plan, redevelopment strategy and other applicable planning guidance.

The Specific Plan is both a policy and a regulatory Specific Plan. It establishes policy, including concept plans, which guide the development of the site, to be adopted by resolution. Chapter 4 of the Specific Plan, Site Development Standards, serves as the property's zoning, adopted by ordinance. Development or site plans for this area must be consistent with this Specific Plan. The scope of subjects for this Plan is the same as the scope of the General Plan, to the extent that they apply to this area.

The proposed project would amend the Stanton Plaza Specific Plan to allow greater flexibility in the redevelopment of the proposed Stanton Plaza site based upon a shift in market demands. As part of the Specific Plan, development standards have been created for residential and commercial development and become part of the City's Zoning Code upon project adoption. These development standards prescribe the minimum standards for all development that occurs within the plan area. The amended SPSP-1 designation allows for a diverse mixture of commercial and residential uses.

1.4 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1.4-1 (following this section) summarizes the conclusions of the environmental analysis contained in this DEIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

Measures that have the potential to mitigate project impacts are divided into two types: 1) Existing Regulations and Standard Conditions; and, 2) Additional Mitigation Measures. Existing Regulations and Standard Conditions refer to those existing federal, state, county, and city codes, regulations and standard conditions with which the project must comply, and which through compliance, potentially significant impacts are either reduced or avoided. Existing Regulations encompass such legal requirements as the Uniform Building Code and existing municipal stormwater permits. Standard



1. *Executive Summary*

Conditions are those standard conditions of approval, which have been adopted by the City of Stanton and are applied to all projects within the City. Although compliance with existing laws and regulations is not considered mitigation, the Existing Regulations and Standard Conditions applicable to the project are identified in Section 5 but have not been included in Table 1.4-1.

Project Design Features/Special Development Requirements are those measures which have been identified and incorporated into the project by individual project applicants and that avoid or reduce impacts. In some instances, Project Design Features (PDFs) may be applied to improve or provide a beneficial impact to the environmental issue analyzed even where no significant impact has been identified. Because these features have been made a part of the project, they do not constitute mitigation measures by definition, although they have a mitigating effect. In the City of Stanton, PDFs will be implemented as Special Development Requirements, and their implementation will be assured through inclusion in the mitigation monitoring and reporting program.

Where an impact cannot be avoided or reduced to a level of less than significant through adherence to Existing Regulations and Standard Conditions, or implementation of Project Design Features/Special Development Requirements, the DEIR identifies Additional Mitigation Measures which, if implemented, would help avoid or minimize significant impacts of the project. These measures are specific, feasible actions that will either avoid or reduce significant impacts of the proposed project.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Significance Threshold</i>	<i>Environmental Impacts/Level of Significance Before Mitigation</i>	<i>Project Design Features/Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.1 AIR QUALITY			
<p>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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p>	<p><u>Short Term Impacts:</u> Emissions from construction activities were calculated. During construction, NOx and ROG exceed SCAQMD thresholds. Potentially significant.</p> <p><u>Long Term Impacts:</u> Emissions from operational activities were calculated and no SCAQMD thresholds were exceeded. Less than significant.</p>	<p>Existing Conditions and Standard Regulations</p> <p>The proposed project shall include suppression measures for fugitive dust and those associated with construction equipment in accordance with SCAQMD Rule 403 and other AQMD requirements. Prior to issuance of each grading permit, the landowner or subsequent project applicant shall obtain the appropriate permits from the SCAQMD and submit them to the City.</p> <p>Mitigation Measures</p> <p>5.1-1 Limit heavy equipment to no more than aggregate use of 65 hours per day during building construction. Equipment use shall be logged and a record of the log shall be retained for on-site City and/or SCAQMD inspection during construction activities.</p> <p>5.1-2 All heavy equipment shall be maintained in a proper state of tune as per the manufacturer's specifications.</p> <p>5.1-3 Heavy equipment shall not be allowed to remain idling for more than five minutes duration.</p> <p>5.1-4 Trucks shall not be allowed to remain idling for more than two minutes duration.</p> <p>5.1-5 Electric power shall be used to the exclusion of gasoline or diesel generators and compressors whenever feasible.</p> <p>5.1-6 Construction activities shall minimize obstruction of through traffic lanes adjacent to the site and, if necessary, a flag-person shall be retained to</p>	<p>Less than significant.</p>

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		maintain safety adjacent to existing roadways. 5.1-7 All primers shall contain less than 0.85 pound per gallon (102 gram/liter VOC). 5.1-8 All top coats shall contain less than 0.07 pound per gallon (8 grams/liter VOC).	
Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Because the project would not add any additional trips to the roadway system over and above the existing average daily traffic levels, it would not create or add to any CO violations . Less than significant.	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to air quality are applicable to the project. Mitigation Measures No mitigation measures are necessary	No significant impacts have been identified and no mitigation measures are required.
Would the project expose sensitive receptors to substantial pollutant concentrations?	Localized CO concentrations would not exceed State standards of 20 and 9.0 ppm for the 1- and 8-hour concentrations. Less than significant	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to air quality are applicable to the project. Mitigation Measures No mitigation measures are necessary	No significant impacts have been identified and no mitigation measures are required.
Would the project conflict with or obstruct implementation of the applicable air quality plan?	Cextrapolation of AQMP growth projections shows that the project fits within employment, housing and population projections for Orange County and is consistent with the growth	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to air quality are	No significant impacts have been identified and no mitigation measures are required.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
	assumptions of the 2003 AQMP. Less than significant.	applicable to the project. Mitigation Measures No mitigation measures are necessary	
Would the project create objectionable odors affecting a substantial number of people?	Construction activities have the potential to create some objectionable odors but because they are to be expected and temporary they are considered less than significant. Less than significant.	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to air quality are applicable to the project. Mitigation Measures No mitigation measures are necessary	No significant impacts have been identified and no mitigation measures are required.
5.2 LAND USE AND RELEVANT PLANING			
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted with the purpose of avoiding or mitigating an environmental effect	The proposed project involves an amendment to the existing Stanton Plaza Specific Plan. Upon project approval, the project would be in compliance with all applicable land use plans, policies, and regulations. Less than significant.	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to land use are applicable to the project. Mitigation Measures No mitigation measures are necessary	No significant impacts have been identified and no mitigation measures are required.
5.3 NOISE			
Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or	Noise levels are not expected to exceed standards for receptors near the project site. Less than significant.	Existing Conditions and Standard Regulations In accordance with the City of Stanton Noise Ordinance, construction activity shall be	No significant impacts have been identified and no mitigation measures are required.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
applicable standards of other agencies?		limited to between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday. Mitigation Measures No mitigation measures are necessary.	
Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Groundborne vibration is associated with project construction, particularly grading and earth movement. However, since the site is currently developed, it is not anticipated that many of these operations would be necessary. In addition, construction would be a short-term impact and is not anticipated to be significant. Less than significant.	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to noise are applicable to the project. Mitigation Measures No mitigation measures are necessary.	No significant impacts have been identified and no mitigation measures are required.
Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Because the number of average daily trips is anticipated to be less than the number of trips currently occurring at the project site, operational noise impacts would be less than the current operation. Potentially significant.	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to noise are applicable to the project. Mitigation Measures 5.3-1 Prior to the issuance of building permits for each structure or tenant improvement other than a parking structure, the applicant shall submit a final acoustical report prepared to the satisfaction of the Director of Community Development. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards.	Less than significant
Would the project result in a substantial	Based on these typical noise levels for	It is assumed that the project will be required to conduct all operations (construction	Less than significant

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	aggregated activities, construction noise would affect ambient noise levels in and around the project site for the entire period of construction. Potentially significant.	<p>(and operation) in accordance with established City of Stanton's ordinances. The following measures are above adherence to existing codes.</p> <p>5.5-2 All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.</p> <p>5.5-3 Approved haul routes should be used to minimize exposure of sensitive receptors to potential adverse noise levels from hauling operations.</p> <p>5.5-4 In cases of severe construction noise and where practical, noise screens shielding noise sensitive receivers will be placed between the construction activity and the affected receiver.</p> <p>5.5-5 Perform all construction in a manner to minimize noise. The contractor will be required to select construction processes and techniques that create the lowest noise levels. Examples are using predrilled piles instead of impact pile driving, mixing concrete off-site instead of on-site and using hydraulic tools instead of pneumatic impact tools, use of silencing packages for air compressors.</p> <p>5.5-6 A construction relations officer shall be appointed by the applicant to act as a liaison with neighbors and residents and on-site commercial tenants concerning project construction activity.</p>	

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
5.4 POPULATION AND HOUSING			
Would the project induce substantial population growth in an area either directly or indirectly	The Stanton Plaza Specific Plan could add as many as 330 dwelling units, an estimated population of 1,158, based on Stanton's average household size of 3.51 persons per household, to the project area. As such, this number represents a 3% increase in the population of Stanton. Under this scenario, an additional 13,000 square feet of commercial space could be constructed on the site, as well. This small amount of commercial would result in a negligible employment demand that could easily be absorbed by the existing community. Less than significant.	<p>Existing Conditions and Standard Regulations</p> <p>No project existing conditions or standard regulations related to population and housing are applicable to the project.</p> <p>Mitigation Measures</p> <p>No mitigation measures are necessary.</p>	No significant impacts have been identified and no mitigation.
5.5 PUBLIC SERVICES			
Would the project increase demand for fire protection?	The project could increase demands on the Orange County Fire Department, however OCFD indicated that they could serve the proposed project. Potentially significant.	<p>Existing Conditions and Standard Regulations</p> <ul style="list-style-type: none"> • Structures should have automatic sprinklers • A supervised fire alarm system will be installed per the requirements of the California Fire Code in an accessible location with an annunciator. • Sufficient access to and around Sites would be provided and would meet the OCFA and the California Fire Code requirements. The Orange County Fire Authority shall review precise development proposals to ensure adequate access and fire protection facilities. • A water supply system to supply fire hydrants and automatic fire sprinkler systems will be installed. Minimum spacing between hydrants will be 300 feet. 	Less than significant.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Turning radius and access in and around project site and buildings would be designed to accommodate large fire department vehicles and their weight. • The project would ensure that all roadways would either have medians that do not exceed 1000 feet without a turnaround or would provide emergency turnaround access for heavy fire equipment in those areas. • All traffic signals within the project access ways would include optical preemption devices. • An emergency access plan will be submitted to the Orange County Fire Authority. This plan shall identify alternate routes for emergency access during construction to areas potentially blocked by project-related construction activities. <p>Mitigation Measures</p> <p>MM 5.5-1 Prior to approval of the Plan the designated site developer would enter into a Secured Fire Protection Agreement with the Orange County Fire Authority and/or City of Stanton. This agreement shall specify the developer's prorata fair share funding of capital improvements necessary to establish adequate fire protection facilities, equipment and personnel. The agreement shall be reached as early as possible in the planning process, preferably for each phase or land use sector of the project, rather than on a parcel by parcel basis.</p>	
Would the project increase demand for police protection?	The proposed project could increase demands on police services, provided by the Orange County Sheriff's Department. Potentially significant.	<p>Existing Conditions and Standard Regulations</p> <p>An emergency access plan will be submitted to the Orange County Sheriff's Department. This plan shall identify alternate routes for emergency access during construction to areas potentially blocked by project-related construction activities.</p> <p>Mitigation Measures</p> <p>MM 5.5-2 The project applicant shall be instructed to pay all applicable police</p>	Less than significant.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
		facility fees required by the Orange County Sheriff's Department.	
Would the project increase demand for schools?	The project could result in an additional 1,158 residents within the City, which would generate approximately 313 elementary, 124 intermediate and 170 high school students. The payment of school fees would mitigate potential impacts to schools. Less than significant.	<p>Existing Conditions and Standard Regulations</p> <p>Individual Project applicants developing facilities in the Stanton Plaza shall pay the current fee per GCS 65595.</p> <p>Mitigation Measures</p> <p>No mitigation measures are necessary.</p>	No significant impacts have been identified and no mitigation.
Would the project increase demand for parks?	The City of Stanton currently has 0.9 acres of parkland per 1,000 residents, which is below the state-recommended threshold of 3-5 acres per 1,000 residents. Payment of Quimby Act fees would reduce project impacts. Less than significant.	<p>Existing Conditions and Standard Regulations</p> <p>As a standard condition of approval, the City of Stanton requires all new developments to abide by the Quimby Act (AB 1150), which enables local agencies to require the dedication of local park acreage, the payment of fees, or a combination thereof as part of the subdivision process.</p> <p>Mitigation Measures</p> <p>No mitigation measures are necessary.</p>	Less than significant.
Would the project increase demand for other public facilities?	The project is not anticipated to increase the demand for other public facilities. Less than significant.	<p>Existing Conditions and Standard Regulations</p> <p>No project existing conditions or standard regulations related to public services are applicable to the project.</p> <p>Mitigation Measures</p> <p>No mitigation measures are necessary.</p>	Less than significant.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
5.6 RECREATION AND PARKS			
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	The City of Stanton currently has 0.9 acres of parkland per 1,000 residents, which is below the state-recommended threshold of 3-5 acres per 1,000 residents. Payment of Quimby Act fees would reduce project impacts. In addition, the project would include some on-site recreational facilities. Less than significant.	Existing Conditions and Standard Regulations As a standard condition of approval, the City of Stanton requires all new developments to abide by the Quimby Act (AB 1150), which enables local agencies to require the dedication of local park acreage, the payment of fees, or a combination thereof as part of the subdivision process. Mitigation Measures No mitigation measures are necessary.	Less than significant.
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	The project is anticipated to provide some open space areas, an activity center and potentially a pool in conjunction with the proposed project. Less than significant.	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to recreation are applicable to the project. Mitigation Measures No mitigation measures are necessary.	Less than significant.
5.7 TRAFFIC AND CIRCULATION			
Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)	The proposed project would generate fewer average daily trips than the existing land uses. Less than significant.	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to traffic are applicable to the project. Mitigation Measures No mitigation measures are necessary.	Less than significant.
Would the project exceed, either individually or cumulatively, a level of service standard	Less than significant.	Existing Conditions and Standard Regulations	Less than significant.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
established by the county congestion management agency for designated roads or highways		<p>No project existing conditions or standard regulations related to traffic are applicable to the project.</p> <p>Mitigation Measures</p> <p>No mitigation measures are necessary.</p>	
5.8 UTILITIES AND SERVICE SYSTEMS			
Would the project require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<p>The project could increase the generation of wastewater and the demand for water, however, the project would not result in the expansion of existing facilities.</p> <p>Potentially significant.</p>	<p>Existing Conditions and Standard Regulations</p> <ul style="list-style-type: none"> The construction of the individual developments within the proposed project site could result in short-term impacts associated with delays in service provisions if water lines are damaged during construction. However, potential damage to water lines would be fully mitigated by requiring the City of Stanton Public Works and Engineering Department to coordinate with SCWC on the depths and locations of the existing water lines. Therefore, the proposed project is not expected to result in significant adverse impacts related to the recycled water, or from planned connection activities. New development projects assessed \$1,000 per residential unit or \$5,000 per non-residential acre for water provision facilities. <p>Mitigation Measures</p> <p>5.8-1 The proposed development would follow the usual conservations measures related to water conservation within the California Urban Water Conservation Council.</p> <p>5.8-2 The existing 6 inch water mains on Plaza Way and Court Street will be replaced as required by the SCWC in order to provide for fire flow requirements of the proposed development.</p>	Less than significant.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
Would the project have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	The project could lead to an additional demand for water at the site, however water would be available to serve the project. Less than significant.	<p>Existing Conditions and Standard Regulations</p> <ul style="list-style-type: none"> The sewer collection mains required for this project would be sized per Orange County Department of Public Works (OCDPW) design criteria. The City of Stanton would own the collection mains, however, the City has a maintenance agreement with OCDPW for collector mains. Each individual project applicant would be required to pay the connection fee empowered to the Sanitation District by the California Health and Safety Code. Commercial users should incorporate all practical and mandated water conservation measures. All users should use ultra-low flow fixtures to reduce the volume of sewage to the system. <p>Mitigation Measures</p> <p>No mitigation measures are necessary.</p>	No significant impacts have been identified and no mitigation.
Would the project result in a determination by the waste water 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?	The project could result in the generation of additional quantities of wastewater, however the capacity to serve the site is available. Less than significant.	<p>Existing Conditions and Standard Regulations</p> <p>No project existing conditions or standard regulations related to utilities are applicable to the project.</p> <p>Mitigation Measures</p> <p>No mitigation measures are necessary.</p>	No significant impacts have been identified and no mitigation.
Would the project be served by a landfill with sufficient permitted capacity to	The project could result in the generation of additional quantities of solid waste,	<p>Existing Conditions and Standard Regulations</p>	No significant impacts have been identified and no mitigation.

1. Executive Summary

**Table 1.4-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Significance Threshold	Environmental Impacts/Level of Significance Before Mitigation	Project Design Features/Mitigation Measures	Level of Significance After Mitigation
accommodate the project's solid waste disposal needs?	however the landfill capacity to accommodate the project's solid waste is available. Less than significant.	No project existing conditions or standard regulations related to solid waste are applicable to the project. Mitigation Measures No mitigation measures are necessary.	
Would the project comply with federal, state, and local statutes and regulations related to solid waste?	The project would comply with federal, state, and local statutes and regulations related to solid waste. Less than significant.	Existing Conditions and Standard Regulations No project existing conditions or standard regulations related to solid waste are applicable to the project. Mitigation Measures No mitigation measures are necessary.	No significant impacts have been identified and no mitigation.

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This Draft EIR has been prepared to satisfy CEQA, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, 14 California Code of Regulations, Section 15000, et seq. The EIR is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present and reasonably foreseeable future projects.

Pursuant to CEQA Section 21067, the Lead Agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” The City of Stanton has the principal responsibility for approval of the Stanton Plaza Specific Plan. For this reason, the City of Stanton is the CEQA Lead Agency for this project.

The intent of the EIR is to provide sufficient information on the potential environmental impacts of the proposed Stanton Plaza Specific Plan to allow the City of Stanton to make an informed decision regarding approval of the plan. Specific discretionary actions to be reviewed by the City are described later in Section 4.3.3, *Project Approvals*.

This EIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Section 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (herein referenced as CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.)



The overall purpose of this EIR is to inform the lead agency, responsible agencies, decision makers and the general public of the environmental effects of the development and operation of the proposed Stanton Plaza Specific Plan. This EIR addresses the potential environmental effects of implementation of the plan, including effects that may be significant and adverse, evaluates a number of alternatives to the project and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of Stanton determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on July 30, 2004 (See Appendix A). Comments received during the public review period, which extended from July 30, 2004 to August 30, 2004 are contained in Appendix B.

The NOP process is used to help determine the scope of the environmental issues to be addressed in the EIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered potentially significant are addressed in this EIR. Issues identified as less than significant or having no impact are not addressed beyond the discussion contained in the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these initial determinations have been made.

2. Introduction

2.3 SCOPE OF THIS EIR

Based on the results of the Initial Study and consideration of the comments received during the scoping process, a number of environmental issues were identified as requiring more detailed review in this EIR. The following is a list of these broad categories.

- Air Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities

Refer to the Initial Study in Appendix A for the specific issues within each of these categories that were determined to require further review. Other specific issues within these categories were dismissed in the Initial Study and have not been reviewed in this EIR.

2.4 INCORPORATION BY REFERENCE

The following documents are incorporated by reference in this EIR, consistent with Section 15150 of the State CEQA Guidelines, and are available for review at the City of Stanton. Where appropriate, these plans and programs are also highlighted in topical discussion of issues.

General Plan. (*September 16, 1991; The Planning Center*)

General Plan EIR. (*September 16, 1991; The Planning Center*)

Mitigated Negative Declaration for Stanton Plaza Specific Plan. (*July 3, 2002; The Planning Center*)

2.5 EIR FORMAT

This Draft EIR has been formatted as described below.

Section 1. Executive Summary - This section summarizes the project location and description of the proposed Stanton Plaza Specific Plan, and the potential environmental impacts and mitigation measures for the project.

Section 2. Introduction - This section describes the purpose of the EIR; background on the project, the Notice of Preparation/Initial Study; the format of the Draft EIR; the use of incorporation by reference; anticipated approvals for the project; Final EIR certification; and any critical issues remaining to be resolved.

2. Introduction

Section 3. Environmental Setting - The purpose of this section is to provide a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and regional perspective. The environmental setting provides a set of baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 4. Project Description - This section provides a detailed description of the project; the objectives of the Stanton Plaza Specific Plan; the project site and location; approvals anticipated to be included as part of the project; the necessary environmental clearances for the project; and the alternatives to the project considered in the EIR.

Section 5. Environmental Analysis - This section provides a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; and the level of significance of the adverse impacts of the project after mitigation for each environmental parameter analyzed.

Section 6. Impacts Found Not to be Significant - This section describes impacts of the project that will not be significant and adverse.

Section 7. Irreversible and Irretrievable Commitment of Resources - This section describes the irreversible and irretrievable commitment of resources associated with the construction and long term operation of the proposed project.

Section 8. Growth-Inducing Impacts of the Project - This section describes the potential growth inducing impacts associated with the proposed project.

Section 9. Alternatives - This section describes the impacts of the alternatives to the proposed project, including a No Project Alternative and alternative use for the project.

Section 10. Organizations and Individuals Contacted - This section lists the people and organizations who were contacted during the preparation of the Draft EIR for the proposed project.

Section 11. Report Preparation Personnel - This section lists the people who prepared the Draft EIR for the proposed project.

Section 12. Bibliography - This section is a bibliography of the technical reports and other documentation used in the preparation of the Draft EIR for the proposed Stanton Plaza Specific Plan.

Appendices - The appendices in this document contain supporting documents and other material too detailed and voluminous to be included in the body of the EIR. The following appendices are contained in this EIR:

- Appendix A: Notice of Preparation and Initial Study
- Appendix B: Comments on Notice of Preparation and Service Correspondence
- Appendix C: Air Quality Data
- Appendix D: Noise Study



2. Introduction

- Appendix E: Traffic and Circulation

2.6 INTENDED USES OF THIS EIR

The City of Stanton, as Lead Agency for the proposed development, will use this EIR in consideration of the discretionary actions presently before it, as listed in Section 4.3.3. This document has been prepared as a program EIR with the objective of streamlining the review of anticipated subsequent discretionary actions under the jurisdiction of the City of Stanton to the extent consistent with provisions set forth in the California Environmental Quality Act. If the proposed project is approved, subsequent actions must be consistent with the overall parameters established in the Stanton Plaza Specific Plan, and the potential impacts generated by subsequent actions must have been adequately considered in this EIR. In addition, subsequent actions must comply with the Mitigation Monitoring Program established as part of the Final EIR. The City of Stanton, as Lead Agency for subsequent application submittals, will review such actions to determine whether any additional analysis is required under applicable provisions of CEQA. The form and extent of any additional environmental analysis will be determined on the basis of conditions and circumstances at the time.

This EIR would allow City decision-makers and the public to understand what, if any, significant environmental impacts would be associated with the proposed project. This EIR may also serve as environmental documentation for approvals by any responsible agencies listed in Section 4.3.3.

2.7 FINAL EIR CERTIFICATION

This Draft EIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft EIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Stanton will review all written comments received and prepare written responses for each comment. A final EIR will then be prepared incorporating all of the comments received, responses to the comments and any changes to the Draft EIR that result from the comments received. This Final EIR will then be presented to the City of Stanton for potential certification as the environmental document for the project. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before the City.

2.8 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the Lead Agency as to the following:

- 1) Whether this DEIR adequately describes the environmental impacts of the project.
- 2) Whether the size and scope of the proposed project is compatible with the character of the surrounding area.
- 3) Whether the identified Existing Codes and Regulations and Mitigation Measures should be adopted or modified.
- 4) Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.

2. *Introduction*

- 5) Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

2.9 AREAS OF CONTROVERSY

The City of Stanton issued a Notice of Preparation (NOP) and Initial Study on July 30, 2004 (See Appendix A). Comments received during the public review period, which extended from July 30, 2004 to August 30, 2004 are contained in Appendix B. There are no areas of controversy known to the lead agency at this time.

2.10 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring Program for the Stanton Plaza Specific Plan will be completed as part of the Final EIR and will be completed prior to consideration of the project by the City Council.



2. *Introduction*

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3. Environmental Setting

3.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

3.2 REGIONAL ENVIRONMENTAL SETTING

Physical Features

The project site lies in northern Orange County, in the City of Stanton, as shown on Figure 3.2-1, *Regional Location Map*. Orange County is bordered by the Pacific Ocean to the west, Los Angeles County to the north and northwest, San Bernardino County to the northeast, Riverside County to the east, and San Diego County to the southeast. Orange County is comprised of approximately 798 square miles, which stretches approximately 40 miles along the coast and extends inland approximately 20 miles.

The natural setting of Orange County provides a combination of mountains, hills, flatlands, and shorelines. Orange County lies predominantly on an alluvial plain, which is generally less than 300 feet in elevation in the west and central section. The western portion of the County is made up of a series of broad sloping plains (Downey and Tustin Plains) formed from alluvium transported from the mountains by the Santa Ana River, Santiago Creek, and other local streams. Several low-lying mesas interrupt the plain along the northern coast. Orange County is semi-enclosed by the Puente and Chino Hills to the north, the San Joaquin Hills to the south, and the Santiago Foothills and the Santa Ana Mountains to the east. The Puente and Chino Hills, which identify the northern limit of the plain, extend for 22 miles and reach a peak height of 7,780 feet. To the east and southeast of the plain are the Santa Ana Mountains, which have a peak height of 5,691 feet.

The climate of Orange County is typified by warm temperatures and light winds. The average monthly temperatures range from about 52° F in the coastal areas in January to 72° F in the inland areas of the coastal plain in August. The average rainfall across the County is 14 inches, typically occurring in the winter months. The County’s rainfall also exhibits characteristically wide variations annually, from a low of 3.6 inches in 1961 to a high of 32.1 inches in 1940.

Regional Urban Characteristics

According to the State Department of Finance (DOF), in January 2000 Orange County had a total population of 2.8 million residents and was comprised of 34 cities. Orange County contains about 798 square miles and is comprised of approximately 50% residential, 9% commercial, 6% industrial, and 35% open space. The County has approximately 40 miles of shoreline, over 125 miles of bikeways and over 200 miles of riding and hiking trails. Regional attractions include Disney’s California Adventure, Disneyland, Knott’s Berry Farm, Wild Rivers, Arrowhead Pond of Anaheim, Angel Stadium of Anaheim, and the Orange County Performing Arts Center (source: County of Orange Facts and Figures).

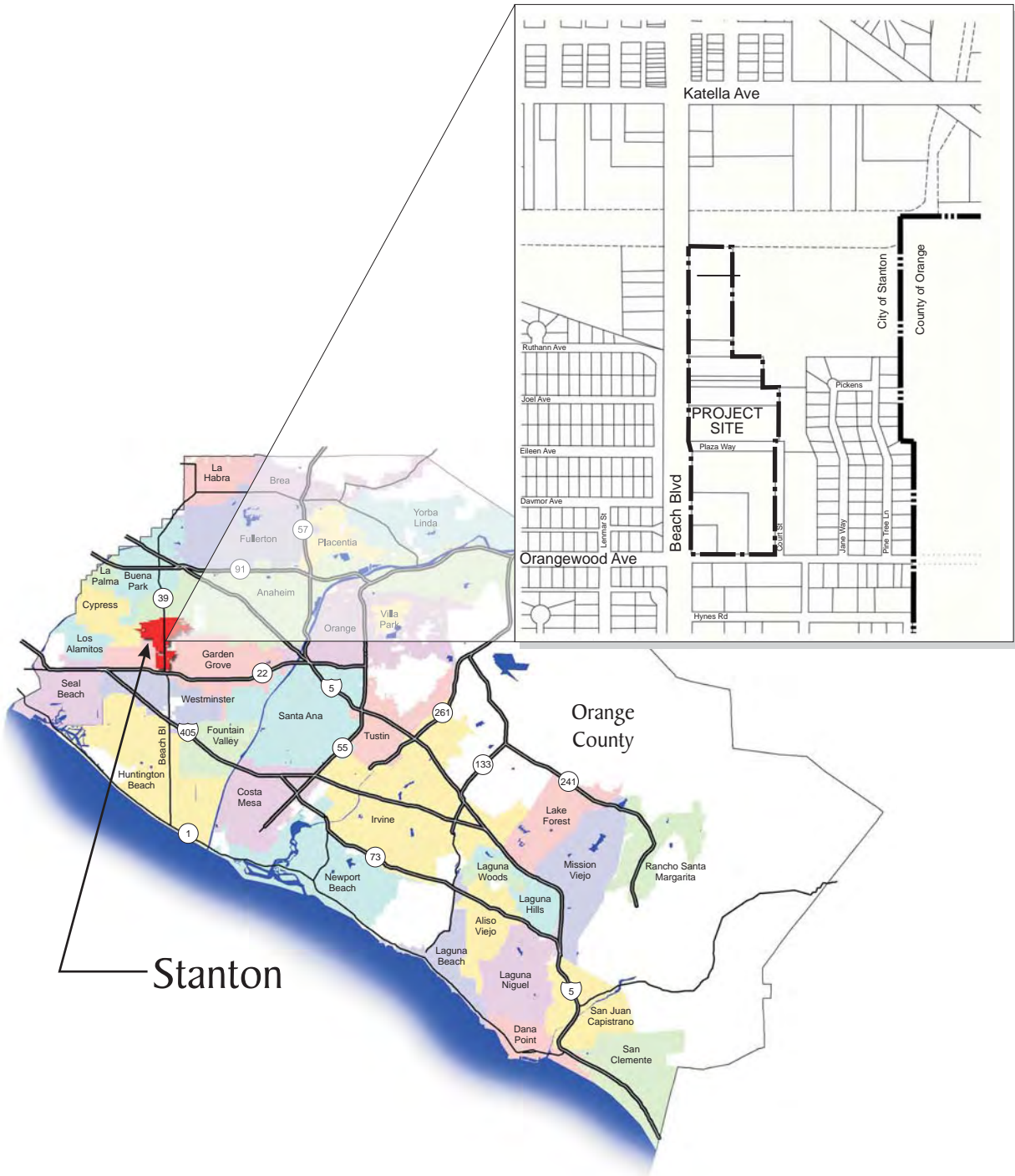


3. *Environmental Setting*

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3. Environmental Setting

Regional & Local Vicinity



NOT TO SCALE



3. *Environmental Setting*

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3. Environmental Setting

Regional Planning Programs

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. SCAG is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development and the environment. Policies and programs adopted by SCAG to achieve regional objectives are expressed in its Regional Comprehensive Plan and Guide (RCPG). Some of these policies are advisory in nature. SCAG also serves as the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

3.3 LOCAL ENVIRONMENTAL SETTING

Located in northern Orange County, the City of Stanton lies approximately 35 miles southeast of downtown Los Angeles. Stanton is located in the northern portion of Orange County north of the Garden Grove Freeway (SR-22), south of Anaheim, east of Cypress and Garden Grove and west of Anaheim and Garden Grove, as shown in Figure 3.2-1, above, Regional Vicinity Map.

The City encompasses approximately 3.1 square miles of land and is home to approximately 38,300 people and approximately four parks and a number of other community recreational facilities. Over the next 20 years, the population is expected to grow to approximately 48,080.

The project area is approximately 35 miles east of downtown Los Angeles and approximately ten miles north of Santa Ana. The City is surrounded by the City of Anaheim to the north, the City of Garden Grove and unincorporated Orange County to the east, the Cities of Garden Grove and Cypress to the west, the City of Westminster to the south.



The land uses in the vicinity of the project site are predominantly an urban mixture of residential and commercial uses. Commercial development primarily occurs along the major arterial corridors within the City, including Beach Boulevard, Katella Avenue and Chapman Avenue. Residential development is located on the side streets off of these corridors. Although no major freeways traverse the City, the Garden Grove Freeway is located less than one quarter mile south of the City and runs in an east-west direction, providing an exit via Beach Boulevard.

3. *Environmental Setting*

3.4 PROJECT SITE SETTING

The Specific Plan area currently encompasses eleven parcels, totaling 14.56 acres, with multiple owners, as well as a City-owned right-of-way, as shown in Figure 3.4-1, Aerial Photograph.

The northernmost portion of the site is a narrow strip totaling nearly three acres. This area presents a long, shallow frontage along Beach Boulevard and is under only two ownerships. The area directly south is roughly square in shape, totaling a little over five acres, and is divided into narrower but deeper parcels. The remaining portion of the planning area, the southern portion of the site, is almost exactly square in shape and is divided into two planning areas. The western planning area is slightly less than 2.5-acres in size, while the eastern planning area is slightly over four acres in size. This southern portion of the site contains the largest vacant parcel as well as the only public right-of-way within the site boundaries, Plaza Drive.

The northern area is defined by its unique configuration, orientation, and relationship to the mobile home park directly to the east. The midsection is distinct because of its multiple ownerships, unusually narrow parcels, and dominant commercial activity within the site. The southernmost portion of the site, although divided into two separate planning areas, has its own character because of the “nesting” of parcels within it (as opposed to the parallel arrangement in the areas to the north), because it is surrounded on all four sides by public streets and because of the extent of vacant land it contains.

3.5 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be “... two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 (b)(1)) state that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

- A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analyses contained in this DEIR uses method A for the 2015 Project Buildout Year and the Year 2025 Condition. The Cumulative Base traffic, air quality, and noise projections include two elements: 1) increase in existing traffic volumes due to overall regional growth; and, 2) traffic generated by specific developments expected to be constructed by the Year 2015 and Year 2025 in the vicinity of proposed project.

Table 3.5-1 provides a listing of 15 projects, which may cumulatively interact with the proposed project to produce future environmental impacts. Specific environmental information regarding these projects is available from the City of Stanton Planning Department.

3. Environmental Setting

**Table 3.5-1
Cumulative Projects**

<i>Cumulative Project / Location</i>	<i>Land Use</i>
Included In Existing (Year 2003)	
Precise Plan of Development, Tentative Tract Map and Variance to subdivide a one-acre property into two lots and construct a single family home at 8131 Bever Place	Residential
Tentative Parcel Map to subdivide a .57-acre property for condominium purposes, a Conditional Use Permit and Precise Plan of Development for four detached condominium units at 8200 Starr Street	Residential
Conditional Use Permit for a contractor storage yard and office at 10661 Court Avenue	Industrial
Conditional Use Permit to operate an adult day care center at 7165 West Katella Avenue	Commercial
Conditional Use Permit to operate an auto rental operation at 12667 Beach Boulevard	Commercial
Minor Precise Plan for Home Depot Expansion	Commercial
PUD for nine dwelling units at 10602/10632 Bell Street	Residential
Precise Plan of Development for Orco Block admin. Building	Industrial
Ten dwelling units for United Cerebral Palsy at 10572 Knott Avenue	Residential
Ten industrial Buildings (75,300 square feet) within SCE Easement	Residential
Conditional Use Permit for Auto Repair at 8251 Katella Avenue	Industrial
Conditional Use Permit for seven dwelling units at 7841 First Street	Residential
Additional to existing restaurant at 11200 Beach Boulevard	Commercial
Precise Plan of Development for demo of warehouse/manufacturing building at 8402 Katella Avenue	Industrial
Conditional Use Permit to operate an auto body repair shop and spray booth at 8250 Cerritos Avenue	Industrial

Source: City of Stanton Planning Department



3. *Environmental Setting*

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4. Project Description

4.1 PROJECT LOCATION

The project is located in the central portion of the City of Stanton, along Beach Boulevard, the City's main north-south corridor. More specifically, the site is located north of Orangewood Avenue, south of the Orange County Flood Control Channel, east of Beach Boulevard and west of Court Street.

4.2 PROJECT BACKGROUND

The Stanton Plaza Specific Plan was adopted in August 2002, with the purpose of providing the impetus for the revitalization and upgrade of the Stanton Plaza site, which is entirely comprised of commercial uses. The Specific Plan was intended to implement the objectives and policies of the City's General Plan, redevelopment strategy and other applicable planning guidance. A Mitigation Negative Declaration was adopted in August 2002 along with the Specific Plan in compliance with CEQA. Since adoption of the current Specific Plan in 2002, market demand for mixed-use residential/commercial projects in north Orange County have significantly increased.

4.3 PROJECT CHARACTERISTICS

4.3.1 Project Objectives

Pursuant to the goals identified above, the following specific project objectives have been established for the proposed project and will aid decision makers in their review of the proposed project and associated environmental impacts. These project objectives are presented in Table 4.3-1 below.

Number	Objective
1	Amend the Stanton Plaza Specific Plan to allow for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land.
2	To create a destination place and activity center that mixes commercial and residential uses.
3	Create a walkable, pedestrian friendly environment that increases community vitality.
4	Create private investment opportunities within the City to enhance the City's revenue.
5	Initiation of capital improvement programs and incentives to serve existing Stanton and to stimulate and support investment.



4.3.2 Description of the Project

Specific Plan

The proposed project would amend the Stanton Plaza Specific Plan to allow greater flexibility in the redevelopment of the proposed Stanton Plaza site. As part of the Specific Plan, development standards have been created for residential and commercial development and become part of the City's Zoning Code upon project adoption. These development standards prescribe the minimum standards for all development that occurs within the plan area. The amended SPSP designation allows for a diverse mixture of commercial and residential uses. Some parcels that are currently part of the Specific Plan area could be subject to take by eminent domain.

Figure 4.3-1, Conceptual Land Use Planning Areas, illustrates the four conceptual land use planning areas proposed by the Specific Plan. This plan identifies the City's preferred location for each type of

4. *Project Description*

use, and is meant to accommodate changes in the planning area boundaries (to be enlarged or reduced) to be able to respond to the future market needs. These areas are described following

Sub-Area A – Commercial (approximately 2 – 5 acres)

Commercial uses developed at a pedestrian scale are the focus of this sub-area. This is not to say that larger scale “anchor tenants” such as a grocery store or other use cannot be accommodated, however, the same criteria (such as quality architecture, development of a landmark place, walkability, or pedestrian scale) will still be acceptable. Building off the vision of establishing a landmark place, commercial buildings should be oriented in such a manner that they encourage pedestrian and vehicular access into the plaza. Traditional, linear, “strip center” design shall not be permitted in Stanton Plaza. Commercial development shall create a “Main Street effect” internal to the site off of the corner of Beach Boulevard and Orangewood avenue. Water fountains, courtyards with gathering spaces or other features shall be used to draw people into the project. Parking areas will be carefully integrated into the site design, conscientiously placed near business entrances or screened from Beach Boulevard by strategically placed berming and landscaping.

Sub-Area B – Mixed Use (approximately 1.5 – 4 acres)

The mixed-use area is envisioned to be the most flexible (in relation to permitted land uses) of the four sub-areas. This area can accommodate any range of the following: live work units that have direct interface with the commercial uses in Sub-Area A, residential townhomes, or additional commercial uses in the event that more commercial development is desired for Stanton Plaza than is allocated in Sub-Area A. Similar to the Sub-Areas C and D, this sub-area will need to consciously orient any new buildings to be sensitive to the existing residential development located across Court Street. As a means to further integrate the two projects, diagonal overflow parking for both residents and potential patrons alike is proposed on both sides of Court Street.

Sub-Area C – Residential/Live Work (approximately 5 acres)

Similar to Sub-Area D (described below) this area is predominantly residential in nature. Sub Area C is envisioned to provide medium density residential housing opportunities that can easily integrate into the adjacent residential use to the north. Since the southerly boundary of this sub-area is adjacent to Sub-Area B, it is possible that some of the residential units on the fringe (of Sub-Area C) could be live-work units should the market prove the product to be in demand, providing the opportunity to develop additional live work product that otherwise would be accommodated in Sub-Area B. The housing product developed along the southerly portion of this sub-area will require enhanced attention to architectural quality because it is located along the main entry to the plaza (adjacent to the previously abandoned Plaza Way). Any structures located in this area will serve as a visitor’s first interface with the plaza, and therefore need to make an architectural statement.

Sub-Area D – Residential (approximately 3 acres)

This area is envisioned as predominantly residential development that can easily transition into the mobile home park to the north and west. This area will most likely accommodate higher density residential product, and because of this, will need to ensure great care is exercised in the design of any new structures. Appropriate landscape buffers should be provided along Beach Boulevard, and creative design solutions such as courtyard units should be considered to minimize the aesthetic impact on the existing mobile home park while maximizing the architectural statement made as viewed from Beach Boulevard. Since the uses in Stanton Plaza gradually intensify moving from north to south, and commercial and mixed uses are accommodated in other sub-areas, Sub-Area D will have the least

4. *Project Description*

amount of flexibility in land use type. The uses are identified in more detail in Chapter 3 of the Specific Plan. The proximity of this area to the flood control channel also offers future opportunities to construct a pedestrian bridge over the channel to connect up with any future development that may occur on the Orco Block site located to the north.

Land Use Designation/Development Concept

The entire site would remain designated as Stanton Plaza Specific Plan (SPSP) upon adoption of the amended Specific Plan, however the zoning would change to reflect the changes in the amended Specific Plan. Three sample land use variations have been developed, and can serve as models for the range of potential development scenarios on the site. These variations have been developed to illustrate the goal of allowing maximum flexibility between the commercial and residential uses in the development of the site. Table 4.3-2, *Stanton Plaza Land Use Ranges*, identifies the development potential within each of the sample land use mixes that have been developed.

Ultimately, the implementation of the amended Specific Plan hinges on trip generation. The other goal of the Specific Plan is to create a development scenario on the project site that produces significantly less trips than the existing land uses on the project site (maximum 6,500 ADT). Therefore, all of the development scenarios identified above, in addition to the preferred land use scenario, are less intense and thus generate fewer trips than the existing commercial land use.



4. Project Description

**Table 4.3-2
Stanton Plaza Land Use Ranges**

	Permitted Ranges	Sample Land Use Mixes			Existing Conditions
		Variation 1 ¹ Commercially Intensive	Variation 2 ¹ Residentially Intensive	Variation 3 ¹ Balanced	
Commercial					
Acres	2.0 – 5.4 ac	5.4 ac	2.0 ac	3.7 ac	14.91 ac
FAR	0.25 – 0.45	0.30	0.15	0.22	
Allowable Square Footage	13,000 – 70,600 sq. ft.	70,600 sq. ft.	13,000 sq ft.	35,000 sq. ft.	97,571 sq. ft.
Residential					
Acres	9.51 – 12.91 ac	9.51 ac	12.91 ac	11.21 ac	1 unit
Density ²	12 – 48 du/ac	12 – 24 du/ac ³	24 – 48 du/ac	18 – 26 du/ac ⁴	
Unit Range/ Number of units yielded ^{5,6}	150 – 330 du	150 – 230 units	230 – 330 units	195 – 292 units	

¹Variations are for illustrative purposes only to provide a snapshot of differing mixes of development. Any combination of uses, densities or intensities is allowed within the permitted ranges as long as the project mix does not exceed maximum allowable trip budget and complies with the other provisions as outlined in this Specific Plan.

²Density ranges and related dwelling types may be mixed in any combination.

³The high end of the range is not a limit on the variation, but rather an illustration of density ranges (so long as the density does not exceed 48 du/ac).

⁴The high end of the range is not a limit on the variation, but rather an illustration on density ranges (so long as the density does not exceed 48 du/ac).

⁵Up to 10% of units are allowed as live/work units.

⁶Average Daily Trips, not density, is the controlling factor determining the amount of maximum residential units and commercial square footage that can be accommodated within the Specific Plan area.

An illustrative Development Concept for Stanton Plaza has been provided as a part of this plan. The concept, Figure 2-2, Development Concept Plan, is a representation of a mix of commercial and residential uses. In Sub-Area A, commercial uses total approximately 16,600 square feet of retail businesses. Sub Area B reflects a mix of live work product (15 units) with townhome residential product (50 units). Sub-Areas C and D combined allow for residential units and live work product. In addition to these land use allocations, a number of other features are essential to the overall concept. They are described below.

While each sub-area has its own land use potentials, certain common features serve to unify the entire site. These features allow the uses to reinforce and benefit each other as well as achieve a greater level of effectiveness and efficiency of development. The necessity to provide these unifying features came out of an analysis of the economic potential of the Stanton Plaza site. The entire site is too large to be solely a neighborhood center and too carved up in parcels with odd dimensions to achieve optimum efficiency in land use. The only way to avoid those limitations would be for total site property assembly and complete redevelopment—a level of change that is foreseeable in the near future, especially in Sub-Areas A, B, and C. Thus, these unifying features become a keystone in the effective revitalization of this portion of the City.

The key unifying features include:

Access. Efficient access depends on capitalizing on the flow of traffic along Beach Boulevard as well as the protection of the signalized intersection at Orangewood Avenue. This entails focusing access on Court Street and Plaza Way on the west (even if it becomes a private drive), and the mobile-home park

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access drive to the north. Any other drive access points must be kept to a minimum and be restricted to “right-in/right-out” movements to avoid cross-traffic conflicts.

Internal Circulation. Focused access to the site requires efficient movement within it. Figure 2-3, Internal Circulation Plan, depicts the planned circulation pattern on the site. This will be achieved through a north/south internal drive that connects the mobile home park access drive and Plaza Way. This further allows internal traffic to move via Plaza Way and Court Street to Orangewood Avenue forming an internal backbone system. Commercial and live work products proposed in the Specific Plan should be oriented toward the internal Main Street, allowing direct access to parking and accommodating internal through traffic. An internal “Main Street” circulation connector links main site access points to residential units, commercial businesses, parking areas, and delivery areas. The Main Street concept is meant to accommodate vehicular traffic flows at lower speeds, which are conducive to pedestrian activity.

The internal circulation system is also supplemented by parking bays and internal drives that channel traffic to convenient locations providing access to the commercial and residential uses. In addition to access, parking will also be an important issue along Court Street. This specific plan proposes to redesign and stripe Court Street to accommodate diagonal parking on both sides of the street (with some of the diagonal parking area on the west side being provided by the Stanton Plaza properties).

Entry Points. While these are tied to the main access points, discussed above, they matter beyond just access. They are also symbols of the new Stanton Plaza—a testimony to the transformation of this area into a definitive place with a positive image and emerging new presence along one of Orange County’s most important transportation routes. The plan specifies how to design these entry points so they capture the desired level of attention by those who will seek Stanton Plaza as a destination.

Landscaping. One of the most powerful contributors to the unification and aesthetic quality of the site is the landscaping strategy included in this plan. No single aspect of site development is as cost effective as landscaping in helping to create a positive image and sustaining that image even as the building or revitalization of structures proceeds in phases over time. In essence, landscaping creates a visual framework within which development evolves and matures. The landscape concept focuses particularly on entry points and main access drives, the Beach Boulevard and Orangewood frontages, the parking areas and accents for buildings. The concept provides direction for a three-tiered landscape treatment featuring ground cover, intermediate height plantings and selected locations for taller, landmark plantings.

Architectural Theme. A consistency in architectural style and thematic detail can make a huge difference in the image of Stanton Plaza. It is desirable to achieve a consistent “look” throughout the site by establishing guidance for the site’s architecture and ensuring, through site plan review, that the guidance is respected. That means that each increment of development moves closer toward the desired end-state condition expressed in the Concept Plan. In this case, a consistent overall theme style building style is intended as the guiding theme and will be activated as each parcel is developed, redeveloped, or rehabilitated. It is anticipated that as other areas within the City redevelop, that they will also implement an architectural style that is unique, further supporting the City’s goal of creating landmark places with distinctive identities.

Signs. It is essential for businesses on this site to be clearly identified for the public. It is also desired for the mobile-home park and any other uses related to the site. At the same time, it is important to install signage that contributes to a positive quality. Signs must be readable from Beach Boulevard for the most part and convey three impressions: the identity of the business or development, a sense of quality, and a consistency throughout the site that ties in with the architectural theme.



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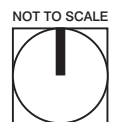
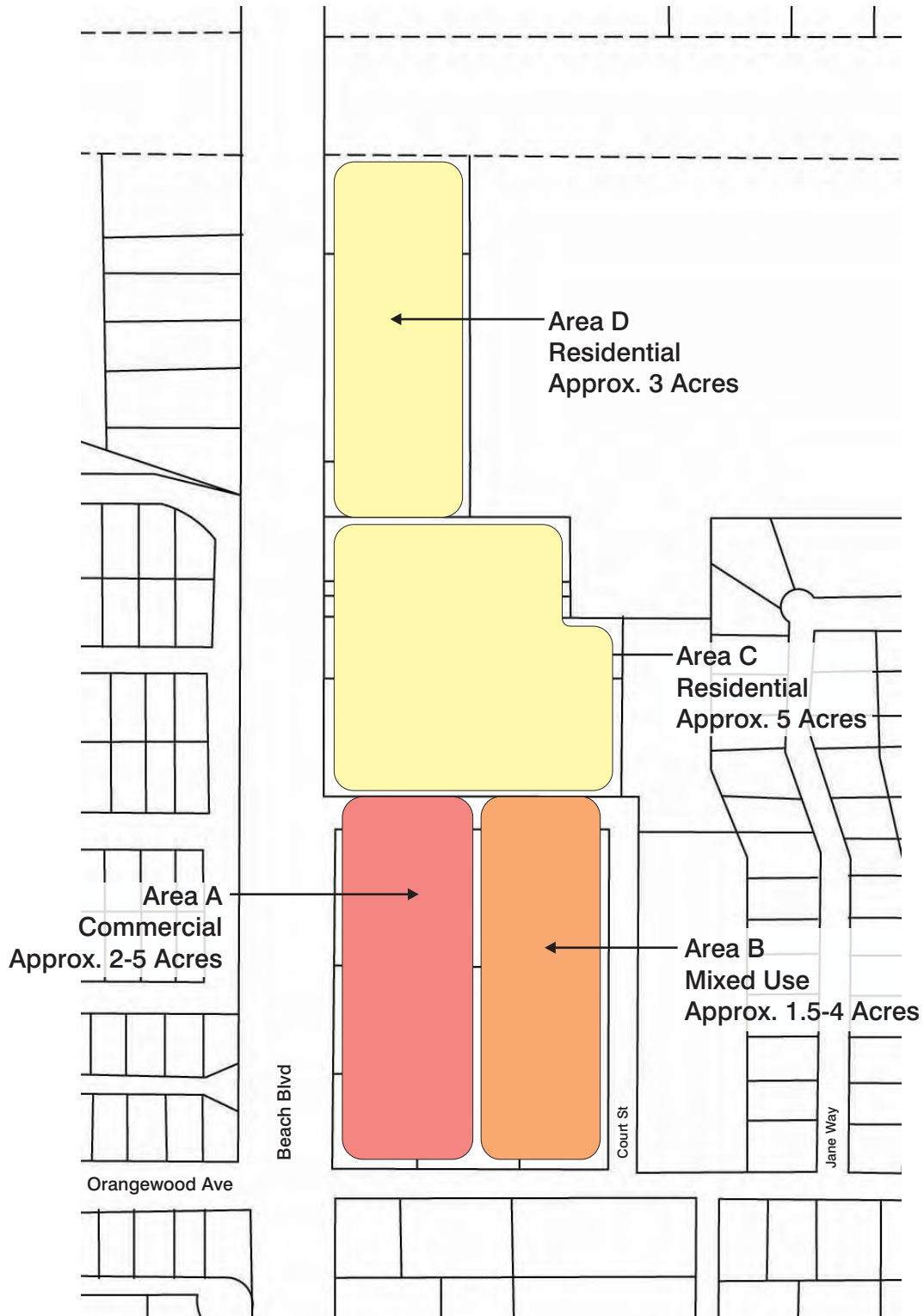
Infrastructure Systems. Not all of the supporting infrastructure systems are visible. Of course, the circulation system and surface drainage facilities are, but water and sewer systems are not. Virtually all of the necessary supporting infrastructure presently exists and is sufficient to accommodate the proposed uses in the plan. Three aspects of infrastructure will need improvement in addition to their redesign to reflect the Concept Plan:

- The internal circulation system, described above, will need to be resurfaced owing to its deteriorated condition. It will further need to be redesigned and augmented with carefully designed pedestrian walks;
- Parking areas will need to be replaced with new areas that are integrated with proposed development; and
- Power and telephone lines need to be placed underground eventually to eliminate their visual impact on the site.

To the extent that these features do not exist (as with the vacant parcels), their addition will be a required condition of any site plan approval before a certificate of use and occupancy can be issued.

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Conceptual Land Use Planning Areas



4. *Project Description*

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4. *Project Description*

4.3.3 Project Approvals

The following is a summary of the identified approvals and permits that may be required before the proposed project can be developed:

- City of Stanton approval of the Stanton Plaza Specific Plan;
- Review and approval of project development plans by the Orange County Fire Department;
- Under the Statewide General Construction National Pollutant Discharge Elimination System (NPDES) Permit, a Notice of Intent (NOI) must be submitted to the State Water Resources Control Board (SWRCB) prior to commencement of construction activities. As part of the NPDES program, a Stormwater Pollution Prevention Plan (SWPPP) and Monitoring Program Plan (MPP) will also be required;
- The project is subject to the requirements of the Orange County MS4 Permit as issued by the Santa Ana Regional Water Quality Board for post construction activities (operation) which includes the preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP). The SUSMP would be submitted to the City of Stanton for approval before building or grading permits are granted;
- Eminent domain action by the City of Stanton;
- Review and approval of development plans by the City of Stanton



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5. Environmental Analysis

5.1 AIR QUALITY

5.1.1 Methodology

This air quality evaluation was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) to determine if significant air quality impacts are likely to occur in conjunction with the type and scale of development envisioned through the General Plan and Zoning Code Update. The study is based on the methodology and criteria provided in the South Coast Air Quality Management District's (SCAQMD) *CEQA Air Quality Handbook (Handbook)* and makes use of the URBEMIS2002 computer model distributed by the SCAQMD as well as the EMFAC2002 and CALINE4 computer models distributed by the California Air Resources Board (CARB).

5.1.2 Environmental Setting

Atmospheric Setting

The Stanton Plaza Specific Plan project area lies in the South Coast Air Basin (SCAB or Basin), which includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. The distinctive climate of the SCAB is determined by its terrain and geographical location. The Basin is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

Temperature and Precipitation

The annual average temperature varies little throughout the 6,600 square-mile Basin ranging from the low 60's to the high 80's. However, with a less pronounced oceanic influence, the inland portion shows greater variability in the annual minimum and maximum temperatures. The mean annual high and low temperatures in the project area are 77° and 49°F, respectively. The overall climate is a mild Mediterranean, with temperatures reaching to over 88°F in the summer and dipping to 41°F in the winter.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. The total average annual precipitation is 14.51 inches (at Yorba Linda), and the majority of precipitation occurs between December and March.

Humidity

Although the Basin has a semi-arid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods of heavy fog, especially along the coastline, are frequent; and low stratus clouds, often referred to as "high fog" are a characteristic climatic feature. Annual average humidity ranges from a high of about 72% at the coast to about 58% in the eastern portion of the Basin.

Wind

Wind patterns across the south coastal region are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater



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during the dry summer months than during the rainy winter season. Typical summer winds in the project area range from 4 to 7 miles per hour (mph) during the day and 2 to 6 mph during the night.

Between the periods of dominant airflow, periods of air stagnation may occur, both in the morning and evening hours. Whether such a period of stagnation occurs is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the Basin, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally have a duration of a few days before predominant meteorological conditions are reestablished. Within the project area, Santa Ana winds have a decidedly distinct pattern. Santa Ana winds from a northerly direction flow through the Cajon Pass and then follow the Santa Ana River in a southwestward motion direction to the coast. The highest wind speeds typically occur during the afternoon due to daytime thermal convection caused by surface heating. This convection brings about a downward transfer of momentum from stronger winds aloft. While the maximum wind speed during Santa Ana conditions is undefined, sustained winds of 60 mph with higher gusts are not uncommon in the project vicinity.

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." This mixing height can change under conditions when the top of the inversion does not change. The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer, and the generally good air quality in the winter in the project area.

Regulatory Setting

Criteria Air Pollutants

The quality of the ambient air is affected by pollutants emitted into the air from stationary and mobile sources. Stationary sources can be divided into two major subcategories: point sources and area sources. Point sources consist of one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial processing plants. Area sources are widely distributed such as residential water heaters and produce many small emissions.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are automobiles, trucks and busses. Indirect sources are sources that by themselves may not emit air contaminant; however, they indirectly cause the generation of air pollutants by attracting vehicle trips or consuming energy. Examples of indirect sources include an office complex or commercial center that generates commuter trips and consumes energy resources through the use of natural gas for space heating. Indirect sources also include actions proposed by local governments, such as redevelopment districts and private projects involving the development of either large buildings or tracts. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by Federal and State law. These regulated air pollutants are known as "criteria air pollutants" and are categorized as primary and secondary pollutants. Primary criteria air pollutants are those that are emitted directly from sources. Carbon monoxide (CO); reactive organic gases (ROG); nitrogen oxides (NO_x); sulfur dioxide (SO₂), and most fine particulate matter (PM₁₀, PM_{2.5}) including lead (Pb) and fugitive dust are

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primary criteria air pollutants. Secondary criteria air pollutants are those pollutants formed by chemical and photochemical reactions in the atmosphere. Ozone (O₃) and nitrogen dioxide (NO₂) are the principal secondary pollutants.

Presented below is a description of each of these primary and secondary criteria air pollutants and their known health effects.

Primary Criteria Air Pollutants

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances (e.g., gasoline or diesel fuel). The primary adverse health effect associated with CO is the interference of normal oxygen transfer to the blood, which may result in tissue oxygen deprivation.

Reactive Organic Gases (ROGs) are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG include the evaporative emissions associated with the use of paints and solvents, the application of asphalt paving and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROG, but by reactions of ROG to form secondary pollutants.

Nitrogen Oxides (NO_x) serve as integral participants in the process of photochemical smog production. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO₂ is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_x acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Sulfur Dioxide (SO₂) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO₂. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue.

Particulates (PM) matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes and mists. Two forms of fine particulate are now recognized. Course particles, or PM₁₀, includes that portion of the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Fine particles, or PM_{2.5}, has an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction and transportation activities. However, wind action on the arid landscape also contributes substantially to the local particulate loading. Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems.

Fugitive Dust poses primarily two public health and safety concerns. The first concern is that of respiratory problems attributable to the suspended particulates in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive material agent (much like sandblasting activities). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles.



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Secondary Criteria Air Pollutants

Ozone (O₃) is one of a number of substances called photochemical oxidants that are formed when reactive organic compounds (ROC)¹ and NO_x (both byproducts of the internal combustion engine) react with sunlight. O₃ is present in relatively high concentrations in the SCAB, and the damaging effects of photochemical smog are generally related to the concentrations of O₃. O₃ may pose a health threat to those who already suffer from respiratory diseases as well as healthy people. Additionally, O₃ has been tied to crop damage, typically in the form of stunted growth and pre-mature death. O₃ can also act as a corrosive resulting in property damage such as the embrittlement of rubber products.

Nitrogen Dioxide (NO₂) is a byproduct of fuel combustion. The principal form of NO₂ produced by combustion is NO. NO reacts to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀ (particulates having an aerodynamic diameter of 10 microns or 0.0004 inch or less in diameter).

Other Effects of Air Pollution

Just as humans are affected by air pollution, so too are plants and animals. Animals must breathe the same air and are subject to the same types of negative health effects. Certain plants and trees may absorb air pollutants that can stunt their development or cause premature death. There are also numerous impacts to our economy including lost workdays due to illness, a desire on the part of business to locate in areas with a healthy environment, and increased expenses from medical costs. Pollutants may also lower visibility and cause damage to property. Certain air pollutants are responsible for discoloring painted surfaces, eating away at stones used in buildings, dissolving the mortar that holds bricks together, and cracking tires and other items made from rubber.

In conformance with the requirements of the Clean Air Act Amendments, the Federal Environmental Protection Agency (EPA) has prepared a monetary cost/benefit analysis related to implementation requirements. By the year 2010, the EPA estimates that its emissions reductions programs would cost approximately 27 billion dollars. The programs are estimated to result in a savings benefit of 110 billion dollars for a net benefit of 83 billion dollars. While these values are for the nation as a whole, a net benefit ratio of about 4:1 is noted and a similar ratio could be expected for the City of Stanton and its residents.

Another direct cost/benefit issue relates to Federal funding. Areas that do not meet the Federal air quality standards may lose eligibility for Federal funding for road improvements and other projects that require Federal or California Department of Transportation approval.

Cleaner air also yields benefits to ecological systems. The quantified benefits of Clean Air Act Amendments programs reflected in the overall monetary benefits include: increased agricultural and timber yields; reduced effects of acid rain on aquatic ecosystems; and, reduced effects of nitrogen deposited to coastal estuaries. Many ecological benefits, however, remain difficult or impossible to quantify, or can only be quantified for a limited geographic area. The magnitude of quantified benefits

¹The inclusive term "reactive organic compounds" generally describes the separate terms reactive organic gases (ROG), volatile organic compounds (VOCs), and hydrocarbons (HC), except in cases where such separation provides additional clarification and definition. For purposes of this analysis, these terms are used synonymously.

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and the wide range of unquantified benefits nonetheless suggest that as we learn more about ecological systems and can conduct more comprehensive ecological benefits assessments, estimates of these benefits could be substantially greater.

Ambient Air Quality Standards

Air quality impacts of a project, combined with existing background air quality levels, must be compared to the applicable ambient air quality standards (AAQS) to gauge their significance. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Those standards currently in effect in California are listed in Table 5.1-1.

Air Quality Management Planning

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Since 1979, a number of AQMPs have been prepared. The 1997 AQMP, updated in 1999, was based on the 1994 AQMP and ultimately the 1991 AQMP and 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. To accomplish its task, the 1991 AQMP relied on a multilevel partnership of governmental agencies at the Federal, State, regional, and local levels. These agencies (i.e., the EPA, CARB, local governments, SCAG, and SCAQMD) are the cornerstones that implement the 1994 AQMP and previous AQMP programs.

The most recent comprehensive plan is the 2003 Air Quality Management Plan (AQMP) adopted by SCAQMD August 1, 2003. The 2003 AQMP updates the attainment demonstration for the Federal standards for ozone and particulate matter (PM₁₀); replaces the 1997 attainment demonstration for the Federal carbon monoxide (CO) standard, provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the Federal nitrogen dioxide (NO₂) standard that the Basin has met since 1992.

The 2003 revision to the AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone State Implementation Plan (SIP) for the Basin for the attainment of the Federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) from all sources, specifically those under the jurisdiction of the California Air Resources Board and the EPA which account for approximately 80% of the ozone precursor emissions in the Basin. The current plan is under review by the EPA. While the SCAQMD and governing board recommend the use for the 2003 AQMP for CEQA purposes, the 1997/99 Plan still serves as the local contribution to the SIP.

Areas that meet the ambient air quality standards are either classified as "attainment" areas while areas that do not meet these standards are classified as "non-attainment" areas. The severity of the classifications for ozone non-attainment include and range in magnitude from: marginal, moderate, serious, severe, and extreme. The attainment status for the Basin is included in Table 5.1-2.



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**Table 5.1-1
Ambient Air Quality Standards for Criteria Pollutants**

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O ₃)	1 hour	0.09 ppm	0.12 ppm	Motor vehicles, paints, coatings, and solvents.
	8 hours	*	0.08 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Average	*	0.05 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.25 ppm	*	
Sulfur Dioxide (SO ₂)	Annual Average	*	0.03 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	*	
	24 hours	0.04 ppm	0.14 ppm	
Suspended Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	50 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³ (PM ₁₀)	150 µg/m ³ (PM ₁₀)	
Suspended Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	15 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	24 hours	*	65 µg/m ³	
Lead (Pb)	Monthly	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	*	1.5 µg/m ³	
Sulfates (SO ₄)	24 hours	25 µg/m ³	*	Industrial processes.

ppm: parts per million; µg/m³: micrograms per cubic meter
 = standard has not been established for this pollutant/duration by this entity.
 Source: South Coast Air Quality Management District.

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**Table 5.1-2
Attainment Status for the SCAB**

Pollutant	State Status	Federal Status
Ozone	Extreme Non-attainment	Extreme Non-attainment
PM ₁₀	Serious Non-attainment	Serious Non-attainment
CO	Attainment	Attainment/Maintenance
NO ₂	Attainment	Attainment/Maintenance

Source: South Coast Air Quality Management District.

The Basin is also designated as attainment of the CAAQS for SO₂, lead, and sulfates. Areas that are extreme non-attainment of the ozone standard must meet attainment by November 15, 2010. Areas considered as serious non-attainment of the CO and PM₁₀ standards must reach attainment by December 31 of the years 2000 and 2006, respectively, or as expeditiously as possible.

Federal Clean Air Act Requirements

The Federal Clean Air Act (CAA) requires plans to provide for the implementation of all reasonably available control measures including the adoption of reasonably available control technology for reducing emissions from existing sources. Emission control innovations in the form of market-based approaches are explicitly encouraged by the CAA. The SCAQMD is the first local agency in the country to adopt a market-based approach for controlling stationary source emissions of oxides of nitrogen and sulfur. Other Federal requirements addressed in the revision include mechanisms to track plan implementation and milestone compliance for O₃ and CO.

The 1990 amendments to the CAA require the SCAQMD to develop the following demonstrations or plans addressed in the 1994 AQMP: (1) an O₃ attainment demonstration; (2) a post-1996 rate-of-progress demonstration; and, (3) a PM₁₀ SIP (required in 1996) that incorporates best available control measures for fugitive sources.

The EPA is now phasing out and replacing the current 1-hour primary ozone standard with a new 8-hour standard to protect against longer exposure periods. The new ozone standard is set at a concentration of 0.08 parts per million (ppm) and represents a tightening of the existing 1-hour ozone standard which is set at 0.12 ppm. Under the form of the standard adopted by EPA, areas are allowed to disregard their three worst measurements every year and average their fourth highest measurements over three years to determine if they meet the standard.

For particulate matter, EPA established a new annual and a 24-hour standard for PM_{2.5} to complement the existing PM₁₀ standards. The new annual PM_{2.5} standard is set at 15 micrograms per cubic meter and the new 24-hour PM_{2.5} standard is set at 65 micrograms per cubic meter. The annual component of the standard was set to provide protection against typical day-to-day exposures as well as longer-term exposures, while the daily component protects against more extreme short-term events. For the new 24-hour PM_{2.5} standard, the form of the standard is based on the 98th percentile of 24-hour PM_{2.5} concentrations measured in a year (averaged over three years) at the monitoring site with the highest measured values in an area. This form of the standard will reduce the impact of a single high exposure event that may be due to unusual meteorological conditions and thus provide a more stable basis for effective control programs.

While the EPA has retained the current annual PM₁₀ standard of 50 micrograms per cubic meter, it has modified the form of the 24-hour PM₁₀ standard set at 150 micrograms per cubic meter. More



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specifically, the EPA revised the 1-expected exceedance from of the current standard with a 99th percentile form, averaged over three years.

Although the promulgation of the new standards for ozone and fine particulates is complete, the EPA has yet to promulgate the air quality designations of the various regions for the new ozone and PM_{2.5} standards. Under a consent decree that was reached in response to a lawsuit that was filed by several environmental groups, the EPA has agreed to finalize its designations for the 8-hour ozone standard by 2004. In an effort to harmonize the implementation of both the 8-hour ozone and PM_{2.5} standards, the EPA will also attempt to complete its designations for the PM_{2.5} standard by the end of 2004.

The SIPs that will incorporate attainment demonstrations with the new 8-hour and PM_{2.5} standards are expected to be required within three years of the air quality designations or by 2007. Therefore, the current regulatory control strategies will continue to focus on attaining the 1-hour ozone standard with the recognition that these controls will have benefits toward attaining the 8-hour ozone and PM_{2.5} standards. The EPA is considering several options in transitioning from the 1-hour to the 8-hour standard, while ensuring that no backsliding will occur. Based on the recent consent decree guidance, it is most likely that the Basin will have to meet the Federal PM_{2.5} standards by 2014 and the 8-hour ozone standard by 2021.

California Clean Air Act Requirements

In addition to Federal requirements, the 1994 AQMP meets California Clean Air Act (CCAA) requirements. According to the CCAA, air pollution control districts must design their air quality attainment plans to achieve a reduction in basin-wide emissions of 5% or more per year (or 15% or more in a three-year period) for all non-attainment pollutants and their precursors. For emission reduction accounting purposes, the CARB has established a seven-year initial reporting period (1988 to 1994) with reporting intervals every three years thereafter. Consequently, the 1994 AQMP was to achieve a 35% reduction for the initial period and a 15% reduction for every subsequent interval.

The CCAA also required that the 1994 AQMP control measures reduce overall population exposure to criteria pollutants, with a 40% reduction due by the end of 1997 and a 50% reduction by the year 2000. This provision is applicable to O₃, CO and NO₂ in the SCAB. The CCAA further required the SCAQMD's Governing Board to determine that the 1994 AQMP is a cost-effective strategy that will achieve attainment of the State standards by the earliest practicable date. In addition, the 1994 AQMP must include an assessment of the cost-effectiveness of available and proposed measures and a list of the measures ranked from the least cost-effective to the most cost-effective. In addition to cost-effectiveness, other factors must be considered, including technological feasibility, emissions reduction potential, rates of reduction, public acceptability, and enforceability.

2003 Air Quality Management Plan (AQMP)

To ensure continued progress toward clean air and comply with State and Federal requirements, the SCAQMD in conjunction with the CARB and SCAG prepared the 2003 revision to its AQMP (2003 AQMP). The 2003 AQMP employs up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources and area sources.

The 2003 AQMP updates the demonstration of attainment with the Federal standards for ozone and PM₁₀; replaces the 1997 attainment demonstration for the Federal CO standard, provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the Federal NO₂ standard that the Basin has met since 1992.

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The 2003 AQMP proposes policies and measures to achieve Federal and State standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under District jurisdiction (namely, Coachella Valley). The Coachella Valley PM₁₀ Plan was revised in June 2002 and forwarded to CARB and EPA for approval.

This revision to the 2003 AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. This 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone SIP for the Basin for the attainment of the Federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) to offset increased emission estimates from mobile sources and meet all Federal criteria pollutant standards within the time frames allowed under the CAA.

Each revision of the AQMP represents a snapshot in time, based on the best available information. The 2003 AQMP is very similar to the structure of the 1997 Plan and the 1999 amendments to the ozone SIP, but, like all new editions, includes significant enhancements. The key improvements incorporated in the 2003 AQMP are summarized as follows:

- Revised emissions inventory projections using 1997 as the base year, the CARB on-road motor vehicle emissions model EMFAC2002, and SCAG 2001 Regional Transportation Plan (RTP) forecast assumptions;
- Revised control strategy that updates remaining control measures from the 1997/1999 SIP and incorporation of new control measures based on current technology assessments;
- Reliance on 1997 ozone episodes and updated modeling tools for attainment demonstration relative to ozone and PM₁₀; and
- An initial assessment of progress toward the new Federal 8-hour ozone and PM_{2.5} standards.

The basic PM₁₀ control strategy contained in the 1997 AQMP, augmented by a few additional PM₁₀ control measures included in the 2003 AQMP, appears to be adequate to demonstrate attainment of the Federal PM₁₀ standard. With respect to ozone, however, the basic strategy of the 1997 AQMP and the 1999 amendments were significantly overhauled to address the new realities of higher mobile source emissions and lower carrying capacities for ozone as indicated by new modeling and meteorological episodes. Additional reductions, above and beyond those committed to in the 1997 AQMP and 1999 amendments, will be necessary to demonstrate attainment with the Federal ozone standard and present a significant challenge.

Under Federal conformity regulations, all Federal or federally funded transportation projects must conform to the SIP, and must not be a cause of impeding progress toward attainment of the Federal standards. To establish conformity, emissions from future projects must be accounted for in the future baseline emissions inventories, such that the attainment demonstrations include these future emissions. For transportation projects, planning is now underway out to the year 2030. The AQMP establishes conformity budgets for the future years based on the 2006 PM₁₀ and 2010 ozone attainment demonstrations.

While ozone precursor emissions are expected to continue to decline in future years, primary PM₁₀ emissions are expected to increase due to the expected growth in mobile vehicle population and vehicle miles traveled. To address this increase in primary PM₁₀ emissions from travel while continuing to provide for attainment after 2006, the 2003 AQMP establishes a mechanism for conformity demonstration purposes based on the implementation of the new control measure, "Transportation Conformity Budget Backstop Control Measure" in which commitments are made to achieve additional primary PM₁₀ reductions from transportation-related PM₁₀ source categories in 2020 and 2030 to offset the increased



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emissions. This measure will be revised in future SIP revisions to reflect updated PM₁₀ emission inventories and attainment demonstrations.

Baseline Air Quality

Ambient Pollutant Levels

Existing levels of ambient air quality and historical trends and projections in the project area are best documented by measurements made by the SCAQMD. The project area is located in Source Receptor Area (SRA) 17 (Central Orange County). Monitored data from both of these stations is included in Table 5.1-3. The table includes all pollutant species monitored at each of these stations. These measurements have shown that ozone levels continue to exceed the California and Federal standards, and while levels are reduced from the past, no clear trends are evident.

The particulate standards are also violated on a regular basis and again, no clear trend is discernable, although the Federal standards have not been exceeded in the last five years that it was monitored. Suspended particulate matter (both total suspended particulates [TSP] and PM₁₀) is a mixture of natural and manmade materials that include soil particles, biological materials, sulfates, nitrates, organic compounds, and lead. Smaller particles (PM₁₀) are created by the combustion of fossil fuels, but are also given off from tire wear and brake dust. In addition, the action of tires on the road “kicks-up” entrained road dust adding substantially to the PM₁₀ loading. Of the other pollutants, particularly those related to vehicular source emissions, neither CO nor NO₂ levels have exceeded State 1- and 8-hour standards in the last five years of monitoring.

**Table 5.1-3
Ambient Air Quality Monitoring Summary for the Central Orange County
Monitoring Station ¹
(NUMBER OF DAYS STANDARDS WERE EXCEEDED AND MAXIMUM LEVELS
DURING SUCH VIOLATIONS)**

<i>Pollutant/Standard</i>	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>
Ozone					
State 1-Hour \geq 0.09 ppm	1	10	1	9	2
Federal 1-Hour > 0.12 ppm	1	2	0	1	0
Federal 8-Hour > 0.08 ppm	0	4	0	1	0
Max. 1-Hour Conc. (ppm)	0.10	0.14	0.10	0.13	0.11
Max. 8-Hour Conc. (ppm)	0.08	0.11	0.08	0.10	0.07
Carbon Monoxide					
State 1-Hour > 20 ppm	0	0	0	0	0
State 8-Hour > 9.1 ppm	0	0	0	0	0
Max 1-Hour Conc. (ppm)	8	8	8	8	8
Max. 8-Hour Conc. (ppm)	5.8	5.3	5.3	6.8	4.7
Nitrogen Dioxide					
State 1-Hour \geq 0.25 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.13	0.13	0.12	0.13	0.12
Inhalable Particulates (PM₁₀)					
State 24-Hour > 50 $\mu\text{g}/\text{m}^3$ ¹	18.3	19.7	38.5	13.1	16.6
Federal 24-Hour > 150 $\mu\text{g}/\text{m}^3$ ¹	0	0	0	0	0
Max. 24-Hour Conc. ($\mu\text{g}/\text{m}^3$)	91	81	122	126	93

¹ Percent of samples exceeding standard.

² Less than 12 full months of data and may not be representative.

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While much of the poor air quality in the City of Stanton is due to the transport of pollutants from upwind and proximate sources, the City also includes some major emissions sources, the foremost of which is from on-road motor vehicles. Area source emissions associated with urban activities (e.g., space and water heating, landscape maintenance, consumer products, etc.) also add to these emissions.

5.1.3 Standards of Significance

The criteria used to determine the significance of an impact are taken from City-approved Thresholds of Significance based on the City of Anaheim's Initial Study and the model Initial Study checklist contained in Appendix G of the State CEQA Guidelines. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. The project would typically result in a significant impact to air quality if it would:

- 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);
- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people;

The project is deemed to have a significant impact on regional air quality if emissions (specified in either pounds of pollution emitted per day or per quarter) of specific pollutants related to either project construction or operation exceed the significance thresholds established by SCAQMD, as listed on Table 5.1-4.



Compound	Project Construction Pounds/Day	Post-Construction Project Operation Pounds/Day
Carbon Monoxide	550	550
Nitrogen Oxides	100	55
Reactive Organic Gases	75	55
Particulate Matter	150	150
Sulfur Oxides	150	150

Source: South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

5.1.4 Impacts and Mitigation Measures

IMPACT THRESHOLD: *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Impact Analysis: The project includes implementation of the amended Stanton Plaza Specific Plan. While buildout will ultimately be market driven, for modeling purposes this analysis is based on the assumption that all uses will be implemented by the year 2025 and emissions are based on this horizon.

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The included analysis is based on methodologies and emission factors included in the SCAQMD *Handbook* and URBEMIS2002 computer model and CARB's EMFAC2002 and CALINE4 computer models.

Construction

Development pursuant to the Stanton Plaza Specific Plan would result in a "Mixed Use" land use designation permitting a mixture of residential and commercial land uses. Demolition, site grading and construction would involve the use of heavy equipment creating dust and exhaust pollutants from on-site earth movement and from vehicles removing debris and bringing building materials to the site. A portion of the emissions would also be associated with worker travel both to and from the construction site. With regards to nuisance odors, any air quality impacts will 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. An occasional "whiff" of diesel exhaust from trucks accessing the site from public roadways may result. Such brief exhaust odors are an adverse, but not significant, air quality impact.

Construction is extremely variable in time and space and daily emissions can only be approximated. Construction is anticipated to occur over a 20 year timeframe. Construction emissions were calculated for an average year of development which includes 330 dwelling units and 13,000 square feet of commercial uses. The analysis assumes year 2020 emissions for worker commutes and truck hauls for the duration of the construction period. Demolition, grading and construction activities will consume diesel fuel and thus produce combustion by-products. Construction emissions are based on equipment projections included in the URBEMIS2002 computer model distributed by SCAQMD. Because the SCAQMD bases its criteria on the maximum daily emissions, this analysis focuses on the construction phase for which the most grading and site preparation emissions occur. The subsequent construction of structures, while labor intensive, tends to use smaller types of equipment, as well as hand tools. On the other hand, the ROG emissions released in painting and coating operations are of a magnitude that, while they probably would not overlap heavy equipment emissions, the analysis would be remiss if they were not disclosed.

Emissions methodology and calculations are presented in Appendix C. The results of the analysis are shown in Table 5.1-5. Temporary impacts would result from project construction activities within the immediate areas proposed for development. Note that ROG emissions, primarily due to the application of paints and coatings, could exceed both the daily threshold levels producing a significant impact.

Requirements under SCAQMD Rule 403 would reduce construction and grading-related dust. The URBEMIS model did not show construction-related dust and dirt as a potentially significant impact of the proposed project. However, the measures listed below must be followed to meet the requirements of Rule 403.

- If warranted, the applicant shall prepare a Fugitive Dust (PM₁₀) Mitigation Plan. The Plan shall identify methods to control fugitive dust through implementation of reasonable available control measures in sufficient frequencies and quantities to prevent visible emissions from crossing the property line of the proposed project site. Provisions of the plan shall include the stipulation that:
- All areas of active grading shall be watered at least twice daily.
- Disturbed areas at the construction site shall be treated with dust suppressants when activities have ceased for 30 days.
- All stockpiles for material export (including demolition debris) shall be watered twice daily. Stockpiles that may be used for long-term on-site soil storage shall be planted and watered twice daily until such plants take root.

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- Trucks removing excavated solids from the site shall be hosed down or brushed off to avoid excessive track out of loose soil. Additionally, the construction contractor shall specify the use of "wheel washers" if soil is tracked out onto public roads.
- The plan shall be reviewed and approved by the Community Development Director or designee, prior to permit issuance.

**Table 5.1-5
Projected Construction Emissions (lb/day)**

Source	CO	NO _x	ROG	SO _x	PM ₁₀ ¹
Demolition Phase					
Equipment, Haul Trucks & Worker Vehicles	183.4	227	26.5	0.1	12.9
SCAQMD Daily Threshold	550	100	75	150	150
Exceeds Threshold?	No	Yes	No	No	No
Grading/Site Preparation Phase					
Equipment & Worker Vehicles	243.9	289.1	34.8	0.0	51.5
SCAQMD Daily Threshold	550	100	75	150	150
Exceeds Threshold?	No	Yes	No	No	No
Building Construction Phase					
Equipment, Worker Vehicles & Coatings	307.2	322.1	605.3	0.1	14.8
SCAQMD Daily Threshold	550	100	75	150	150
Exceeds Threshold?	No	Yes	Yes	No	No

¹ Includes PM₁₀ for both exhaust and dust.

Source: California Air Resources Board, URBEMIS2002: Version 7.4.2; South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.



Exhaust Emissions: The URBEMIS model allocates twelve pieces of heavy equipment each operating eight hours (i.e., 96 hours per day) for the demolition phase. A reduction to an aggregate of no more than 42 hours per day would reduce NO_x emissions for heavy equipment to no more than 99 pounds per day and when combined with NO_x from vehicle trips, would remain under the 100 pound-per-day threshold reducing the impact to less than significant.

Similarly, the grading phase is estimated by the model at 16 pieces of equipment each operating eight hours per day (i.e., 128 hours per day). A reduction to an aggregate of no more than 44 hours per day would reduce NO_x emissions for heavy equipment to no more than 99 pounds per day and when combined with NO_x from vehicle trips, would remain under the 100 pound-per-day threshold reducing the impact to less than significant.

The building phase is estimated by the model at 24 pieces of equipment each operating eight hours per day (i.e., 192 hours per day). A reduction to an aggregate of no more than 59 hours per day would reduce NO_x emissions for heavy equipment to no more than 98 pounds per day and when combined with NO_x from vehicle trips, would remain under the 100 pound-per-day threshold reducing the impact to less than significant.

Paints and Coatings: Several of currently available primers have VOC contents of less than 0.85 pound per gallon (e.g., dulux professional exterior primer 100% acrylic). Topcoats can be less than 0.07 pound per gallon (8 gm/liter) (e.g., lifemaster 2000-series). The 605.3 pound-per-day value presented in Table 5.2-5 is based on coatings having a VOC content of 250 grams per liter. Assuming two coats of primer and one topcoat, the mitigation would result in an average VOC content of about 71 grams per liter. Paint emissions account for 562.6 of the 605.3 pound-per-day ROG value. This measure would then reduce these paint emissions to 159.8 pounds per day with total daily ROG estimated at 202.3 pounds

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per day. The elimination of other heavy equipment during the painting process would remove an approximately 40 additional pounds of ROG further reducing this value from 202.3 to approximately 162.3 pounds per day. This value then still exceeds the 75 pound-per-day threshold and further mitigation is required if the impact is to be reduced to less than significant.

The URBEMIS model estimates that the structures would be painted in one month (22 days). The model estimates that 98,000 square feet of surface would be painted over 22 days or 4,454 square feet would be painted on a daily basis. Reducing the allowable square footage reduces these ROG emissions accordingly. At 2,050 square feet, emissions are reduced by 54 percent, and the 162.3 pounds per day value is reduced to under the 75 pound-per-day threshold, and the impact is reduced to less than significant.

Operational Phase Emissions

After the completion of construction, the majority of air emissions would be produced by project-related vehicles traveling to and from the project site. Additionally, on-site emissions would be produced from the use of natural gas for space and water heating, consumer products and the use of gasoline for landscape maintenance.

The operational phase of the project would result in emissions from both stationary and mobile sources. Stationary sources include emissions from natural gas combustion for heating requirements, emissions produced by the use of landscape maintenance equipment, consumer product usage and ROG emissions associated with the use of consumer goods such as aerosol sprays. Mobile sources include the emissions generated by project-related automobiles and trucks. The included analysis evaluated vehicle trips generated during the full build-out by the year 2020. Both stationary and mobile source emissions were modeled using the URBEMIS2002 computer model distributed by the SCAQMD. This analysis modeled emissions attributable to both the current specific plan and the proposed specific plan. The difference between these plans were quantified and evaluated against the SCAQMD emissions thresholds. These emissions are included in Table 5.1-6. Note that emissions are expected to be below their respective SCAQMD thresholds resulting in emissions which are not considered to result in a significant air quality impact from the operation of the project.

Table 5.1-6
Projected Operational Emissions (LBS/DAY)

<i>Description</i>	<i>CO</i>	<i>NOx</i>	<i>ROG</i>	<i>SOx</i>	<i>PM₁₀</i>
Stationary Emissions	2.18	14.78	11.60	2.02	0.01
Vehicular Emissions	154.24	19.26	14.05	0.34	59.03
<i>Total Emissions</i>	<i>156.45</i>	<i>34.04</i>	<i>25.65</i>	<i>2.36</i>	<i>59.04</i>
<i>SCAQMD Daily Threshold</i>	<i>550</i>	<i>55</i>	<i>55</i>	<i>150</i>	<i>150</i>
<i>Exceeds Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: P&D Environmental, URBEMIS2002 Emissions Inventory Model.

Existing Regulations and Standard Conditions

- The proposed project shall include suppression measures for fugitive dust and those associated with construction equipment in accordance with SCAQMD Rule 403 and other AQMD requirements. Prior to issuance of each grading permit, the landowner or subsequent project applicant shall obtain the appropriate permits from the SCAQMD and submit them to the City.

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- The proposed project shall including testing for asbestos prior to the commencement of construction activity.

Level of Significance Before Mitigation: Potentially significant.

Mitigation Measures:

The provided analysis indicates that NO_x and ROG emissions are projected to exceed the SCAQMD's threshold criterion during construction and mitigation is warranted to reduce these emissions to the extent reasonably feasible. As such, the following measures shall be implemented:

- 5.1-1 Limit heavy equipment to no more than aggregate use of 65 hours per day during building construction. Equipment use shall be logged and a record of the log shall be retained for on-site City and/or SCAQMD inspection during construction activities.
- 5.1-2 All heavy equipment shall be maintained in a proper state of tune as per the manufacturer's specifications.
- 5.1-3 Heavy equipment shall not be allowed to remain idling for more than five minutes duration.
- 5.1-4 Trucks shall not be allowed to remain idling for more than two minutes duration.
- 5.1-5 Electric power shall be used to the exclusion of gasoline or diesel generators and compressors whenever feasible.
- 5.1-6 Construction activities shall minimize obstruction of through traffic lanes adjacent tot eh site and, if necessary, a flag-person shall be retained to maintain safety adjacent to existing roadways.
- 5.1-7 All primers shall contain less than 0.85 pound per gallon (102 gram/liter VOC).
- 5.1-8 All top coats shall contain less than 0.07 pound per gallon (8 grams/liter VOC).

Level of Significance After Mitigation: Less than significant.

IMPACT THRESHOLD: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Impact Analysis: An impact is potentially significant if emissions levels exceed the State or Federal Ambient Air Quality Standards. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to the Ambient Air Quality Standards is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create "pockets" of CO called "hot spots." These pockets have the potential to exceed the State 1-hour standard of 20 ppm and/or the 8-hour standard of 9.0 ppm or Federal levels of 35 and 9 ppm, respectively. Thus, an exceedance condition will occur based on the State standards prior to exceedance of the Federal standards.

Hot spots are usually created in locations where vehicles are subject to congestion, reduced speeds, and queuing. These are most typically at intersections, but can also be along congested major arterials and freeways. Typically, for vehicles to produce a hot spot, the roadway/intersection level of service (LOS) must be degraded to "D" or worse.



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Because the project would not add any additional trips to the roadway system over and above the existing average daily traffic levels, it would not create or add to any CO violations. A CO hot spot analysis is, thus, not warranted.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to air quality.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

IMPACT THRESHOLD: *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Impact Analysis: As discussed above, CO is produced in the greatest quantities and local emissions are well within the air quality standards. As such, no significant impacts related to sensitive receptors are anticipated to occur and no further mitigation measures are necessary.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to air quality.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

IMPACT THRESHOLD: *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Impact Analysis: Air emissions in the SCAB are regulated by the SCAQMD. Individual projects are assessed as described above under Impacts 1 and 2, above. The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the SCAB is in non-attainment. Strategies to achieve these emissions reductions are developed in the Air Quality Management Plan (AQMP) prepared by SCAQMD for the region. The AQMP outlines regional programs and control measures to reduce future emissions based on population projections. Individual projects and long term programs within the region are required to be consistent with the AQMP. To demonstrate consistency with the AQMP, the population projections used to assess the need for the project must be approved by the Southern California Association of Governments (SCAG).

The proposed project would help the City meet its housing goals by adding as many as 330 new units to the available housing stock. In addition, the project is mixed use, in nature, and near regional transportation facilities, thus adding residential units in close proximity to activity centers and jobs. The project would not involve growth inducing impacts or cause an exceedance of established population or growth projections and is consistent with the goals of the City of Stanton General Plan. Furthermore, the

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included analysis indicates that the project would not produce long-term significant quantities of criteria pollutants or violate ambient air quality standards. As a result, the proposed project does not foster growth or potential emissions that have not been accounted for in the AQMP, and, therefore, the proposed project is consistent with the AQMP.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to air quality.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

IMPACT THRESHOLD: Would the project create objectionable odors affecting a substantial number of people?

Impact Analysis: 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. With regards to nuisance odors, any air quality impacts will 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. An occasional "whiff" of diesel exhaust from trucks accessing the site from public roadways may result. Such brief exhaust odors are an adverse, but not significant, air quality impact. Additionally, some odor would be produced from the application of asphalt, paints and coatings. At this time no sensitive land uses are located proximate to the proposed improvements. Any exposure of the general public to these common odors would be of short duration and while potentially adverse, are less than significant.



Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to air quality.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

5.1.5 Cumulative Impacts

Cumulative projects within the local area include local development, as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.

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Construction Emissions

Based on emissions methodology and calculations as shown in Table 5.1-4 of this section, temporary impacts would result from project construction activities within the immediate areas proposed for development. Note that NO_x and ROG emissions, primarily due to the length of operation of construction equipment and the application of paints and coatings, could exceed both the daily threshold levels producing a significant impact. Requirements under SCAQMD Rule 403 would reduce construction and grading-related dust. The URBEMIS model did not show construction-related dust and dirt as a potentially significant impact of the proposed project. Implementation of the mitigation measures outlined in this section would reduce cumulative impacts resulting from construction emissions to a less than significant level. Environmental documentation prepared for the other cumulative projects described earlier would contain appropriate mitigation measures to reduce these projects' construction emissions to the extent possible. However, significant ROG and other air pollution emissions will be created. Therefore, the project will contribute cumulatively considerable construction air pollution.

Operational Emissions

Both stationary and mobile source emissions were modeled using the URBEMIS2002 computer model distributed by the SCAQMD. Based on URBEMIS model estimates, as shown in Table 5.1-5, these emissions are expected to be below their respective SCAQMD thresholds resulting in emissions which are not considered to result in a significant air quality impact from the operation of the project. Therefore, the project's contribution to cumulative operational emissions would be less than cumulatively considerable, and therefore, less than cumulatively significant.

Level of Significance Before Mitigation: Potentially significant.

Mitigation Measures: Mitigation measures to address the project's contribution to cumulative air quality impacts to the extent possible are incorporated in this section of the EIR.

Level of Significance After Mitigation: Significant for construction emissions, but less than significant for operational emissions.

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5.2 LAND USE AND RELEVANT PLANNING

5.2.1 Methodology

The proposed Stanton Plaza Specific Plan Project was evaluated to determine its consistency with the City of Stanton General Plan Land Use Element and City of Stanton Municipal Code (Zoning regulations). Figure 4.3-1, in the *Project Description*, illustrates the project site and surrounding jurisdictions.

5.2.2 Existing Conditions

Existing Land Uses On and In the Vicinity of the Project Site

The Specific Plan area currently encompasses 11 parcels, totaling approximately 14.56 acres, with multiple owners as well as a City-owned right-of-way. For the purposes of this discussion, the site has been divided into four separate planning areas, as shown in Figure 4.3-1.

The northernmost portion of the site is a narrow strip totaling nearly three acres. This area presents a long, shallow frontage along Beach Boulevard and is under only two ownerships. The area directly south is roughly square in shape, totaling a little over five acres, and is divided into narrower but deeper parcels. The remaining portion of the planning area, the southern portion of the site, is almost exactly square in shape and divided into two planning areas. The western planning area is slightly less than 2.5-acres in size, while the eastern planning area is slightly over four acres in size. The southern portion of the site contains the largest vacant parcel as well as the only public right-of-way within the site boundaries, Plaza Drive.

The northern area is defined by its unique configuration, orientation, and relationship to the mobile home park directly to the east. The midsection is distinct because of its multiple ownerships, unusually narrow parcels, and dominant commercial activity within the site. The southernmost portion of the site, although divided into two separate planning areas, has its own character because of the “nesting” of parcels within it (as opposed to the parallel arrangement in the areas to the north), because it is surrounded on all four sides by public street and because of the extent of vacant land it contains.

Surrounding Land Use

Land uses surrounding the project site include a variety of residential, commercial and industrial uses. The area west of the Plan Area, across Beach Boulevard, is designated for residential use. The area located directly north of the Plan Area, across the flood control channel, is occupied by Orco Block and designated as Opportunity Area. The area located east of the Plan Area is designated for residential uses and includes a mobile home park. The area located directly south of the Plan Area, across Orangewood Avenue, is designated for commercial use and contains retail and food service businesses.

Existing Policies and Regulations

General Plan and Zoning Code

The proposed project would amend the Stanton Plaza Specific Plan to allow greater flexibility in the redevelopment of the Stanton Plaza site. As part of the original Specific Plan, development standards were created for residential and commercial development, which became part of the City's Zoning Code upon project adoption in August 2002.



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General Plan

The proposed project site is currently designated as an opportunity area within the City of Stanton General Plan. The Stanton General Plan Community Development Section includes tailored development direction for several opportunity areas: portions of the community in which change is imminent and direction is needed or areas in which change is desired and both stimulation of change and direction are needed. One of these opportunity areas is Area G, Theme Mixed Use—Stanton Plaza, which falls into the second type of opportunity area, requiring both stimulation and direction. The General Plan envisions the Stanton Plaza Specific Plan as a landmark development that includes mixed-use commercial and residential development to respond to market forces, value potential and site limitations now understood as a result of more focused and detailed market analysis. The following components describe the goals of this Opportunity Area:

- Capture regional traffic along Beach Boulevard as well as linking with surrounding neighborhoods by creating a special, mixed-use development that is attractive as a destination as well as a neighborhood serving complex.
- Develop with a common design theme that creates a sense of place and positive identity irrespective of the mix and proportion of commercial and residential uses that eventually develop on the site.
- Base the approval of incremental development projects on a single concept plan that offers defined ranges of flexibility to accommodate market changes.
- Provide public spaces to serve both commercial visitors and local residents as a means of promoting Stanton Plaza as distinctly desirable place.
- Accommodate special community events on the site as a means of generating continued interest in the businesses and housing opportunities located here.
- Keep options open as selected individual properties become available for development to choose between commercial, mixed use and residential development.
- Accomplish the balance of guidance and flexibility responding to the opportunities related to this site through the adoption of a specific plan by resolution, with development regulations enacted by ordinance as zoning for this site.

Zoning

The entire project site is currently designated in the Zoning Code as Stanton Plaza Specific Plan (SPSP). This designation draws upon the general provisions and intent of the City's existing Planned Development District, which seeks to achieve exceptional quality development through creative site design, coherent architectural treatment, provision of site amenities, and commitment to high quality construction. Whereas the application of the City's existing PD district is optional, and is typically combined with an underlying base district, this specific plan constitutes the zoning for the project, therefore its provisions are mandatory.

5.2.3 Standards of Significance

The Environmental Checklist form contained in the California Environmental Quality Act (CEQA) Guidelines was used to develop the following list of impact criteria. The project will, at a minimum, be considered to have a significant effect related to land use, if any of the following occur:

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- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted with the purpose of avoiding or mitigating an environmental effect;

The following criteria normally included in the CEQA list noted above were not analyzed as they were not identified as being potentially significant in the Initial Study:

- Physical division of an established community;
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

5.2.4 Impacts and Mitigation Measures

IMPACT THRESHOLD: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted with the purpose of avoiding or mitigating an environmental effect

Impact Analysis: The proposed project involves an amendment to the Stanton Plaza Specific Plan. At the time the previous Specific Plan was adopted, in 2002, there was little interest by private parties to purchase and consolidate parcels within the project area. Therefore, the Specific Plan focused on aesthetic enhancement of existing uses and the integration of new infill commercial uses to the existing development. However, the market demand in the project area has changed over the last two years, and market analyses have shown the site's most promising commercial pursuits lie in the development of neighborhood commercial uses, complemented by a mix of residential uses. In order to accomplish this change in direction, revisions to the Specific Plan have been proposed, which include residential uses on the site in addition to the commercial uses already permitted.

The project site is currently designated by the General Plan as Opportunity Area G – Theme Mixed Use – Stanton Plaza. In 2002, to accommodate residential development proposed at the time and to maintain the direction for development of commercial uses, the General Plan was amended to include the development of residential uses in the description of the Theme Commercial designation. The amendment to the Specific Plan is consistent with the goals and policies of the General Plan.

The project site is currently zoned Stanton Plaza Specific Plan (SPSP). The proposed project would amend the Specific Plan to ensure compatibility with future goals for the site. The regulatory direction in the amended Specific Plan has been updated to reflect those changes and the resulting zoning will be Stanton Plaza Specific Plan (SPSP-1).

The intent of the specific plan is to encourage the intensification of Stanton Plaza through the infill of a range of new commercial and residential development. It is intended to carry out the City's vision of economic vitality, and creation of a landmark place by focusing commercial uses in clearly defined areas, while facilitating complementary residential uses in the remaining areas. Within the SPSP-1 designation, four sub-areas have been created as shown on Figure 4.3-1 (found in Chapter 4, Project Description), *Conceptual Land Use Planning Areas*. The Conceptual Land Use Planning Areas identify the City's preferred location for each type of use, and is meant to accommodate changes in the planning area boundaries (to be enlarged or reduced) to respond to future market needs.

The use of planning areas within the site provides the flexibility to respond to market opportunities for residential and commercial development to evolve over time. The site development standards for the potential range of uses – especially relating to design – protect private and public investments in new, expanded and rehabilitated development and their supporting improvements. Thus, the planning areas



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become a major tool in striking a creative balance between clear use guidance and flexible response to emerging opportunities.

An underlying theme of this Specific Plan is to allow the greatest flexibility in land use and site design as possible. The many different development scenarios can developed in Stanton Plaza, as long as the maximum number of trips generated by the proposed mix of uses does not exceed the threshold for maximum number of vehicular trips identified as part of this plan (6,500 ADT). This further emphasizes the need for the site to be developed as a cohesive project versus in separate pieces as it is the sum of all of the uses that will determine whether or not traffic thresholds can be met, and therefore, whether or not a use can be developed on the site. The relationship between traffic trip thresholds and permitted mixes of uses is discussed further in Chapter 3 of the Specific Plan.

Several existing properties within the Specific Plan area are currently not receptive to redevelopment of the site per the amended Specific Plan. These properties would be subject to potential eminent domain by the City of Stanton.

Upon adoption of the amended Specific Plan, the proposed land uses would be allowed by the General Plan and Zoning designations of the proposed project site and would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Instead, the proposed amendments to the Specific Plan allow a more focused approach to developing the site to its current market potential.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to land use.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

5.2.5 Cumulative Impacts

Development of future projects and regional growth in general would be reviewed for consistency with adopted land use plans and policies by the City of Stanton and other neighboring jurisdictions, in accordance with the requirements of CEQA, the state Zoning and Planning Law, and the state Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. For this reason, cumulative impacts associated with the inconsistency of future development with adopted plans and policies would be less than significant. In addition, the contribution of the proposed project to such cumulative impacts is less than significant because, as noted above, the project is compatible with surrounding land uses and is also consistent with applicable plans, policies and regulations. As a result, development under the proposed project would not contribute to any cumulative impacts associated with plan or policy inconsistency. As such, the project's contribution to cumulative impacts related to land use is less than considerable and, therefore, less than cumulatively significant.

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5.3 NOISE

5.3.1 Methodology

The evaluation of noise impacts associated with a proposed project includes:

- Reviewing existing ambient noise levels, including modeling and field monitoring in the project area;
- Determining the noise impacts associated with the development of the General Plan and Zoning Code update;
- Determining the long-term noise impacts on proposed development within the proposed General Plan area; and,
- Determining the long-term noise impacts from project-related traffic.

The generation of noise associated with the implementation of the General Plan and Zoning Code update would occur in the short-term with site preparation and construction activities and over the long-term from transportation related noise sources on new and existing development. This noise assessment addresses noise impacts by discussing the current noise environment, analyzing impacts associated with proposed land uses including mobile-source noise, evaluating construction equipment noise and identifying mitigation measures and their effectiveness.

Alliance Acoustical Consultants, Inc, (AAC) performed the noise monitoring using a Larson Davis Model 814 Type 1 Integrating/logging Sound Level Meter (SLM). The unit meets the American National Standards Institute (ANSI) Standard S1.4-1983 for Type 1 sound level meters. The SLM was field calibrated before and after the measurement survey with a hand-held acoustic calibrator and there was no “drift” observed. The accuracy of the calibrator is maintained through a program established through the manufacturer and is traceable to the National Bureau of Standards. The unit meets the requirements of ANSI Standard S1.4-1984 and IEC Standard 942: 1988 for Class 1 equipment.



Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). 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 readily discernible to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are “felt” more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the Federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

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Measurement of Sound

Sound intensity is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 decibels is 10 times more intense than 1 decibel, while 20 decibels are 100 times more intense, and 30 decibels are 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 decibel. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 decibels for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 decibels for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 decibels for each doubling of distance. This latter value is also used in the calculation of railroad noise.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L50 noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_{02} , L_{08} and L_{25} values represent the noise levels that are exceeded 2, 8 and 25% of the time or 1, 5 and 15 minutes per hour. These "L" values are typically used to demonstrate compliance for stationary noise sources with a city's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max} . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law and the City of Anaheim require that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. to 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. to 7:00 a.m. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 p.m. and 10:00 p.m. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher). The City's General Plan and Zoning Code update identifies the use of the CNEL for environmental assessment. However, the General Plan and Zoning Code update also allows for a 12-hour L_{eq} for sensitive land uses that are not occupied on a continual basis. This descriptor is actually more appropriate to those uses (e.g., schools, churches) that are not typically occupied at night when noise levels are weighted to compensate for relaxation and sleep.

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Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 190 dBA will rupture the eardrum and permanently damage the inner ear.

Vibration Fundamentals

Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be either natural as in the form of earthquakes, volcanic eruptions, sea waves, landslides, etc., or man-made as from explosions, the action of heavy machinery or heavy vehicles such as trains. Both natural and man-made vibration may be continuous such as from operating machinery, or transient as from an explosion.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways including displacement, velocity and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position and for the purposes of soil displacement is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Particle acceleration is the rate of change in velocity with respect to time and is measured in inches per second or millimeters per second. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration. Table 5.3-1 presents the human reaction to various levels of peak particle velocity.

Vibrations also vary in frequency and this affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies. However, due to their suspension systems, buses often generate frequencies around 3 Hz at high vehicle speeds. It is more uncommon, but possible, to measure traffic frequencies above 30 Hz.



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**Table 5.3-1
Human Reaction to Typical Vibration Levels**

<i>Vibration Level Peak Particle Velocity (inches/second)</i>	<i>Human Reaction</i>	<i>Effect on Buildings</i>
0.006 - 0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwelling – houses with plastered walls and ceilings
0.4 - 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans 2002.

The way in which vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation."

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

5.3.2 Environmental Setting

Existing Noise Environment

Like all highly urbanized areas, the City of Stanton is subject to noise from a myriad of sources. The major source of noise is from mobile sources and most specifically, traffic traveling through the City on its various roadways and freeways. Aircraft also contribute to this noise. The City is not located within the 65 dBA CNEL contours for any commercial or private airports, and fixed-wing aircraft are typically too high to add measurably to local noise.

The City also includes a variety of stationary noise sources. These are primarily associated with commercial and industrial land uses and for the most part are restricted to the appropriate areas.

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However, in some areas residential land uses abut industrial land uses and the sound of industrial processes is readily audible at exterior residential locations. While the latter sources of noise are readily audible at proximate residential locations, they represent the existing setting. Furthermore, this noise is of short duration and as such, does not add substantially to the existing CNEL, which is based on a 24-hour, time-weighted average.

Field Survey

A field survey was performed on August 20, 2004 by Alliance Acoustical Consultants, Inc. to determine existing noise levels at and adjacent to the project site. The survey revealed that noise in the vicinity of the proposed project area is generally characterized by roadway noise, activities at adjacent commercial businesses, residential activities, and people talking.

The field survey included five noise readings, illustrated on Figure 5.3-1, *Noise Measurement Locations*, and listed in Table 5.3-2, *Noise Level Measurements*. Per the City of Stanton Noise Criteria, the Leq, L₀₂, L₀₈, L₅₀ and L₉₀ values were recorded. Additionally, the Lmin and Lmax values were recorded. As discussed above, the Leq value is representative of the equivalent noise level or logarithmic average noise level obtained over the measurement period. The Lmin and Lmax represent the minimum and maximum room-mean-square noise levels obtained over a period of one second. The L₀₂, L₀₈, L₅₀ and L₉₀ represent the values that are exceeded 1, 5, 15, 30 and 54 minutes per hour if the readings were extrapolated out to an hours duration. All readings were taken approximately five feet above ground and no closer than 20 feet to any reflective surfaces (e.g., walls).

NR-1 – This measurement was conducted near the northeast corner of the Project Site, next to the mobile home park and the Orco Block Facility. The SLM was placed at a distance of approximately 40-foot west of the 6-foot high block wall along the east property line and 2-feet south of the north property line. Traffic noise and operations at the Orco facility dominated the measurement at this location.



NR-2 – This position was located at the Plaza Woods Apartment Complex directly adjacent to the Project Site. The apartment complex is located on Plaza Way, which bisects the project site and represents the nearest multi-family residential landuses directly to the east of the site. The sources at this location were comprised of noise from vehicular traffic on Plaza Way, activities at the existing commercial retail center, and distant traffic on Beach Boulevard.

NR-3 – This measurement was conducted at the Orange Creek Apartment Complex located along the south side of Orangewood Avenue directly facing the project site. The noise profile was dominated by passing vehicular traffic on Orangewood Avenue and on-site gardening activities.

NR-4 – This position was located at the residential side yard at 1951 Davmor. This residential area is located directly west of the Project Site and is currently shielded from the Project Site with a 9-foot high soundwall. Noise at this location is representative of vehicular traffic noise from Beach Boulevard as well as internal traffic on Davmor and Stanton. Noise from residential activities also can be heard at this location.

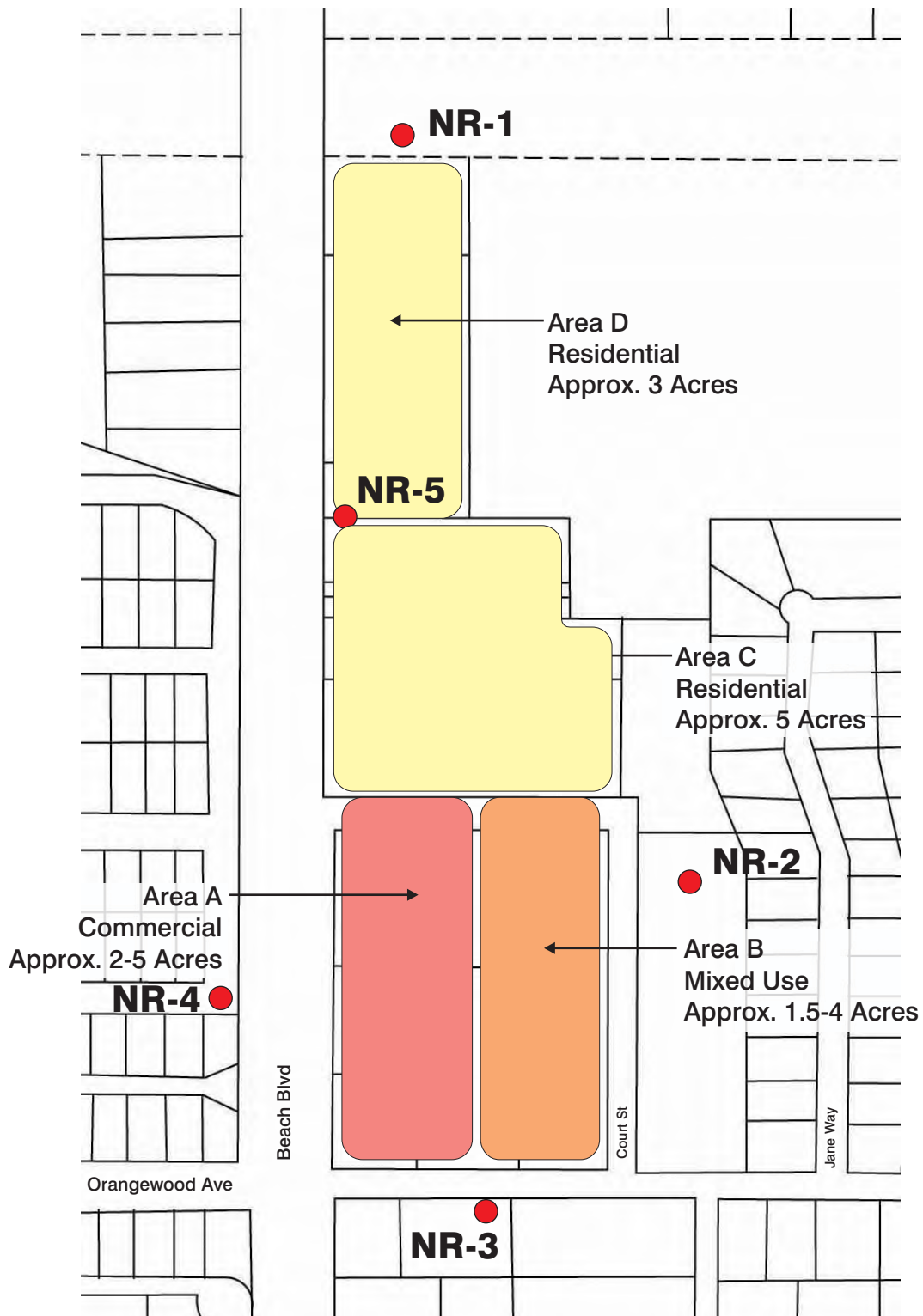
NR-5 – This measurement was conducted at the park directly west of the Project Site. The SLM was located approximately 60-foot west of Beach Boulevard and 70-foot north of the southern property line. The noise profile was dominated by passing traffic on Beach Boulevard, operations at the Orco facility, and retail operations directly north and south of the park.

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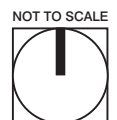
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Noise Measurement Location



● Noise Measurement Location



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**Table 5.3-2
Noise Level Measurements¹**

Monitoring Location	Leq (dBA)	L₀₂ (dBA)	L₀₈ (dBA)	L₂₅ (dBA)	L₅₀ (dBA)	L₉₀ (dBA)	Lmin (dBA)	Lmax (dBA)
NR-1	58.9	64.3	62.2	60.3	57.0	52.8	48.7	69.5
NR-2	57.9	64.5	60.5	57.1	55.5	53.1	51.4	76.9
NR-3	64.9	72.4	68.9	65.1	61.1	52.3	46.4	81.0
NR-4	59.7	67.1	62.5	60.1	57.6	52.1	47.6	76.2
NR-5	63.5	68.6	67.4	64.3	61.9	58.8	56.7	68.9

SOURCE: ALLIANCE ACOUSTICAL CONSULTANTS, INC., 2004

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. The L₀₂, L₀₈, L₂₅, L₅₀ and L₉₀ are the levels that are exceeded 2, 8, 25, 50 and 90 percent of the time, respectively. Alternatively, these values represent the noise level that would be exceeded for 1, 5, 15, 30 and 54 minutes during a 1-hour period. The Lmin and Lmax represent the minimum and maximum root-mean-square noise levels obtained over a period of 1 second.

Existing Policies and Regulations

To limit population exposure to physically and/or psychologically damaging, as well as intrusive noise levels, the Federal government, the State of California, various County governments, and most municipalities in the State have established standards and ordinances to control noise.

Federal Regulations

U.S. Environmental Protection Agency

The United States Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, a L_{eq} of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at a L_{eq} of 55 dBA and interior levels at or below 45 dBA. While these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA also set 55 dBA L_{dn} as the basic goal for exterior residential noise intrusion. However, other Federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA L_{dn}, have settled on the 65 dBA L_{dn} level as their standard. At 65 dBA L_{dn}, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Occupational Health and Safety Administration

The Federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Such limitations would apply to



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the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA L_{dn} as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted within the State of California.) While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provides in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA.

California State Regulations

Figure 5.10-2 on the next page presents a land use compatibility chart for community noise prepared by the California Office of Noise Control. It identifies normally acceptable, conditionally acceptable and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements.

City of Stanton Noise Standards

The Stanton Plaza Specific Plan is subject to the General Plan and Noise Ordinance incorporated therein. The City has adopted, as part of the Noise Element, the State of California standards. Furthermore, the Noise Element indicates that exterior noise levels at residential locations should not exceed a CNEL of 55 dB while interior levels shall not exceed an annual CNEL of 45 dB in any habitable room.

Stationary sources of noise are governed under the local Municipal Code, Chapter 9.28, Noise Control. Section 9.28.025 simply states that "Notwithstanding any other provision of this chapter, and in addition thereto, it is unlawful and a misdemeanor, subject to punishment in accordance with Chapter 1.10 of this code, for any person to willfully make or continue, or cause to be made and continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood, or which causes discomfort or annoyance to residents of the area."

5.3.3 Standards of Significance

The criteria used to determine the significance of potential noise impacts are taken from City-approved Thresholds of Significance based on the model Initial Study checklist in Appendix G of the State CEQA Guidelines. The project would typically result in a significant impact on noise if the project would 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;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

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- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

The following impacts were not identified as being potentially significant in the Initial Study:

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

The applicable noise standards governing the project site are the City of Stanton Noise Standards.

Noise impacts can be broken down into three categories. The first is “audible” impacts, which refers to increases in noise level that are perceptible to humans. Audible increases in noise levels generally refer to a change of 3 dBA or more since this level has been found to be barely perceptible in exterior environments. A change of 5 dBA is readily audible to most people in an exterior environment. The second category, “potentially audible,” refers to a change in noise level between 1 and 3 dBA. This range of noise levels was found to be noticeable to sensitive people in laboratory environments. The last category includes changes in noise level of less than 1 dBA that are typically “inaudible” to the human ear except under quiet conditions in controlled environments. Only “audible” changes in noise level are considered potentially significant.

Mobile-source noise (i.e., vehicle noise) is preempted from local regulation, but is still subject to CEQA. Here, a change of 5 dBA would denote a significant impact if their resultant noise level were to remain within the objectives of the General Plan (e.g., 55 dBA CNEL at a residential location), or 3 dBA if the resultant level were to meet or exceed the objectives of the General Plan. (Note that Caltrans defines a noise increase as substantial when the predicted noise levels with the project would exceed existing noise levels by 12 dBA L_{eq} .) Also note that an impact is only potentially significant if it affects a receptor. An increase in noise in an uninhabited location would not denote a significant impact.



5.3.4 Impacts and Mitigation Measures

The generation of noise associated with the proposed project would occur over the short-term for site preparation and construction activities. In addition, noise would result from the long-term operation of the project. Both short-term and long-term noise impacts associated with the project are examined in this analysis.

IMPACT THRESHOLD: Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis: Noise is regulated by numerous codes and ordinances across federal, state, and local agencies. Cities generally regulate noise-generating activities through the Municipal Code. Noise generated during construction activities and operations have the potential to violate such Noise Ordinances. The Noise Ordinance for Stanton is discussed above.

Construction Noise Impacts

Construction noise has been thoroughly analyzed later in this section under the impact threshold category “Result in a substantial temporary or periodic increase in ambient noise levels in the project

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vicinity above levels existing without the project". The City of Stanton's Municipal Code limits normal construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays with no work permitted on Saturdays, Sundays, or Federal holidays. The noise analysis detailed later in this section concludes that noise levels from construction at the nearest residential receptor in the City of Stanton could reach as high as 96 dBA, which is above the regulatory standard for residential land use noise sources of 55 dBA. However, the City provides a noise regulation exemption for construction if conducted during the limited hours listed above. Under these circumstances the impact from construction noise would be considered a less than significant impact.

Operational Noise Impacts

For stationary sources, the applicable noise standards include criteria established by local, as well as any State regulations applicable to the proposed project. Mobile-source noise (i.e., vehicle noise) is exempted from local regulation. For traffic noise, an impact is considered significant if the existing noise levels exceed the objectives of the General Plan (i.e., 55 dBA CNEL for residential and noise sensitive areas) and the project were to increase this noise level by more than 3 dB CNEL (barely noticeable in an exterior environment); or if the project adds 5 dB CNEL (noticeable to most people) and the resultant noise level remains under the objectives of the General Plan.

The proposed project would not generate additional traffic, and would actually result in a net decrease of 257 average daily trips. The impact would thus be considered less than significant.

Existing Regulations and Standard Conditions

- In accordance with the City of Stanton Noise Ordinance, construction activity shall be limited to between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

IMPACT THRESHOLD: Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis: Groundborne vibration would occur during the construction phase of the proposed project. Operation of construction equipment generates vibrations, which spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies, depending on soil type, ground strata, and receptor building construction. The effects of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels. Ground vibrations from construction activities rarely reach the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site.

Within the immediate vicinity of the project site, the nearest potentially sensitive noise receptors are the residential uses located adjacent to the eastern boundary of the project site. Groundborne vibration that occurs in conjunction with the proposed project would be intermittent and occur over the short term, ceasing with the end of the construction phase of the project. However, due to the developed nature of

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the site, it is unlikely that large earthmoving operations would be necessary, and any remaining groundborne vibrations would be temporary in nature and not considered significant.

Existing Regulations and Standard Conditions

- No specific existing regulations or standard conditions related to noise apply to this impact analysis.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

IMPACT THRESHOLD: Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact Analysis: CEQA notes that a project may be significant if it represents a substantial increase in the existing noise levels. Noise impacts can be broken down into three categories. The first is “audible” impacts, which refers to increases in noise level that are perceptible to humans. Audible increases in noise levels generally refer to a change of 3 dBA or more since this level has been found to be barely perceptible in exterior environments. The second category, “potentially audible,” refers to a change in noise level between 1 and 3 dBA. This range of noise levels was found to be noticeable to sensitive people in laboratory environments. The last category includes changes in noise level of less than 1 dBA that are typically “inaudible” to the human ear except under quiet conditions in controlled environments. Only “audible” changes in noise levels at sensitive receptor locations are considered potentially significant.

In regards to future residential uses, current noise levels are approximately 68 dBA at a distance of 60 feet from the Center line of Beach Boulevard. Because of the nature and flexibility of the Specific Plan, it is not currently known where on the site residential units would be located. Therefore, Mitigation Measure 5.3-1, below, has been included.

The project would not add additional trips to the roadways that what is currently occurring to the project site. In fact, a net decrease in average daily trips would occur as a result of project implementation. As such, the project would not produce stationary source noise subject to City regulation.

Existing Conditions and Standard Regulations.

- No specific existing regulations or standard conditions related to noise apply to this impact analysis.

Level of Significance Before Mitigation: Potentially significant impact.

Mitigation Measures:

- 5.3-1 Prior to the issuance of building permits for each structure or tenant improvement other than a parking structure, the applicant shall submit a final acoustical report prepared to the satisfaction of the Director of Community Development. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards.



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Level of Significance After Mitigation: Less than significant.

IMPACT THRESHOLD: *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Impact Analysis: Two types of noise impacts could occur during the construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. The greatest potential for this impact would be near the project site where workers and trucks coverage. Construction traffic to and from the construction site would be expected to generate single-event noise such as from heavy truck deliveries; however, the overall traffic noise would not be expected to significantly increase the cumulative existing traffic noise in and around the project site. In addition, single-event noise from truck deliveries may be a source of annoyance to sensitive receptors along the travel routes, but the noise would not be expected to be substantially different than daily traffic and, therefore, is not considered to be significant.

The second type of impact is related to noise generated by on-site construction operations and local residents and other sensitive land uses would be subject to elevated noise levels due to the operation of this equipment. Construction activities are carried out in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase. Table 5.3-3 lists typical construction equipment noise levels recommended for noise impact assessment at a distance of 50 feet.

**Table 5.3-3
Noise Levels Generated by Typical Construction Equipment**

Type of Equipment	Range of Sound Levels Measured (dBA at 50 feet)	Suggested Sound Levels for Analysis (dBA at 50 feet)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 to 96	93
Rock Drills	83 to 99	96
Jack Hammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	68 to 80	77
Dozers	85 to 90	88
Tractor	77 to 82	80
Front-End Loaders	86 to 90	88
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 86	86
Trucks	81 to 87	86

Source: Noise Control for Buildings and Manufacturing Plants, BBN 1987.

The grading and site preparation phase tends to create the highest noise levels, because the noisiest construction equipment is found in the earthmoving equipment category. This category includes excavating machinery (backfillers, bulldozers, draglines, front loaders, etc.) and earthmoving and compacting equipment (compactors, scrapers, graders, etc.). Typical operating cycles may involve one

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or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels at 50 feet from earthmoving equipment range from 73 to 96 dBA while Leq noise levels range up to 89 dBA. The later construction of structures is somewhat reduced from these values and the physical presence of the structure may break up line-of-sight noise propagation.

As shown on Table 5.3-3, noise levels under worst-case conditions with all applicable equipment in use could produce 96 dBA at a distance of 50 feet. Construction activities would occur on the site in areas abutting existing residential uses. Due to the potential close proximity of projects to existing uses, noise levels associated with construction activities, as described in Table 5.3-3, would potentially exceed the City's maximum noise level limits. Because construction activities in the project area are likely to exceed the maximum noise level limits, construction activities associated with the proposed project have the potential to result in significant noise impacts.

The highest construction generated noise levels would be experienced intermittently and only temporarily during periods of heavy construction. During periods of reduced activity, lower noise levels would be expected. Typical operating cycles may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels at 50 feet from earthmoving equipment range from 73 to 96 dBA while energy-average (L_{eq}) noise levels can often reach 89 dBA. The later construction of structures is somewhat reduced from this value and the physical presence of intervening structures may break line-of-sight noise propagation.

Based on these typical noise levels for aggregated activities, construction noise would affect ambient noise levels in and around the project site for the entire period of construction. Construction activities during each phase of construction could cause annoyance to noise-sensitive land uses in the surrounding areas for periods when operations would occur directly adjacent to, or near, the property line close to sensitive receptors. These effects are typical for construction projects within an urban environment, such as with this project.

The City recognizes that the control of construction noise is difficult, at best, and provides exemption for this type of noise when the work is performed within the hours specified within the Municipal Code (i.e., 7:00 a.m. to 8:00 p.m. on weekdays with no work permitted on Saturdays, Sundays, or Federal holidays). To further reduce construction noise, the mitigation measures shall be implemented in conjunction with project construction.

Existing Conditions and Standard Regulations

- No specific existing conditions or standard regulations related to noise apply to this impact analysis.

Level of Significance Before Mitigation: Potentially significant.

Mitigation Measures: It is assumed that the project will be required to conduct all operations (construction and operation) in accordance with established City of Stanton's ordinances. The following measures are above adherence to existing codes.

- 5.5-2 All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment should be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- 5.5-3 Approved haul routes should be used to minimize exposure of sensitive receptors to potential adverse noise levels from hauling operations.



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- 5.5-4 In cases of severe construction noise and where practical, noise screens shielding noise sensitive receivers will be placed between the construction activity and the affected receiver.
- 5.5-5 Perform all construction in a manner to minimize noise. The contractor will be required to select construction processes and techniques that create the lowest noise levels. Examples are using predrilled piles instead of impact pile driving, mixing concrete off-site instead of on-site and using hydraulic tools instead of pneumatic impact tools, use of silencing packages for air compressors.
- 5.5-6 A construction relations officer shall be appointed by the applicant to act as a liaison with neighbors and residents and on-site commercial tenants concerning project construction activity.

Level of Significance After Mitigation: Less than significant.

5.3.5 Cumulative Impacts

Because the project would result in a net decrease of 257 average daily trips to the project site, it would not add to the cumulative increase in traffic to the project area. As such, the project's contribution to cumulative impacts related to population and housing is less than considerable and, therefore, less than cumulatively significant.

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5.4 POPULATION AND HOUSING

This section examines the potential population and housing implications of the proposed project, including alteration in population, employment generation and demand for housing. The relationship of the proposed project to the regional housing and jobs policies of the Southern California Association of Governments (SCAG) is also discussed.

5.4.1 Methodology

The examination of population and housing impacts relies on the most recent demographic data available from sources such as the U.S. Bureau of the Census, State Department of Finance (DOF), and the California Employment Development Department (EDD). In addition, calculations have been made of the job/housing balance ratios (in accordance with SCAG methodology) for the entire SCAG region, the sub-regional area where the proposed project site is located.

5.4.2 Existing Conditions

Population

According to the U.S. Census, Stanton had an estimated population of nearly 37,403 in 2000. This represents an increase of 6,912 people (19%) since the 1990 Census. Like much of Orange County, Stanton grew rapidly during the 1980s and 1990s. Table 5.4-1 provides population figures for Stanton at ten-year milestones.

Year	Population
1960	11,163
1970	17,947
1980	23,723
1990	30,491
2000	37,403

Source: U.S. Census Bureau

Housing

According to the 2000 Census, Stanton had a housing stock comprised of 11,011 dwelling units in 2000. Of these 11,011 units, 10,767 were occupied and 244 were vacant. Table 5.4-2 shows the composition of the housing stock. In 2000, nearly half (49%) of the available housing units in the City were owner-occupied, with the rest of the housing units (51%) were renter occupied.

Unit Type	Number of Units	Percent
1 unit, detached	2,918	26.7
1 unit, attached	1,862	17.0
2 to 4 units	982	8.9
5+ units	3,931	35.9
Mobile homes	1,255	11.5
Total	10,948	100.0

Source: US. Census Bureau



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The increase in housing units has declined in recent years due to the decreasing supplies of vacant, developable land within the City.

Vacancy rate is a measure of the availability of housing in a community. It also demonstrates how well the type of units available actually meet the market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range; a high supply of vacant units may indicate either the existence of a high number of desired units, or an oversupply of units. The vacancy rate, as supplied by the Census, was 2.2% in 2000. This vacancy rate suggests that housing is in high demand in the City.

The Bureau of Census defines overcrowded housing units as “those in excess of one person per room average.” Overcrowding is often reflective of one of three conditions: 1) either a family or household is living in too small a dwelling; 2) a family is required to house extended family members (i.e., grandparents or grown children and their families living with parents, termed “doubling”); or 3) a family is renting living space to non-family members. Whatever the cause of overcrowding, there appears to be a direct link to housing affordability. Large households are unable to afford larger dwellings, older children wishing to leave home are prohibited from doing so because they cannot qualify for a home loan or are unable to make rental payments, or grandparents on fixed incomes are unable to afford housing suitable for their physical handicaps. Families with low incomes choose to live in overcrowded conditions to derive additional income, or there may be insufficient supply of housing units in the community to accommodate the demand.

In 2000, 31.3% of the total number of residents in Stanton were living in units with 1.01 or more persons per room. The percentage of the total population living in conditions defined as overcrowded has generally increased over the last several decades.

In order to meet state-wide housing goals, the State Government Code requires that the local council of governments (in this case, the Southern California Association of Governments, also known as SCAG), to determine each locality’s regional share of their existing and future housing needs. In meeting this mandate, SCAG developed the Regional Housing Needs Assessment (RHNA). Stanton’s RHNA, as determined in 2000, is 646 units.

Employment

The City’s employment base is mainly small service-oriented businesses, retail and some industrial uses. According to the 2000 Census, the City of Stanton contained a civilian workforce (16 years and older) of 14,695. Table 5.4-3 breaks down the workforce by occupation and industry.

The largest occupational category is sales and office occupations, by which 27.3% of the workforce is employed, followed by production, transportation and material moving occupations, by which 24.8% of the workforce is employed. The largest industry category is manufacturing (25.9%), followed by educational, health and social services (11.4%).

Growth Management

In 1990, Orange County voters approved Measure M – the Revised Traffic Improvement and Growth Management Ordinance – to provide additional funds for transportation improvements. Measure M authorizes a half-cent sales tax increase for twenty years starting April 1, 1991. The monies collected are allocated to local jurisdictions for local and regional transportation improvement and maintenance

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projects. To qualify for the funds, cities must comply with the Countywide Traffic Improvement and Growth Management Program, designed to promote cooperative and integrated planning efforts between cities and within the County.

**Table 5.4-3
Employment by Sector**

<i>Occupation/Industry</i>	<i>Number</i>	<i>Percent</i>
Occupation		
Management, professional, and related occupations	2,884	19.6
Service occupations	2,417	16.4
Sale and office occupations	4,017	27.3
Farming, fishing, and forestry occupations	21	0.1
Construction, extraction, and maintenance occupations	1,707	11.6
Production, transportation and material moving occupations	3,649	24.8
Industry		
Agriculture, forestry, fishing and hunting, and mining	15	0.1
Construction	1,234	8.4
Manufacturing	3,811	25.9
Wholesale trade	663	4.5
Retail trade	1,518	10.3
Transportation, warehousing, and utilities	630	4.3
Information	213	1.4
Finance, insurance, real estate, and rental and leasing	870	5.9
Professional, scientific, management, administrative, and waste management services	1,480	10.1
Educational, health and social services	1,675	11.4
Arts, entertainment, recreation, accommodation and food services	1,355	9.2
Other services (except public administration)	822	5.6
Public administration	409	2.8
Source: U.S. Census		



The purpose of the Growth Management Element is to ensure that growth and development are based on the City's ability to provide adequate circulation system and public facilities plans for existing and future residents.

Job/Housing Balance

The SCAG Regional Comprehensive Plan (RCP) presents the region's forecasts and policies for dealing with anticipated growth, including population, housing, and employment expected throughout Southern California. Growth projections contained in the RCP, as noted previously, are based on a compilation of county and local projections. RCP forecasts are then used in the formulation of regional plans dealing with regional air quality, housing, transportation/circulation and other infrastructure issues.

The concept of jobs/housing balance was originated in the 1989 SCAG Growth Management Plan (GMP). This concept is directed at minimizing commute distances, reducing new infrastructure needs and costs, minimizing traffic congestion, conserving energy and improving air quality. The primary objective has been to promote "balanced development" at the regional and sub-regional levels. "Balanced development" represents a mix of housing and employment opportunities expressed in the form of a ratio of jobs to housing available in a given area. A sub-region is theoretically considered to be in "balance" if it provides what is considered sufficient employment opportunities for population residing

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within a reasonable commute distance, generally considered as the same sub-region. Sub-regions with employment to housing ratios that reflect the SCAG regional average are generally considered to be “balanced.” Areas whose ratios exceed the regional average are considered to be “job rich” while those with ratios less than the regional average are considered “housing rich.”

Examining jobs/housing balance in the SCAG region as a whole, a ratio of 1.36 in the year 2000 and 1.42 in the year 2005 is projected. According to SCAG figures for the City of Stanton, the estimated jobs/housing balance ratios in the City of Stanton (0.90) in 2000 would be considered somewhat “housing-rich” in comparison.

Local Housing Policy

The primary goals of the City of Stanton, as stated in the Housing Element of the General Plan, are to encourage the provision of suitable housing to meet the housing needs of all economic segments of the City and to make an effort to meet the housing assistance needs of the City, to protect the vitality of the existing residential neighborhoods, and to conserve the existing housing stock. The Housing Element of the General Plan examines residential development within the City and sets forth local policies and programs with respect to the conservation, improvement and development of housing for all economic segments of the community.

The overall strategy of the current Housing Element focuses primarily upon conserving and improving existing affordable housing stock, providing new housing, and providing housing assistance to lower income households and households with special needs. The City plans to improve the existing affordable housing stock through a variety of housing rehabilitation programs, ranging from financial assistance to code enforcement. In addition, as required by law, the Housing Element identifies and evaluates governmental, market, and environmental constraints affecting development of new housing, as well as maintenance of existing affordable housing.

5.4.3 Standards of Significance

The following questions are excerpted from the Environmental Checklist form contained in the most recent update of the California Environmental Quality Act (CEQA) Guidelines. The project will, at a minimum, be considered to have a significant effect related to population and housing if the project would:

- Induce substantial 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).

The following criteria normally included in the CEQA list noted above were not analyzed as they were eliminated as concerns in the Initial Study:

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

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5.4.4 Impacts and Mitigation Measures

IMPACT THRESHOLD: Would the project induce substantial population growth in an area either directly or indirectly

Impact Analysis: The Stanton Plaza Specific Plan could add as many as 330 dwelling units, an estimated population of 1,158, based on Stanton's average household size of 3.51 persons per household, to the project area. As such, this number represents a 3% increase in the population of Stanton. This amount of population growth is consistent with the goals and policies of Stanton's General Plan as well as with SCAG's projections.

However, the above represents a worst case scenario in terms of population growth. Should the City decide to proceed with the commercially intensive option, a maximum of 230 units could be constructed on the site, producing a maximum of 807 residents, based on Stanton's average household size of 3.51 persons per household. This number represents a 2 percent population growth.

Nevertheless, as illustrated above, 97.5% of the housing units in Stanton are occupied. Thus, there is currently a very strong demand for housing within the City. In addition, the additional housing would help Stanton achieve its RHNA, under State housing law. Therefore, even though the proposed project could induce a small amount of population growth within the City, this amount of population growth is not considered substantial, and the project would help satisfy a strong demand for housing within the City.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to population and housing.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation.

5.4.5 Cumulative Impacts

The proposed project could result in increases in population in the local area. However, this section of the EIR indicates that the proposed project would not result in a significant increase in population. As has been previously noted, any impacts associated with the proposed project are comparatively small in relation to the projected build-out growth for the project area. This section examined the proposed project based on growth forecasts developed by the Southern California Association of Governments (SCAG), the California Department of Finance, and the U.S. Census Bureau and found no significant population or housing impacts. The proposed project would offer a housing option for workers associated with the non-residential development that could potentially occur with the proposed project. In consideration of the preceding factors, the project's contribution to cumulative impacts related to population and housing are less than considerable and, therefore, less than cumulatively significant.



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5.5 PUBLIC SERVICES

5.5.1 Methodology

The potential for adverse impacts on public services was evaluated based on information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the proposed project. Service correspondence letters are provided in Appendix B of this document.

5.5.2 Existing Conditions

Fire Protection

Fire protection services are provided to the project site by the Orange County Fire Authority (OCFA). As shown in Figure 5.5-1, the fire stations that would serve the site are Station No. 46, located approximately 0.76 miles from the project site at 7871 Pacific Street in the City of Stanton, and Station No. 63 located approximately 4 miles from the project site at 9120 Holder Street in the City of Buena Park. Station No. 46 is equipped with one truck and one paramedic engine and Station No. 63 is equipped with one engine. In addition, an automatic aid agreement between the OCFA and the Garden Grove and the Anaheim Fire Departments would supply an additional paramedic engine. Additional backup assistance is provided from other stations in the area when necessary. Station No. 64, Station No. 65 and Station No. 17, located 3.1, 4, and 4 miles from the site respectively, would provide back up assistance.

Police Protection

The Orange County Sheriff's Department (OCSD) provides police protection services to the project site. As shown in Figure 5.5-1, the Sheriff's Department police protection services are provided by its West Operations Division from its West Station, located at 11100 Cedar Street in the City of Stanton, less than a mile west of the project site.

The West Station's patrol area includes the City of Stanton. The station is a full service Sheriff's station providing patrol services, investigative services and community relation services. For patrol and investigative purposes the City is separated into three separate patrol areas. Due to time constraints, Stanton's West Station was not able to comment on service limits to the Stanton Plaza Plan amendment.

Schools

Garden Grove Unified School District

The proposed project site is located almost entirely within the Garden Grove Unified School District (GGUSD), which serves the cities of Garden Grove, Anaheim and Stanton. Schools serving the project site include Bryant Elementary School, Alamitos Intermediate School and Rancho Alamito High School. In addition GGUSD has two special education schools, Jordan SLC and Mark Twain, and two adult learning schools, Lincoln Education Center and Chapman Hettinga, within its jurisdiction. Bryant Elementary is the closest school facility to the project site, located a half of a mile from the Stanton Plaza. The location of the schools is shown in Figure 5.5-2. Current enrollments and enrollment capacities of GGUSD schools serving the project site are listed in Table 5.5-1, below. The schools servicing the Stanton Plaza Specific Plan are currently over capacity. Bryant Elementary, Alamitos Intermediate and Rancho Alamitos High have 11,8, and 6 portable units, respectively, to handle students over capacity. These portable units reduce the amount of play area available.

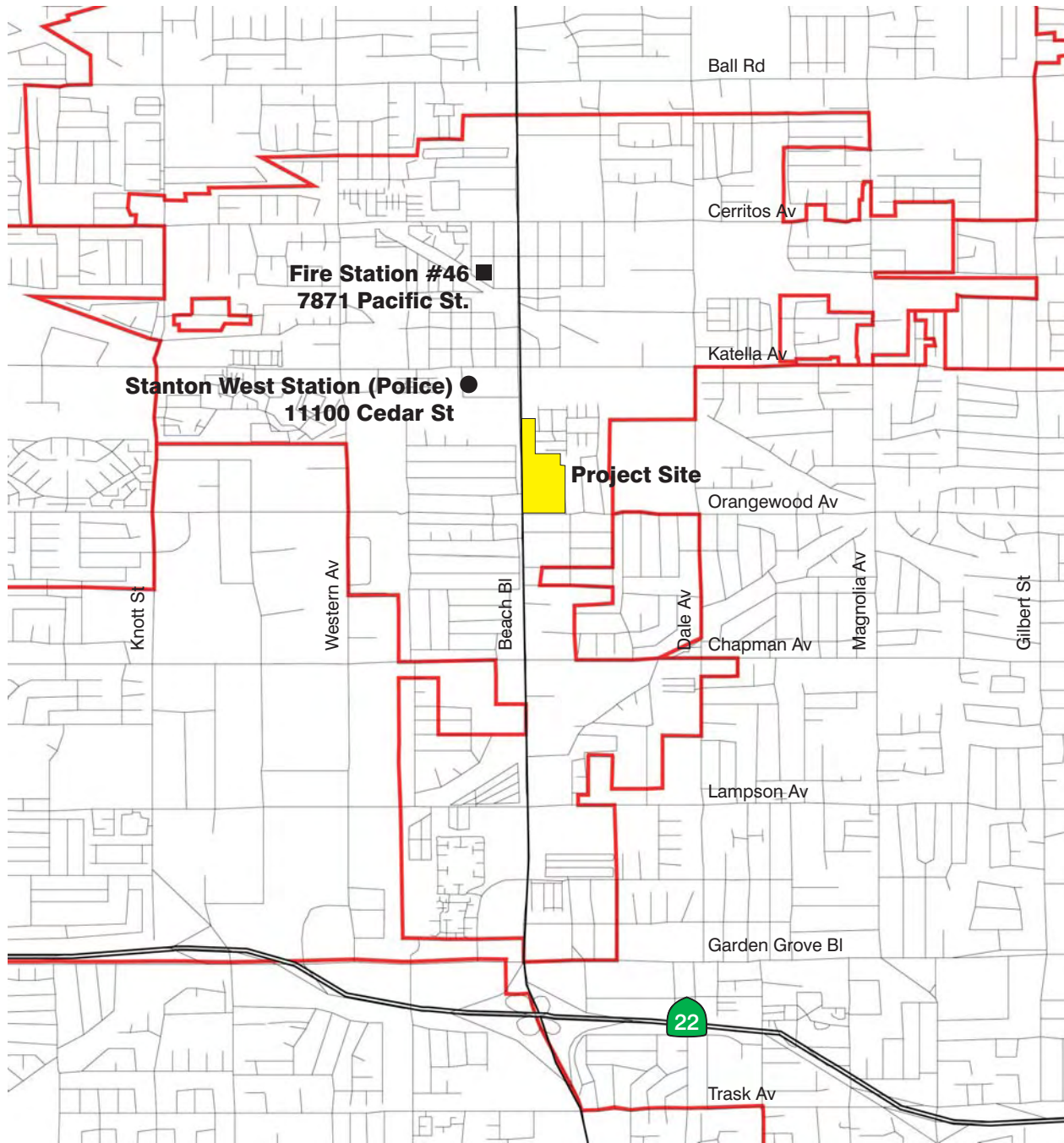


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Police and Fire Locations

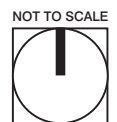
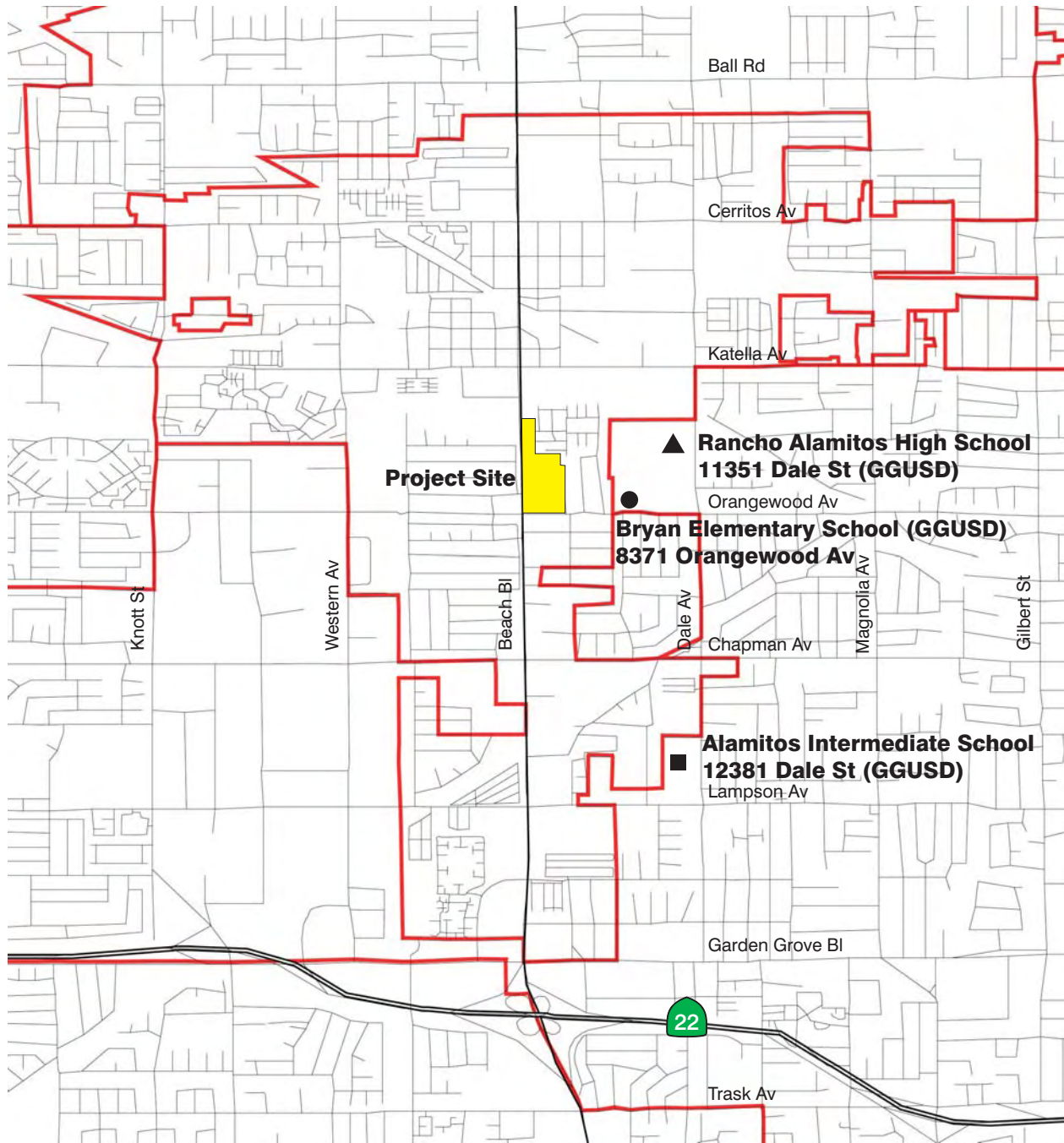


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School Locations



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Savanna School District

The proposed project site is located adjacent to the Savanna School District (SSD); Cerritos Elementary School, Hansen Elementary School, Hulder Elementary School and Twila Reid Elementary School. Cerritos, Hansen and Reid are the closest school facilities to the project site, located approximately two and a half miles from the Stanton Plaza. The location of the schools is shown in Figure 5.5-1. Current enrollments and enrollment capacities of SSD schools serving the project site are listed in Table 5.5-1, below.

**Table 5.5-1
Existing Attendance Levels and Current Capacity**

<i>School</i>	<i>Current Enrollment</i>	<i>Enrollment Capacity</i>	<i>% of Enrollment Capacity</i>
Elementary K-6			
Cerritos ¹	444	525	85%
Hansen ¹	685	720	95%
Hulder ¹	597	675	88%
Twila Reid ¹	702	730	96%
Bryant	791	Over Capacity	100%
Intermediate			
Alamitos	965	Over Capacity	100%
High School			
Rancho Alamito High	1631	Over Capacity	100%

Source: Savanna School District

Garden Grove Unified School District, 2004-2005 school year. Phone Consultation on 8/09/04, 9:00am.

1. Current Enrollment obtained from phone consultation on 8/9/04, 3:30pm based on June enrollment.



Parks

Open space provides a multitude of functions that are beneficial to the community including park and recreation areas, recreational trails, conservation of natural and significant resources, buffers between land uses, and the preservation of scenic views.

The Stanton Parks and Recreation Services Department maintains several parks and recreational facilities in the project vicinity. These include four parks, a municipal tennis court, a sports facility, neighborhood center and a Recreation/ Cultural Center. These facilities are listed in table 5.13-1, below.

**Table 5.5-2
Parks and Recreation Facilities**

<i>Facility</i>	<i>location</i>
Stanton park	1111 Cedar Street
Stanton Community Services Center	11822 Santa Paula Avenue
Stanton Mini Park	11501 Beach Boulevard
Stanton Community Center	7800 Katella Avenue
Zuniga Park	10902 Date Street
Premier Park	8340 Briarwood
Stanton Municipal Tennis Courts	10660 Western Avenue
Hollenbeck Park	North side of Cerritos, between Magnolia and Dale

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5.5.3 Standards of Significance

The criteria used to determine the significance of impacts on public services and utilities are taken from City-approved Thresholds of Significance based on the City's Initial Study and the model Initial Study checklist in Appendix G of the State CEQA Guidelines.

- Would the project increase demand for fire protection?
- Would the project increase demand for police protection?
- Would the project increase demand for schools?
- Would the project increase demand for parks?
- Would the project increase demand for other public facilities?

5.5.4 Environmental Impacts and Mitigation Measures

IMPACT: *Would the project increase demand for fire protection?*

Impact Analysis: The implementation of the proposed plan of development would not directly generate additional demand for fire protection services. As indicated in the response letter submitted by the Fire Department, due to the size of the proposed project and the distance to fire stations, additional manpower, equipment and facilities would not be needed to serve the proposed plan of development. As discussed earlier in this section, the closest fire station to the proposed project site is less than a miles from the project site in the City of Stanton.

The development of the proposed plan would comply with all applicable code and ordinance requirements for construction, access, water main, fire flows and hydrants. Specific fire and life safety equipment for the construction phase would be addressed by OCFD during review of the final detailed plan of development.

The proposed plan would ensure that future development would provide the required fire flows of 20 pounds per square inch residual pressure. For individual projects, the final fire flows would be based on the size of the buildings and their relationship to other structures, property lines and type of construction used. Final driveway and roadway layout designs would be based on approval of the OCFD during review of the final plan.

The number and location of fire hydrants and supporting water mains on the site would be determined by OCFD review of the final detailed plan of development. However, fire hydrant spacing would be no less than 300 feet between hydrants. Sprinkler systems, fire alarms, portable fire extinguishers, dire-hose reels and other fire protection methods would be installed, as required by the OCFD.

Long-term impacts related to fire protection would be associated with the ability for the OCFD to provide fire protection services to the project site with the currently available manpower, equipment and facilities. The OCFD response goal is for the first engine to reach the emergency scene within 5 minutes 80% of the time and a paramedic to reach the scene within 8 minutes 90% of the time. The Insurance Services Office rates the fire protection in the area as a three. As stated previously, there is sufficient manpower, equipment, and facilities to serve the project site and maintain satisfactory response times and fire fighting capabilities. Implementation of the Stanton Plaza Specific Plan would have a less than significant impact to fire services.

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Existing Regulations and Standard Conditions

All Buildings shall be constructed with applicable State and City building codes and Orange County Fire Authority safety standards.

- Structures should have automatic sprinklers
- A supervised fire alarm system will be installed per the requirements of the California Fire Code in an accessible location with an annunciator.
- Sufficient access to and around Sites would be provided and would meet the OCFA and the California Fire Code requirements. The Orange County Fire Authority shall review precise development proposals to ensure adequate access and fire protection facilities.
- A water supply system to supply fire hydrants and automatic fire sprinkler systems will be installed. Minimum spacing between hydrants will be 300 feet.
- Turning radius and access in and around project site and buildings would be designed to accommodate large fire department vehicles and their weight.
- The project would ensure that all roadways would either have medians that do not exceed 1000 feet without a turnaround or would provide emergency turnaround access for heavy fire equipment in those areas.
- All traffic signals within the project access ways would include optical preemption devices.
- An emergency access plan will be submitted to the Orange County Fire Authority. This plan shall identify alternate routes for emergency access during construction to areas potentially blocked by project-related construction activities.



Level of Significance Before Mitigation: Potentially significant.

Mitigation Measures:

- 5.5-1 Prior to approval of the Plan the designated site developer would enter into a Secured Fire Protection Agreement with the Orange County Fire Authority and/or City of Stanton. This agreement shall specify the developer's prorata fair share funding of capital improvements necessary to establish adequate fire protection facilities, equipment and personnel. The agreement shall be reached as early as possible in the planning process, preferably for each phase or land use sector of the project, rather than on a parcel by parcel basis.

Level of Significance After Mitigation: Less than significant.

IMPACT: *Would the project increase demand for police protection?*

Impact Analysis: Implementation of the proposed plan of development would generate additional demand for police protection services. The Orange County Sheriff's Department (OCSD) has indicated that due to the size of the proposed project, additional manpower, equipment and facilities may be needed to serve the proposed development.

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The West Station, located at 11100 Cedar Street in the City of Stanton, would serve the project site. However, not all officers based at that station are assigned to serve the City of Stanton.

Implementation of the Stanton Plaza Specific Plan only anticipates temporary delays during construction activities along Plaza Drive. These delays may result in a temporary increase in the response times for police services. A minor increase in the demand for police service during construction would be related to limiting site access and vandalism. The increase in demand for police service during construction is considered a short-term impact because the increase in the demand would be temporary.

Long-term impacts related to police protection would be associated with the ability for the Sheriff's Department to provide police protection services to the project site with the currently available manpower, equipment and facilities. As stated previously, the Sheriff's Department has indicated that additional manpower, equipment, and facilities would be necessary to serve the project site and maintain satisfactory response times. Implementation of the Stanton Plaza Specific Plan would have a significant adverse impact on police protection services. Implementation of the mitigation measure below would fund the necessary improvements needed for adequate police service levels and reduce the project impacts to a level of less than significant.

Existing Regulations and Standard Conditions

- An emergency access plan will be submitted to the Orange County Sheriff's Department. This plan shall identify alternate routes for emergency access during construction to areas potentially blocked by project-related construction activities.

Project Design Features

No project design features or special development requirements related to police services are proposed.

Level of Significance Before Mitigation: Potentially significant.

Mitigation Measures:

MM 5.5-2 The project applicant shall be instructed to pay all applicable police facility fees required by the Orange County Sheriff's Department.

Level of Significance After Mitigation: Less than significant.

IMPACT: **Would the project increase demand for schools?**

Impact Analysis: As indicated in Section 5.11, *Population and Housing*, the proposed plan would replace existing commercial uses on site with mixed use and residential development, and thus the project would attract new residents to the area. The schools in the GGUSD surrounding the project site currently have exceeded capacity and therefore additional school would be required as a result of the proposed amendment to the Stanton Plaza Specific Plan. Impacts to the school district are considered significant as the proposed amendment would substantially increase the student population in the City of Stanton by 313 elementary students, 124 intermediate students and 170 high school students². This increase in student population represents the worst-case scenario based on a maximum of 1,158

² The Garden Grove Unified School District and the Savanna School District does not have adopted student generation rates. Therefore, the following rates were used based on similar urban school districts: 0.27 for elementary, 0.107 for Jr. High and 0.147 for high school.

5. Environmental Analysis

individuals with a residentially intensive buildout of 330 residential units³. Actual student population is expected to be considerably less due to the mixed-use nature of the project. In addition, workers within the project site who reside in other school districts may also petition SSD or GGUSD to enroll their children in District schools. However, the Districts are not required to accept such students if area schools are overcrowded. The impact from such transfers can be managed by SSD and/or GGUSD are, therefore, considered less than significant. With regard to increase demand for schools, the required school impact fees are considered sufficient to reduce any impacts to the school system to a level of less than significant.

Government Code Section 65595 establishes an allowable school impact fee, which may be assessed upon commercial and residential development. Based on the current fee structure, any commercial or industrial construction can be assessed a maximum fee of thirty-six cents (\$0.36) per square foot of chargeable covered and enclosed space. "Chargeable covered and enclosed space," is defined as, the covered and enclosed space determined to be within the perimeter of a commercial or industrial structure, not including any storage areas incidental to the principal use of the construction, garage, parking structure, unenclosed walkway, or utility or disposal area. The determination of the chargeable covered and enclosed space within the perimeter of a commercial or industrial structure would be made by the City of Stanton, in accordance with the building standards of the City. Based on the current fee structure for residential developments, construction can be assessed a maximum fee of two dollars and twenty-four cents (\$2.24) per square foot. Payment of school impact fees, which would be required of the individual project applicants developing projects in the Stanton Plaza, are considered sufficient to mitigate any potential impacts to schools that may occur in the two affected Districts.

Existing Regulations and Standard Conditions

- Individual project applicants developing facilities in the Stanton Plaza shall pay the current fee per GCS 65595.



Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

IMPACT: *Would the project increase demand for parks?*

Impact Analysis: The proposed plan of development is anticipated to generate an increase demand for parks and recreation facilities from conversion of commercial space to the proposed maximum 1,158 individuals. Although this increase in persons is not considered substantial new growth in the area, implementation of the amendment would affect demand for park and recreational services in nearby communities and/or in communities. According to the City of Stanton, park needs are assessed at 3 acres per 1,000 people. As the proposed plan would generate a maximum of 1,158 individuals with a residentially intensive buildout, the proposed plan would generate a need for 3.5 acres of parkland. However, this is a worse case scenario and actual parkland need is expected to be considerably less due to the mixed-use nature of the project. However, standard park-in lieu fees granted by the Quimby Act would apply to the proposed plan.

³ According to the Center for Demographic Research, the City of Stanton has 3.51 persons per household.

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The Stanton Plaza is serviced by four parks, a municipal tennis court, a sports facility, neighborhood center and a Recreation/ Cultural Center. According to the City's General Plan, no new park acreage has been added since 1972 Conservation Element. Currently there are plans to add an additional 1.3 acre park and community center on Fern Street and a 3,000 square-foot activity center to the Zuniga Park. Although the City is deficient in park acreage with only 0.9 acres per 1,000 residents compared to the 3 to 5 acre recommended standard per 1,000 residents, the City is taking steps to provide additional parks and recreational services to its residents. This includes the development of an additional park and community center on Fern Street and a 3,000 square foot activity center at Zuniga Park. In addition, the residential component of the proposed project would provide open space areas, an activity center and potentially a swimming pool on site.

Existing Regulations and Standard Conditions

- As a standard condition of approval, the City of Stanton requires all new developments to abide by the Quimby Act (AB 1150), which enables local agencies to require the dedication of local park acreage, the payment of fees, or a combination thereof as part of the subdivision process.

Level of Significance Before Mitigation: Less than significant

Mitigation Measures: No mitigation measures identified.

Level of Significance After Mitigation: Less than Impact

IMPACT: *Would the project increase demand for other public facilities?*

Impact Analysis: Project implementation would result in a maximum increase of 1,158 individuals. This increase in availability in the City of Stanton would place increased pressure on other public facilities such as libraries and hospitals. The proposed changes to the Stanton Plaza Specific Plan would convert the existing commercial uses to residential and mix-uses within the area. This change in land use would result in impacts to the libraries, hospitals and other public facilities in the surrounding areas. However, the proposed project is serviced by the Stanton Branch Library, which has over 60,000 items in its collection in addition to a Spanish language collection. The project would also have access to emergency services located at the Anaheim General Hospital, West Anaheim Medical Center, Los Alamitos Medical Center and the UCI Medical Center. Therefore, Impacts are therefore considered to be less than significant. In addition, any construction impacts are considered temporary in nature and thus also less than significant.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to other public facilities.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Less than significant.

5.5.5 Cumulative Impacts

Cumulative growth would result in increased demand for fire, police, school, park and other public services. Generally, the growth in need for these services are incorporated into the adopted General

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Plan and the long range planning programs. Standard measures such as the payment of fees and incorporation of needed facilities were addressed in each cumulative project as determined appropriate in individual project analyses.

Fire Services

As with the proposed Stanton Specific Plan Amendment, other related projects would be assessed development fees for fire protection services provided by the OCFA. The assessments are to ensure that adequate equipment and staffing is provided to meet the fire protection needs. With the consistent funding of applicable fire facility fees, cumulative impacts to fire protection services would be less than significant. No significant project specific impacts have been identified in Section 5.8. Consequently the project's contribution to cumulative impacts is less than considerable and, therefore, not cumulatively significant.

Police Services

Police protection services in the City Stanton are provided by the Orange County Sheriff's Department (OCSD) out of their West Substation located in the City of Stanton. As with the proposed Stanton Plaza Specific Plan Amendment, other related projects would be assessed development fees for police protection services provided by the OCSD and/or their respective jurisdiction. The assessments are to ensure that adequate equipment and staffing is provided to meet the police protection needs. With the payment of applicable police service fees, cumulative impacts to police services would be less than significant. Consequently, the project's contribution to cumulative impacts is less than considerable and, therefore, not cumulatively significant.

School Services

Cumulative development would contribute to increased demand on school facilities. The proposed amendment to the Stanton Plaza Specific Plan would incorporate at maximum 330 residential units and would directly generate students and the need for school services in both the SSD as well as the GGUSD. The build-out of related projects would similarly add to the demand for school services within SSD and GGUSD.

As described in Section 5.8, the proposed plan and other related projects would be assessed school development fees to offset potential impacts of related development. No significant project specific impacts have been identified in Section 5.8. Consequently, the project's contribution to cumulative impacts is less than considerable and, therefore, not cumulatively significant.

Park Services

Cumulative development would contribute to increased demand on school regional parks. The proposed amendment to the Stanton Plaza Specific Plan would incorporate at maximum 330 residential units and would directly place increased demand on the Southern California's parks and recreation. The build-out of related projects would similarly add to the demand for park services.

As described in Section 5.8, the proposed plan and other related projects would be considered significant locally, however, the Southern California region has much open space reserve and other recreational facilities including Crystal Cove State Park, Bolsa Chica State Beach and Doheny State Beach. In addition, the Irvine Ranch Land Reserve has over 50,000 acres of open space reserve in the Southern California Region alone. Consequently, the project's contribution to cumulative impacts is less than considerable and, therefore, not cumulatively significant.



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5.6 RECREATION AND PARKS

5.6.1 Methodology

This EIR section analyzes the potential for adverse impacts on existing recreational facilities and opportunities and the expansion of recreational facilities resulting from implementation of the proposed project. The Initial Study (Appendix A) identified the potential for impacts associated with increased demands on existing recreational facilities located within the City. The methodology utilized to establish potential impacts to recreation began with establishing the existing condition of recreational activities and facilities and the amount of parkland currently provided. This information was then compared to the amount of parkland that would be required to maintain existing service levels based on the projected population increases associated with the project. Data used to prepare this section came from the City's General Plan, from the U.S. Bureau of the Census (Census 2000), from the Southern California Association of Governments (SCAG) population projections, and from telephone conversations with the City of Stanton Parks and Recreation Department.

5.6.2 Existing Conditions

Open space provides a multitude of functions that are beneficial to the community; including park and recreation areas, recreational trails, conservation of natural and significant resources, buffers between land uses, and the preservation of scenic views. Since Stanton is built-out, open space opportunities within the City are limited to neighborhood and community parks, schools, and utility easements. Stanton's existing parks, recreational areas and playgrounds offer a variety of active and passive recreation activities. Both the City and private organizations sponsor recreation programs in Stanton for residents of all ages.

Open space areas are, by design, either active or passive. Active recreation areas typically include facilities such as tailored playing surfaces, buildings, parking areas and similar modifications to a natural site. Passive recreation areas accommodate less structured recreational pursuits and typically include minor modifications such as trails, service vehicle access improvements, enhanced landscape materials and similar non-intrusive changes to the site. Stanton's parks and recreational facilities offer both active and passive recreation areas for its residents.

Stanton Parks and Recreation

The City of Stanton contains four parks, municipal tennis courts, a sports facility, a neighborhood center and a recreational/cultural center. Currently, there is approximately 0.9-acre of parkland per 1,000 population, meaning the City is currently deficient in parkland per 1,000 population ratio according to the State standard of three to five acres per 1,000. Table 5.6-1, below, lists the parks and recreational facilities within Stanton.

Service programs provided by the parks and recreation department include community service, youth and adult services, park activities and citywide special events. Community services include classes and workshops, field trips, a pre-school program, and additional various community information and resource assistance programs. Youth and adult services are provided through excursions, sports and special interest programs, athletic leagues, day camps, holiday events, and a variety of special activities.

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**Table 5.6-1
Stanton Parks and Recreational Facilities**

Park	Location
Stanton Park	1111 Cedar Street
Stanton Community Services Center	11822 Santa Paula Avenue
Stanton Mini Park	11501 Beach Boulevard
Stanton Community Center	7800 Katella Avenue
Zuniga Park	10902 Date Street
Premier Park	8340 Birarwood
Stanton Municipal Tennis Courts	10660 Western
Hollenbeck Park	North side of Cerritos, between Magnolia and Dale

Source: City of Stanton Department of Parks and Recreation.

Other services offered within the parks and recreation department include Older Adult programming, youth diversion programs, including counseling, and workshops and a variety of specialized activities for both youth and adults. The department also facilitates a 21-member collaborative, which provides services to the community by linking families to resources, services and support systems that enhance parenting skills, encourage self sufficiency, improve family health and welfare, and create opportunities for neighborhood leisure time.

The closest park to the proposed project site is Stanton Park, located on the west side of Beach Boulevard, across from the northern portion of the project site.

Regional and State Parks

There are also a number of regional and state parks located within a short driving distance of Stanton. Regional parks are typically 50 acres or larger and have a wide range of amenities to attract a broad range of users and interests within and beyond the City limits. Regional park facilities located near Stanton include:

- Yorba Linda Park (166 acres)
- Featherly Regional Park (150 acres)
- Weir Canyon Regional Park (2,100 acres)
- Santiago Oaks Regional Park (135 acres)
- Mile Square Regional Park (65 acres)

In addition to these regional parks, the Chino Hills State Park is located adjacent to the eastern edge of Anaheim. This park provides wildlife corridors, trail and recreation uses.

5.6.3 Standards of Significance

The following criteria are extracted from the Public Services and Recreation section of the Environmental Checklist form contained in the most recent update of the California Environmental Quality Act (CEQA). The project will, at a minimum, be considered to have a significant impact related to parks and recreation if the project would:



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- 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; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.6.4 Impacts and Mitigation Measures

IMPACT THRESHOLD: 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

Impact Analysis: Adoption of the amended Specific Plan could result in an increased number of residential units being constructed on the project site. Currently, there is approximately 0.9-acre of parkland per 1,000 population, meaning the City is currently deficient in parkland per 1,000 population ratio according to the State standard of three to five acres per 1,000. The proposed project could add a maximum of 1,158 people to the City's population as a result of project implementation. Any increase in population would further impact parks and recreational facilities within the City.

According to the City of Stanton Parks and Recreation Department, there are plans to add an additional 1.3 acre park and community center on Fern Street and a 3,000 square-foot activity center to the Zuniga Park. In addition, implementation of the proposed Specific Plan could result in the construction of recreational facilities on site, including open space areas, an activity center for potential residents, and potentially a swimming pool.

In addition, the City of Stanton requires that all new developments abide by the Quimby Act (AB 1150), which entails payment of fees to offset impacts to parks and recreational facilities.

Existing Regulations and Standard Conditions

- As a standard condition of approval, the City of Stanton requires all new developments to abide by the Quimby Act (AB 1150), which enables local agencies to require the dedication of local park acreage, the payment of fees, or a combination thereof as part of the subdivision process.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measure: No mitigation measures are necessary.

Level of Significance After Mitigation: Less than significant.

IMPACT THRESHOLD: 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

Impact Analysis: The proposed project could include the construction of up to 330 residential structures on the site. It is likely that recreational facilities, such as open green space areas, an activity center/recreation room, and potentially a swimming pool would be constructed in conjunction with the proposed residential facilities.

The project would not contribute to the construction of additional acres of parkland, or the expansion of any recreational facilities off of the project site, although the developer would be required to pay Quimby

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Act Fees, as required by the City of Stanton. The construction of any on-site recreational facilities would be constructed as part of the proposed residential development. Any potential impacts of such recreational facilities are included in the corresponding environmental analysis sections of this DEIR.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to recreation.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Less than significant.

5.6.5 Cumulative Impacts

Cumulative development would contribute to increased demand on park services and facilities. Development of other related projects in the City would pay Quimby Act fees as appropriate to offset demand for parks. The City would then be expected to accommodate park and recreational facility and service needs through their respective community planning processes. Consequently, the project's contribution to cumulative impacts is less than considerable and, therefore, not cumulatively significant.



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5.7 TRAFFIC AND CIRCULATION

5.7.1 Methodology

Analysis for this section was based on the Traffic Impact Analysis completed by Kunzman and Associates dated August 16, 2004. The traffic Impact Analysis contains documentation of existing traffic conditions, traffic generated by the project, distribution of the project traffic to roads outside the project, and analysis of future traffic conditions.

5.7.2 Existing Conditions

Existing Street System

Roadways that would be utilized by the development include Santa Rosalia Street, Beach Boulevard (SR-39), Dale Avenue, Katella Avenue, Orangetown Avenue, and Chapman Avenue, as shown in Figure 5.7-1, *Existing Through Travel Lanes and Intersection Controls*, shown the existing street network and identifies the existing roadway conditions for arterials near the site. The number of through lanes for existing roadways and the existing intersection controls are identified. In the vicinity of the project site, the following roadway conditions exist:

Santa Rosalia Street: This north-south two lane undivided road is not classified on the City of Stanton General Plan Circulation Element. It currently carries approximately 1,500 to 1,900 vehicles per day in the study area.

Beach Boulevard (SR-39): This north-south eight lane divided roadway is classified as a Superstreet on the City of Stanton General Plan Circulation Element. It currently carries approximately 49,600 to 53,800 vehicles per day in the study area.

Dale Avenue: This north-south two lane undivided to four lane divided roadway is classified as a Secondary on the City of Stanton General Plan Circulation Element. It currently carries approximately 9,700 to 10,700 vehicles per day in the study area.

Katella Avenue: This east-west four lane divided to six lane divided roadway is classified as a Major on the City of Stanton General Plan Circulation Element. It currently carries approximately 25,900 to 28,800 vehicles per day in the study area.

Orangetown Avenue: this east-west two lane undivided to four lane undivided roadway is classified as a Secondary on the City of Stanton General Plan Circulation Element. It currently carries approximately 5,000 to 6,800 vehicles per day in the study area.

Chapman Avenue: This east-west four lane divided to five lane divided roadway is classified as a Primary on the City of Stanton General Plan Circulation Element. It currently carries approximately 17,800 to 18,200 vehicles per day in the study area.

Figure 5.7-2, *Existing Average Daily Traffic Volumes*, depicts the existing ADT volumes. Traffic volumes were obtained from the 2003 Traffic Volumes By California State Highways by Caltrans and estimated by Kunzman Associates using the following formula for each intersection leg:

- PM Peak Hour (Approach Volume + Exit Volume) X 10 = Daily Leg Volume

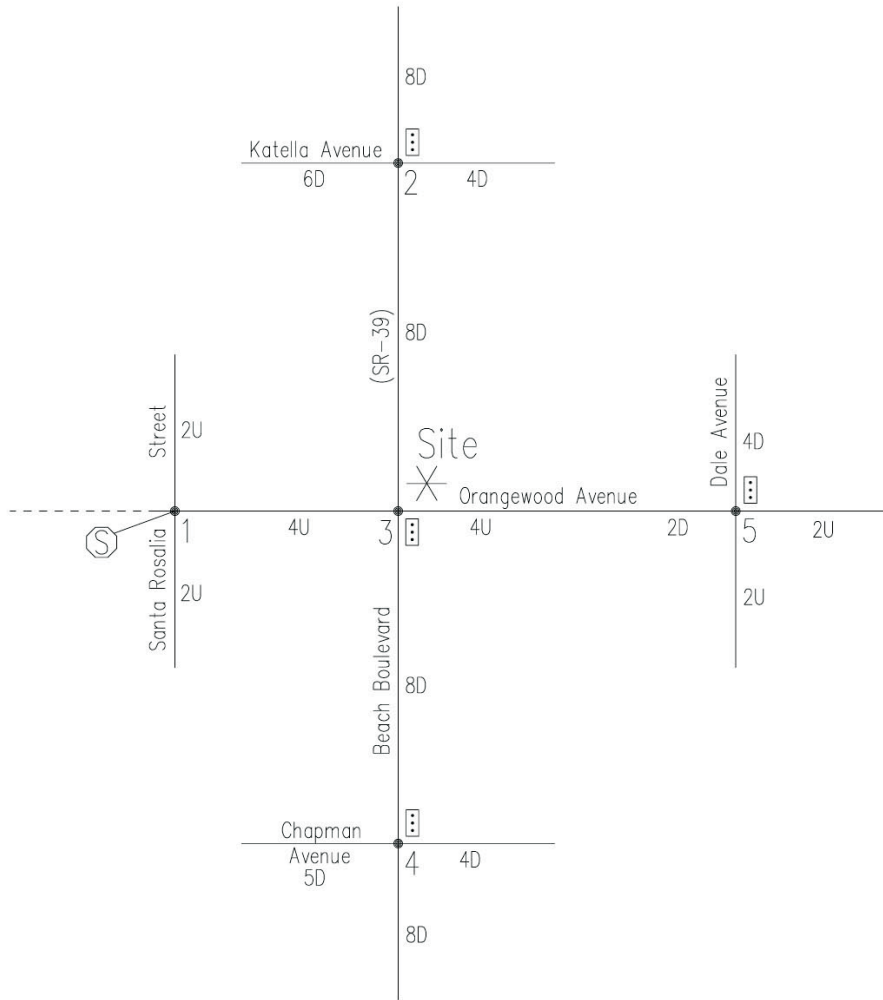


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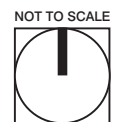
Existing Roadways



Legend

- = Traffic Signal
- = All Way Stop
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided

1	2	3	4	5

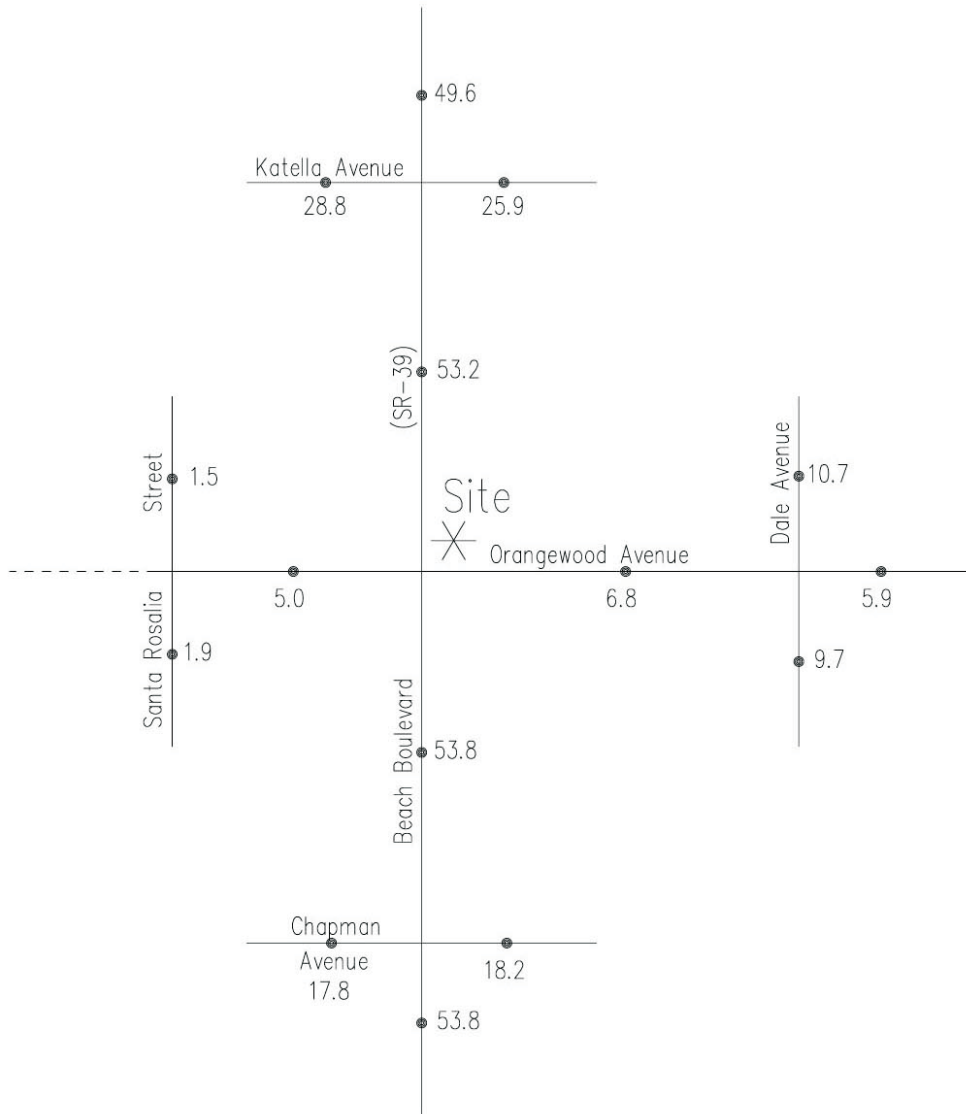


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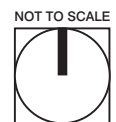
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Existing Daily Traffic (ADT) Volumes



Legend

5.9 = Vehicles Per Day (1000's)



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Roadway capacity is generally defined as the number of vehicles that can be reasonably expected to pass over a given section of road in a given time period. Congestion, high accident rates, the quality of traffic flow (Level of Service), and environmental acceptability all come into play in defining a particular roadway's effective capacity. It is possible to identify maximum desirable volumes for typical roadway types based on the number of roadway travel lanes. These daily volumes reflect estimates of the amount of daily traffic that will result in peak hour traffic volumes equal to the maximum desirable capacity of each roadway type.

By dividing existing ADT volumes by the daily roadway capacities, listed in Table 5.7-1, existing volume to capacity ratios have been calculated and are shown on Figure 5.7-3, *Existing Volume to Capacity Ratios*. As shown on this figure, the roadway segments in the vicinity of the site currently operate within acceptable Levels of Service.

Table 5.7-1
City of Stanton Roadway Capacities

Classification	Maximum Volume
8 Lanes Divided	75,000
6 Lanes Divided	56,300
4 Lanes Divided	57,500
4 Lanes Undivided	25,000
2 Lanes Undivided	12,500

Source: Kunzman Associates



Existing Intersection Levels of Service

The technique used to assess the operation of an intersection is known as Intersection Capacity Utilization (ICU). To calculate an ICU value the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to calculate ICU is as follows. Lane capacity is 1,700 total vehicles per lane per hour of green time for through and turn lanes. A total yellow clearance time of five percent is added.

The Levels of Service (LOS) for the existing traffic conditions have been calculated and are shown in Table 5.7-2. Existing LOS are based upon manual morning and evening peak hour intersection turning movement counts made by Kunzman Associates in July 2004. Traffic count worksheets are provided in Appendix E.

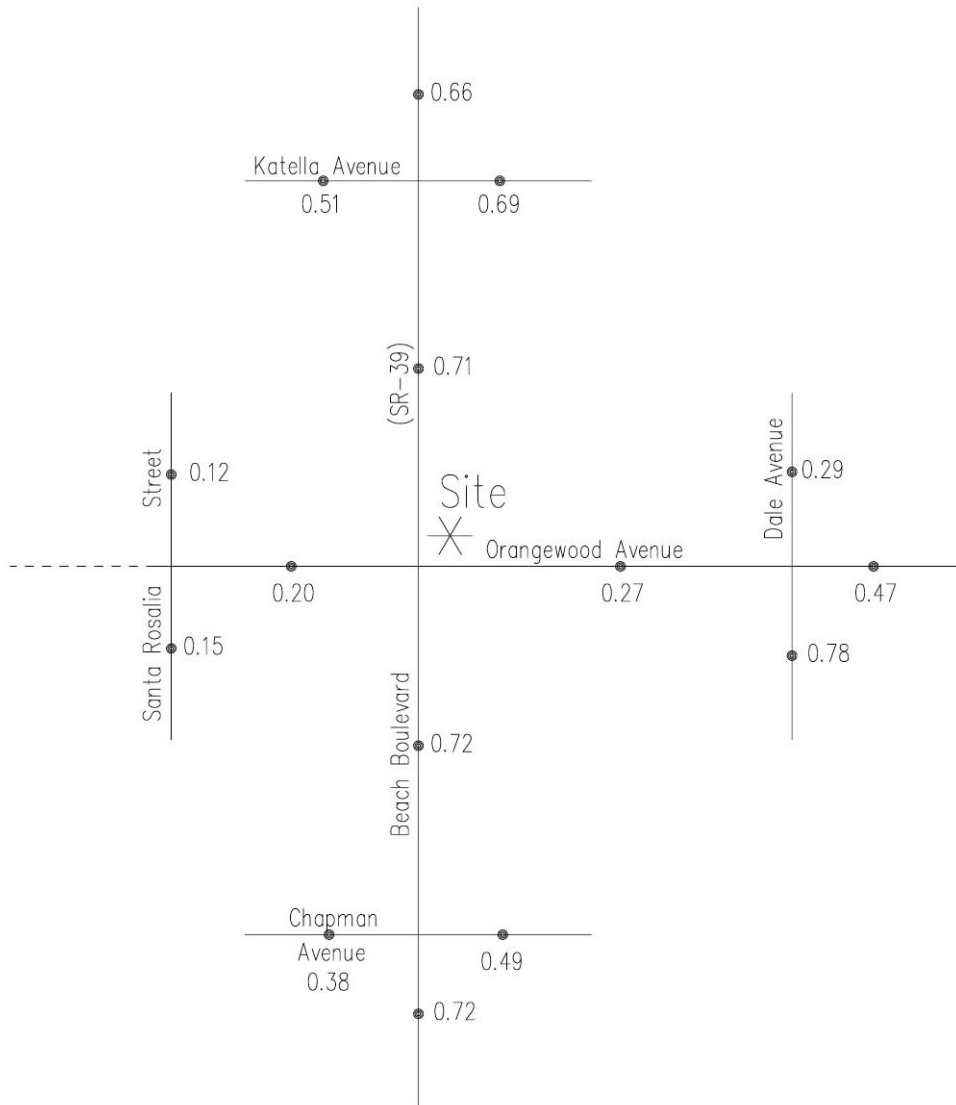
There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 PM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15 minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15 minute periods have the highest combined volume.

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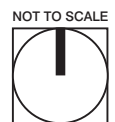
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Existing Volume to Capacity Ratios



Legend

0.47 = Volume To Capacity Ratio



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**Table 5.7-2
Existing Intersection Levels of Service (LOS)**

Intersection	Traffic Control ³	Intersection Approach Lanes ¹									Peak Hour ICU-LOS ²				
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	R	T		
Santa Rosalia Street (NS) at Orangewood Avenue (EW)	AWS	0	1	0	0	1	0	0	0	0	1	0	1	0.12 – A	0.15 – A
Beach Boulevard (NS) at Katella Avenue (EW)	TS	2	4	0	2	4	0	1	3	1	1	3	0	0.73 – C	0.80 – C
Orangewood Avenue (EW)	TS	1	4	0	1	4	0	1	1	1	1	1	1	0.53 – A	0.67 – B
Chapman Avenue (EW)	TS	2	4	0	2	4	0	1	3	0	1	2	1	0.70 – B	0.80 – C
Dale Avenue (NS) at Orangewood Avenue (EW)	TS	0	1	0	0	1	0	1	1	1	1	1	0	0.33 – A	0.57 – A

¹When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

²ICU-LOS – Intersection Capacity Utilization – Level of Service

³AWS = All Way Stop

TS = Traffic Signal

Source: Kunzman Associates

Comparison of volume to capacity ratios and corresponding LOS, and peak hour ICU and corresponding LOS reveals significant differences. The differences between link volume to capacity ratios and peak hour ICU values is particularly pronounced when cross traffic is light. Volume to capacity ratios assume that all cross streets require 50 percent of the time to satisfy their demand, and assume that the subject street has 50 percent of the time available to it. The link volume to capacity ratios are a generalized indicator while peak hour ICU actually represents what can be expected in the peak hour at intersections. Of the two indicators, the peak hour ICU value and corresponding LOS is by far the best measure of roadway performance.



Existing Master Plan of Arterial Highways

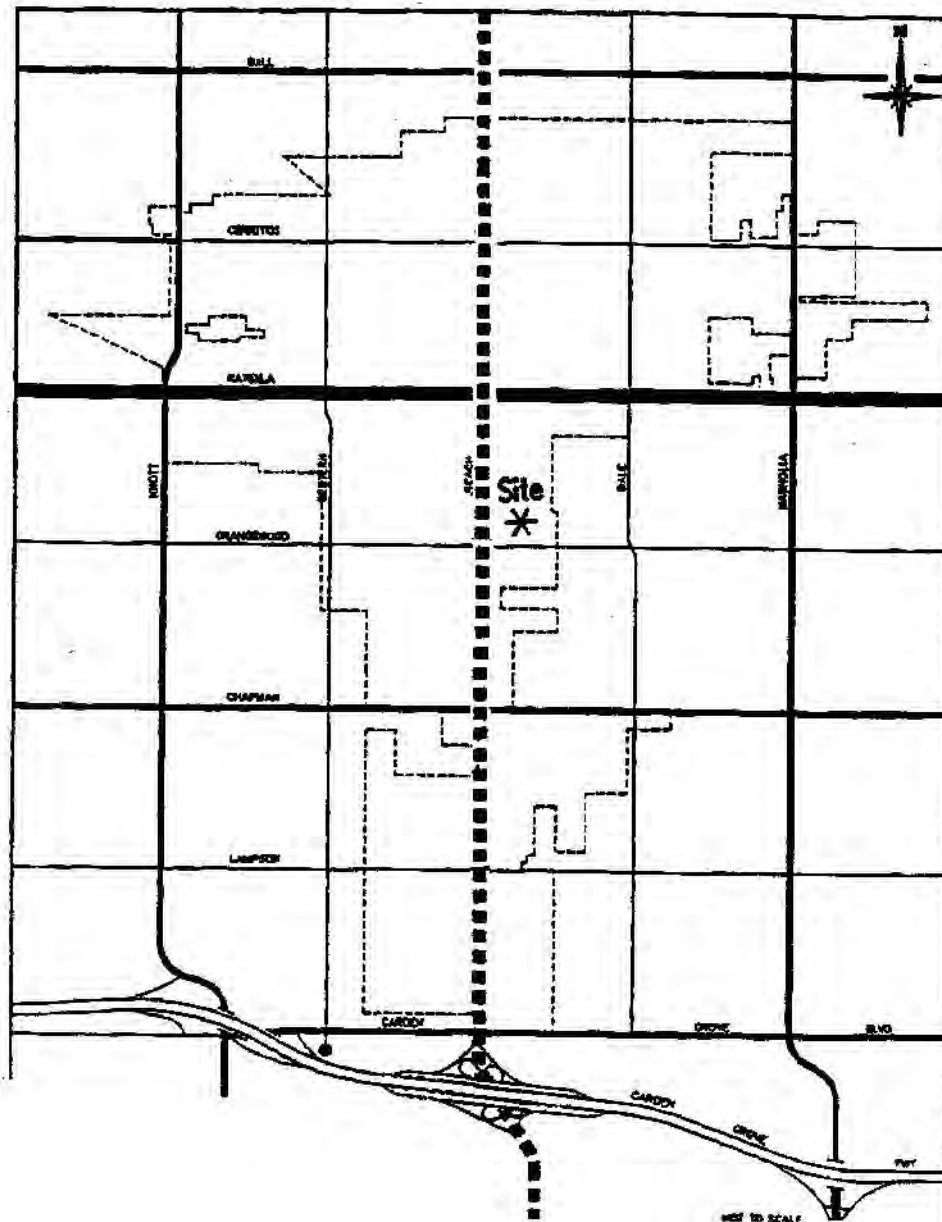
Figure 5.7-4 illustrates the current City of Stanton General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan and are depicted in the figure. This figure shows the nature and extent of arterial highways that are needed to serve adequately the ultimate development depicted by the Land Use Element of the General Plan.

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City of Stanton General Plan Circulation Plan



Legend

-  Superstreet
-  Major (6 lanes)
-  Primary (4 lanes)
-  Secondary (4 or 2 lanes)

NOT TO SCALE



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5.7.3 Standards of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on traffic and circulation if it would result in the following:

- Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The following impacts were not identified as being potentially significant in the Initial Study:

- Would the project 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?
- Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Would the project result in inadequate emergency access?
- Would the project result in inadequate parking capacity?
- Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?



Significant Impact Criteria

The “Traffic Impact Analysis Report Guidelines” of the County of Orange Department of Public Works (DPW) have established threshold levels at which intersection impacts are considered significant. The DPW definition indicates a significant impact is created if the project-related V/C ratio increases the pre-project V/C ratio by:

<i>Pre-Project</i>		<i>Project V/C Increase</i>
<i>LOS</i>	<i>V/C Ratio</i>	
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

5.7.4 Impacts and Mitigation Measures

IMPACT THRESHOLD: *Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)*

Impact Analysis: The project site is currently occupied by a mix of approximately 97,571 square feet of commercial retail land uses. Because flexibility in use of the site is the key factor in the development of

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the Specific Plan, the project presented three options for development of the site. Option one is a commercially intensive use, option two is a residentially intensive use, and option three offers more of a balance between commercial and residential uses.

Traffic Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the traffic volumes are determined, and are shown in Table 5.7-3, Traffic Generation Rates. The trip generation rates are from the Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition.

**Table 5.7-3
Traffic Generation Rates¹**

Land Use	Units ²	Peak Hour						Daily
		Morning			Evening			
		Inbound	Outbound	Total	Inbound	Outbound	Total	
Commercial Retail	TSF							
99,380 TSF		0.96	0.61	1.57	3.01	3.26	6.27	68.06
70,600 TSF		1.10	0.70	1.80	3.38	3.66	7.04	76.71
35,000 TSF		1.45	0.93	2.38	4.29	4.65	8.94	98.06
13,000 TSF		2.16	1.38	3.54	6.01	6.51	12.52	138.69
Multi-Family Attached Residential	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.86

¹Source: Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition, 2003, Land Use Categories 820 and 230.

²TSF = Thousand Square Feet

DU = Dwelling Units

Table 5.7-4 shows the project peak hour volumes and project daily traffic volumes for the three development options. Option 1, the commercially intensive option, is projected to generate a total of approximately 6,426 daily vehicle trips, with 217 AM peak hour trips and 587 PM peak hour trips. Option 2, the residentially intensive option, is projected to generate a total of approximately 3,550 daily vehicle trips, with 181 trips generated in the AM peak hour and 317 trips generated in the PM peak hour. Option 3, which represents the balanced option, is projected to generate a total of approximately 4,886 daily vehicle trips, with 201 occurring the AM peak hour and 442 occurring in the PM peak hour. Option 1, which represents the worst case scenario in terms of trips generated, has been analyzed in this analysis.

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**Table 5.7-4
Project Traffic Generation Comparison**

Land Use	Quantity	Units ¹	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Existing									
Commercial Retail	97,571	TSF	94	60	154	296	320	616	6,683
Option 1 – Comm. Intensive									
Commercial Retail	70,600	TSF	77	50	127	239	259	498	5,416
Multi-Fam Att. Res.	230	DU	16	85	101	81	39	120	1,348
Subtotal			93	135	228	320	298	618	6,764
Internal (5%)			-5	-7	-11	-16	-15	-31	-338
Total			88	128	217	304	283	587	6,426
Difference			-6	68	63	8	-37	-29	-257
Option 2 – Res. Intensive									
Commercial Retail	13,000	TSF	28	18	46	78	85	163	1,803
Multi-Fam Att. Res.	330	DU	23	122	145	115	56	171	1,934
Subtotal			51	140	191	193	141	334	3,737
Internal (5%)			-3	-7	-10	-10	-7	-17	-187
Total			48	133	181	183	134	317	3,550
Difference			-16	73	27	-113	-186	-299	-3,133
Option 3 – Balanced									
Commercial Retail	35,000	TSF	51	33	84	150	163	313	3,432
Multi-Fam Att. Res.	292	DU	20	108	128	102	50	152	1,711
Subtotal			71	141	212	252	213	465	5,143
Internal (5%)			-4	-7	-11	-13	-11	-23	-257
Total			67	134	201	239	202	442	4,886
Difference			-27	74	47	-57	-118	-174	-1,797

¹TSF – Thousand Square Feet
DU = Dwelling Units



Traffic volumes shown in Table 5.7-3 consist of the total trips generated for each project and use. As a residential trip generated by the project will also be making trips to a commercial retail land use within the project, a double counting of those trips occurs. The trip generation for the project shown the internal interaction with the proposed land uses.

It should be noted that for the project land use, a portion of the traffic would come from pass-by trips from adjacent roadways, trips that are currently on the roadway system. In order to analyze a “conservative” scenario in terms of the assignment of traffic, the traffic volumes from the project have not been reduced as a result of pass-by trips.

Traffic Distribution and Assignment

Traffic distribution is the determination of the directional orientation of traffic. It is based on the geographical location of employment centers, commercial centers, recreational areas, or residential area concentrations.

Traffic assignment is the determination of which specific route development traffic would use, once the generalized traffic distribution is determined. The basic factors affecting route selection are minimum time path and minimum distance path. Figures 5.7-5 and 5.7-6 contain the directional distribution and assignment of the project traffic for the proposed land uses with the existing and future roadway networks, respectively.

5. Environmental Analysis

Project-Related Traffic

Based on the identified traffic generation and distribution with the existing roadway network, project related ADT volumes are shown on Figure 5.7-7. The project related morning and evening peak hour intersection turning movement volumes with the existing roadway network are shown on Figure 5.7-8 and 5.7-9, respectively.

Based on the identified traffic generation and distribution with the future roadway network, project related ADT volumes are shown on Figure 5.7-10. The project related morning and evening peak hour intersection turning movement volumes with the existing roadway network are shown on Figure 5.7-11 and 5.7-12, respectively.

Existing Plus Project Traffic Conditions

Once the project-related traffic is assigned to the existing street network and added to existing volumes, the traffic impact can be assessed. Figures 5.7-13 through 5.7-16 illustrate the existing plus project traffic conditions. Upon project completion and occupancy, the existing plus project ADT volumes are as illustrated on Figure 5.7-13.

For existing plus project traffic conditions, volume to capacity ratios have been calculated, based on City of Stanton roadway capacities, and are depicted in Table 5.7-1. For existing plus project traffic conditions, the roadway segments in the vicinity of the site are projected to operate within acceptable Levels of Service.

The Levels of Service (LOS) for existing plus project traffic conditions have been calculated and are shown in Table 5.7-5. For existing plus project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours.

**Table 5.7-5
Existing Plus Project Intersection Levels of Service (LOS)**

Intersection	Traffic Control ³	Intersection Approach Lanes ¹								Peak Hour ICU-LOS ²					
		Northbound			Southbound			Eastbound		Westbound		Morning	Evening		
		L	T	R	L	T	R	L	T	R	L			R	T
Santa Rosalia Street (NS) at Orangewood Avenue (EW)	AWS	0	1	0	0	1	0	0	0	0	1	0	1	0.12 – A	0.16 – A
Beach Boulevard (NS) at Katella Avenue (EW)	TS	2	4	0	2	4	0	1	3	1	1	3	0	0.73 – C	0.83 – D
Orangewood Avenue (EW)	TS	1	4	0	1	4	0	1	1	1	1	1	1	0.54 – A	0.70 – B
Chapman Avenue (EW)	TS	2	4	0	2	4	0	1	3	0	1	2	1	0.71 –	0.81 – D
Dale Avenue (NS) at Orangewood Avenue (EW)	TS	0	1	0	1	1	1	1	1	0	1	1	0	0.34 – A	0.61 – B

¹When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

²ICU-LOS – Intersection Capacity Utilization – Level of Service

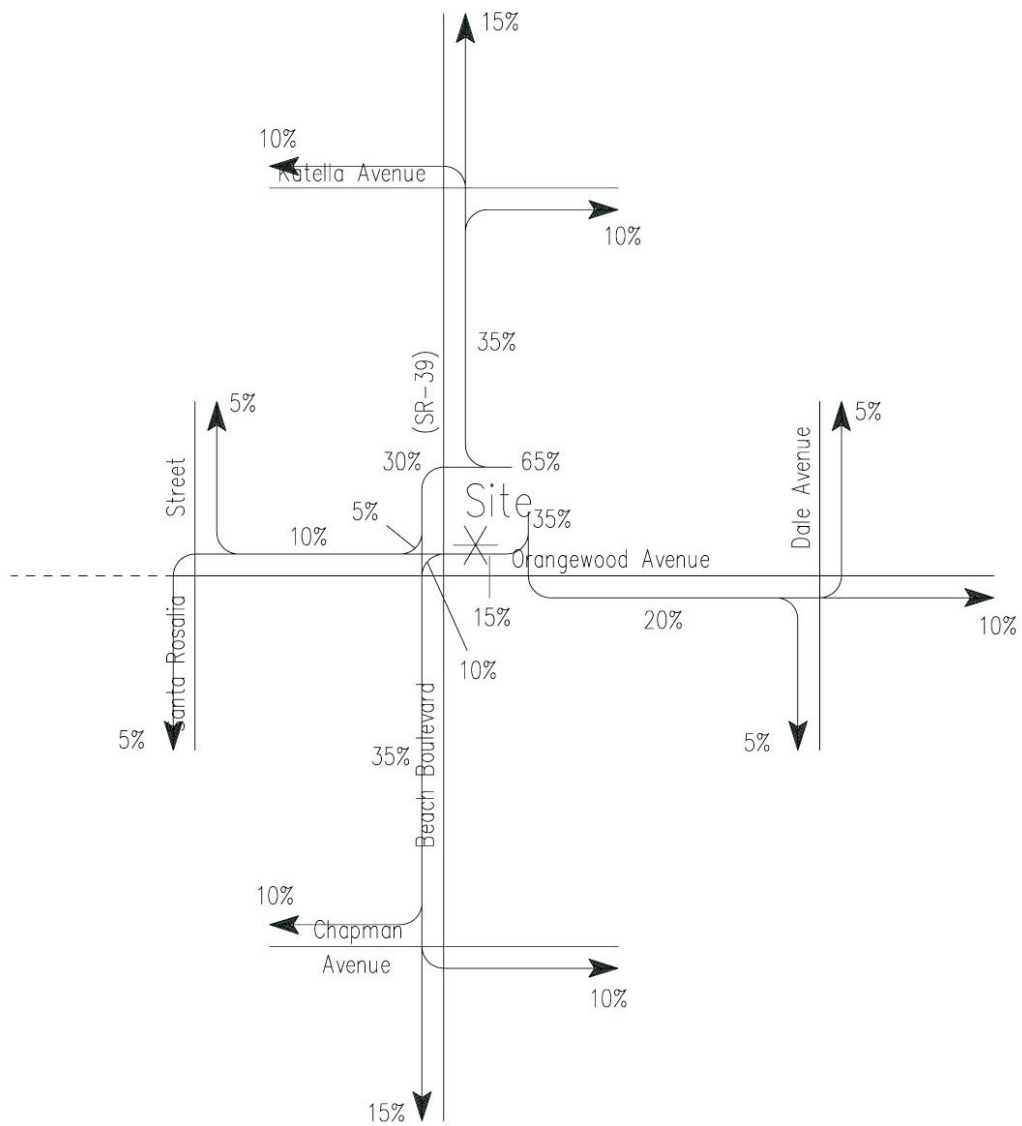
³AWS = All Way Stop

TS = Traffic Signal

Source: Kunzman Associates

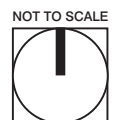
5. Environmental Analysis

Project Traffic Distribution with Existing Roadway Network



Legend

10% = Percent To/From Project

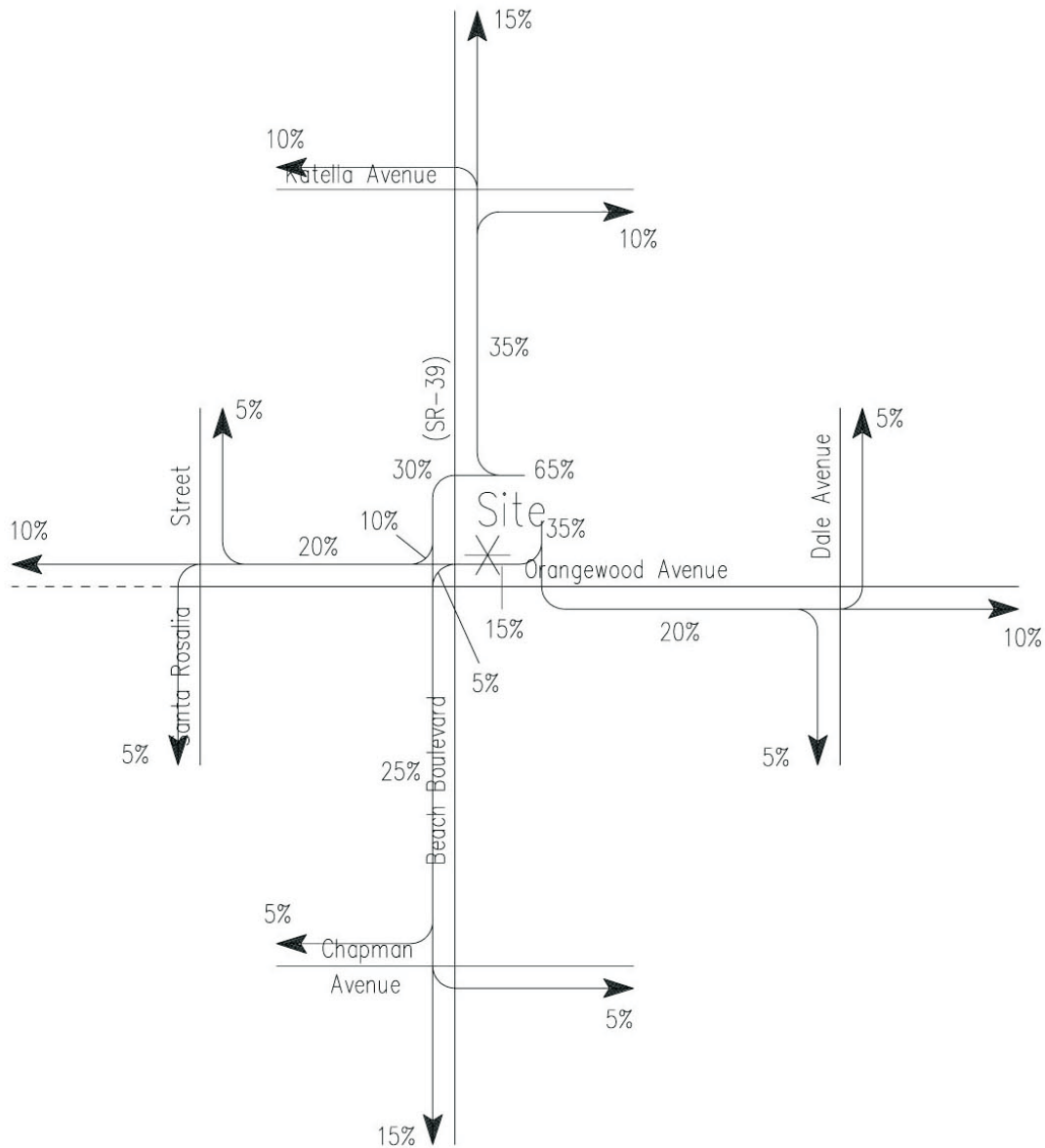


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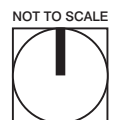
5. Environmental Analysis

Project Traffic Distribution with Future Roadway Network



Legend

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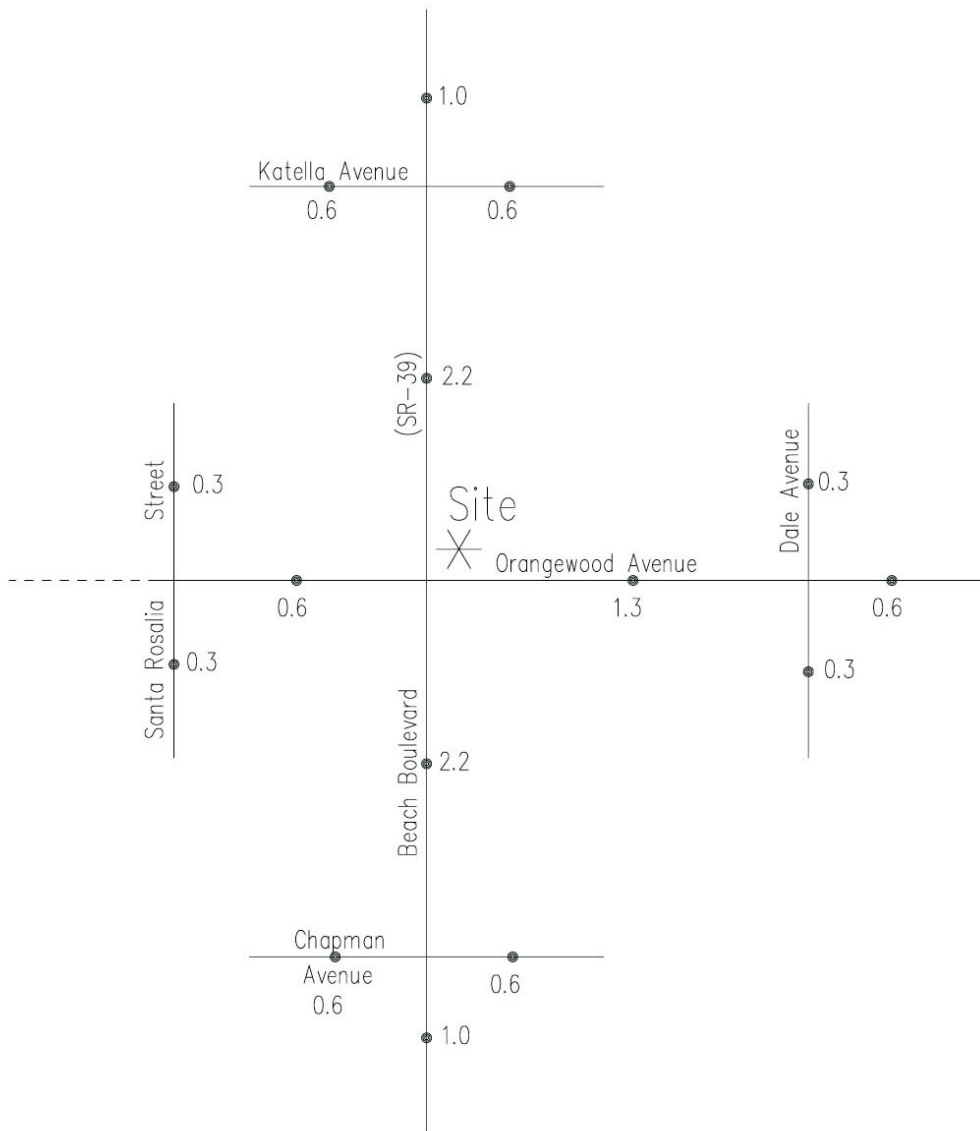


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5. Environmental Analysis

Project Average Daily Traffic (ADT) Volumes with Existing Roadway Network



Legend

0.6 = Vehicles Per Day (1000's)



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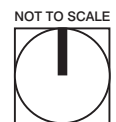
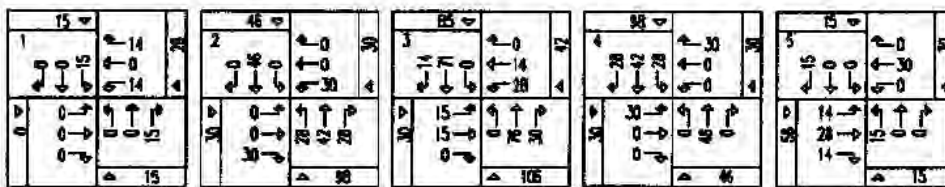
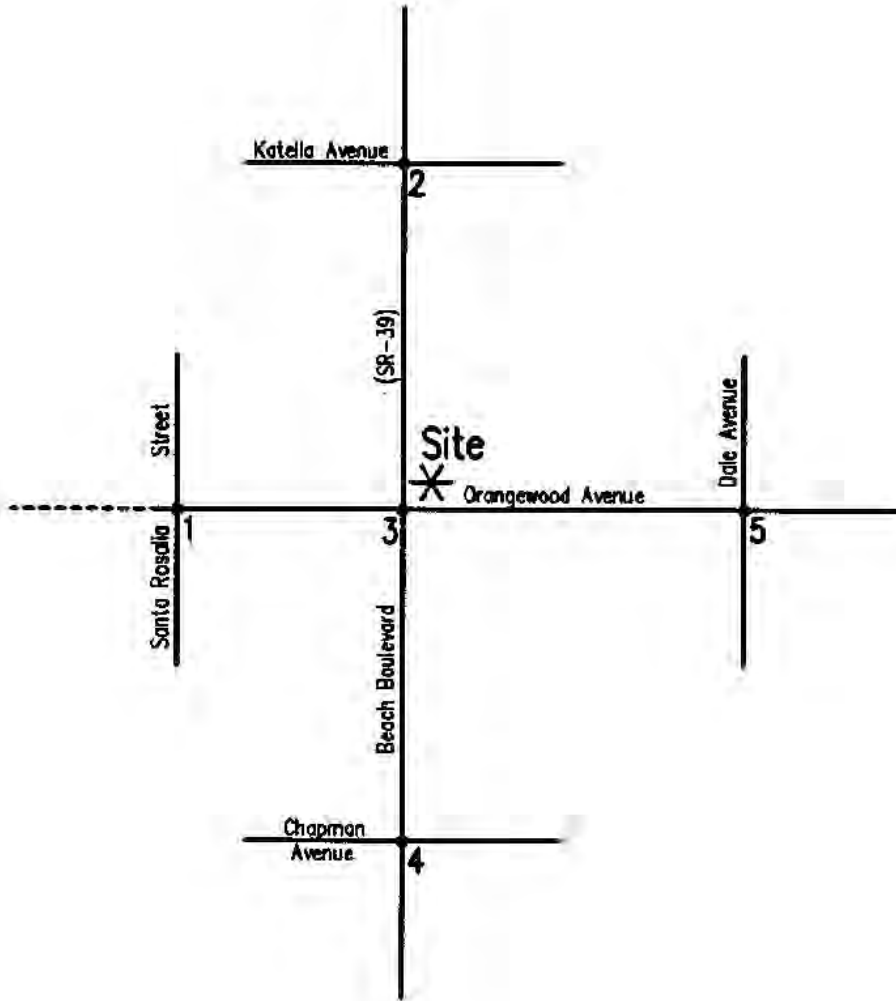
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5. Environmental Analysis

Project Evening Peak Hour Intersection Turning Movement Volumes with Existing Roadway Network

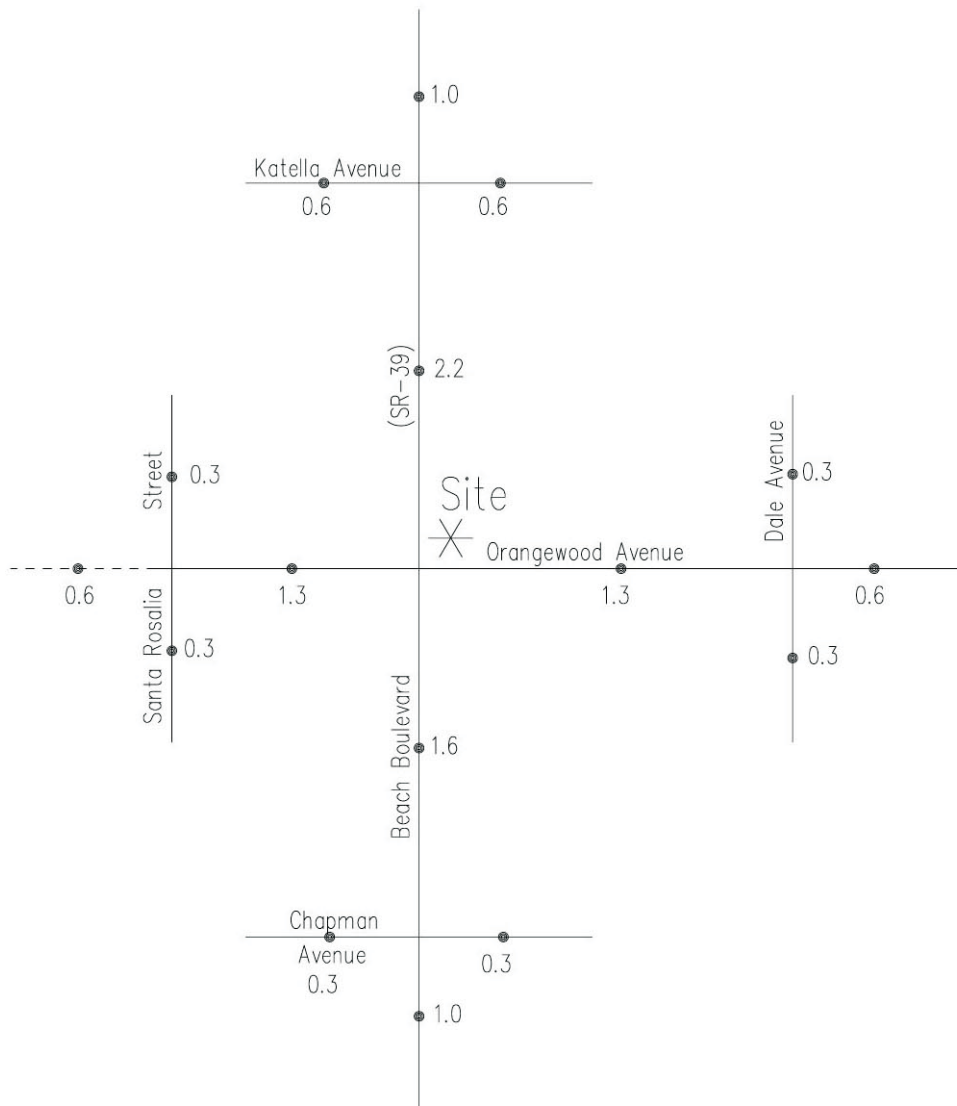


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5. Environmental Analysis

Project Average Daily Traffic (ADT) Volumes with Future Roadway Network



Legend

0.6 = Vehicles Per Day (1000's)

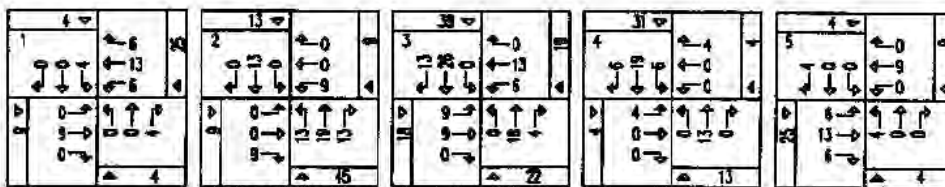
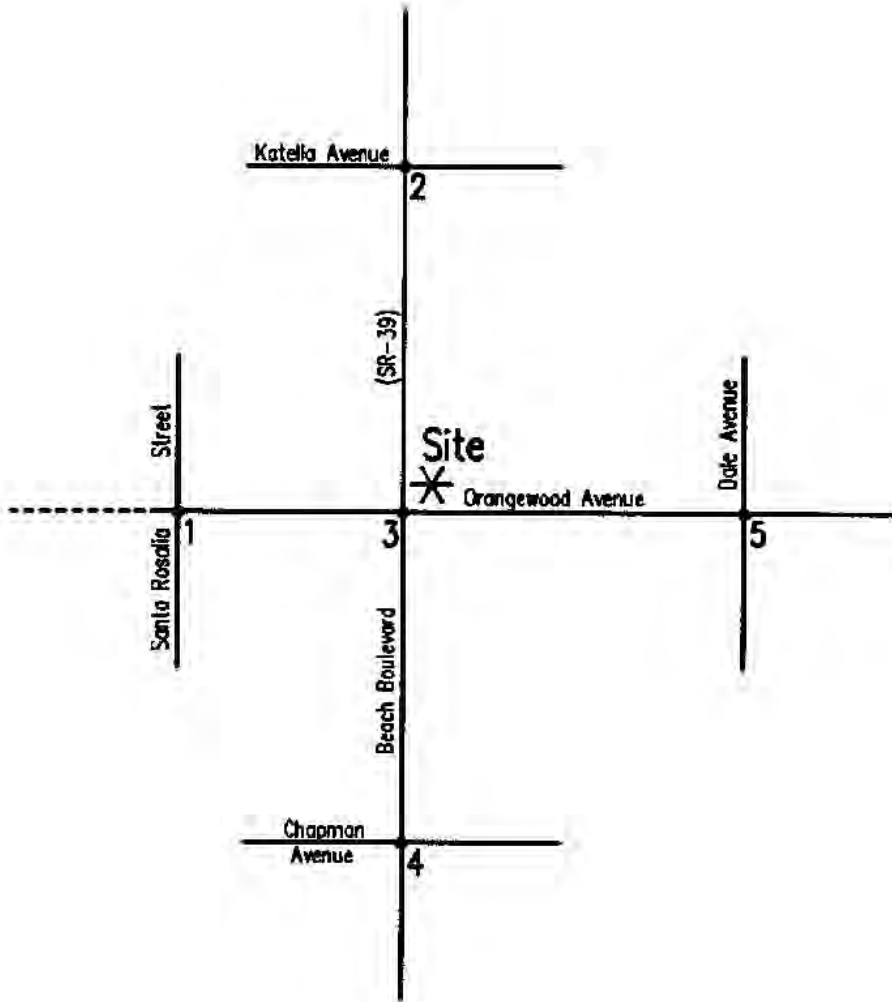


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5. Environmental Analysis

Project Morning Peak Hour Intersection Turning Movement Volumes with Future Roadway Network



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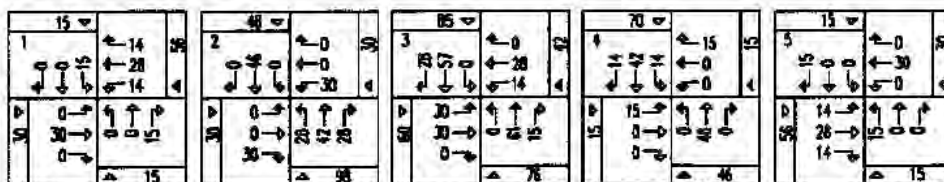
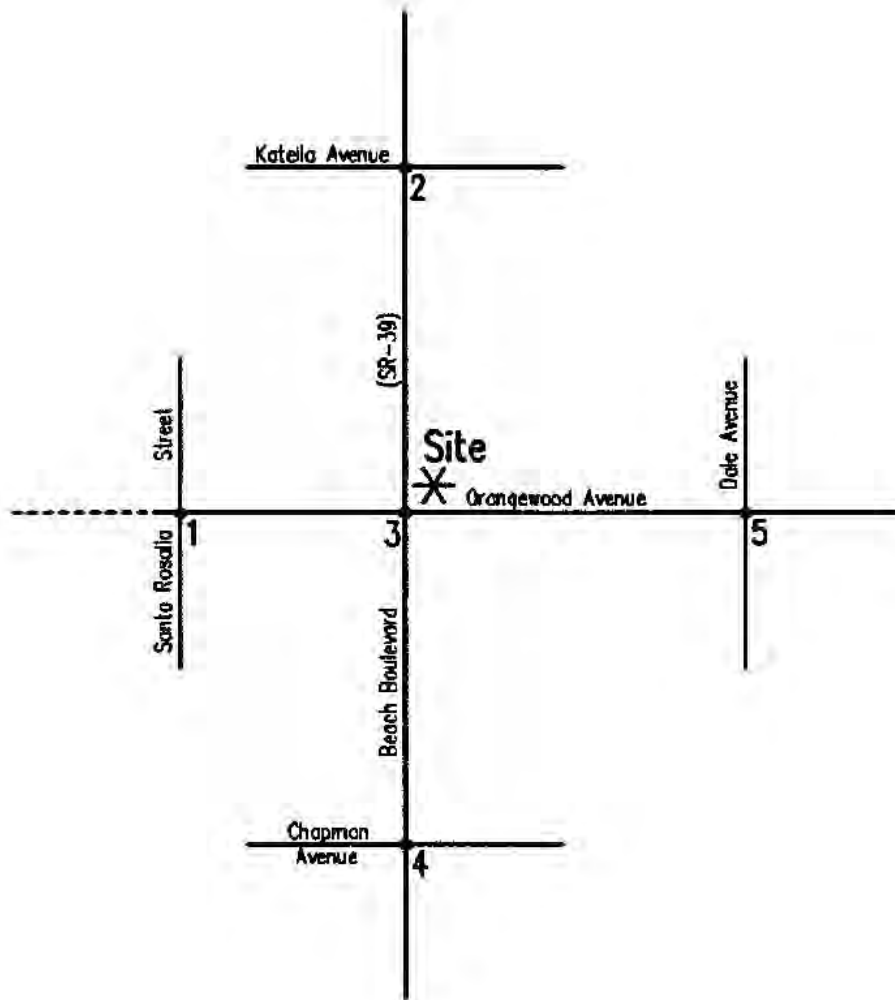


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5. Environmental Analysis

Project Evening Peak Hour Intersection Turning Movement Volumes with Future Roadway Network



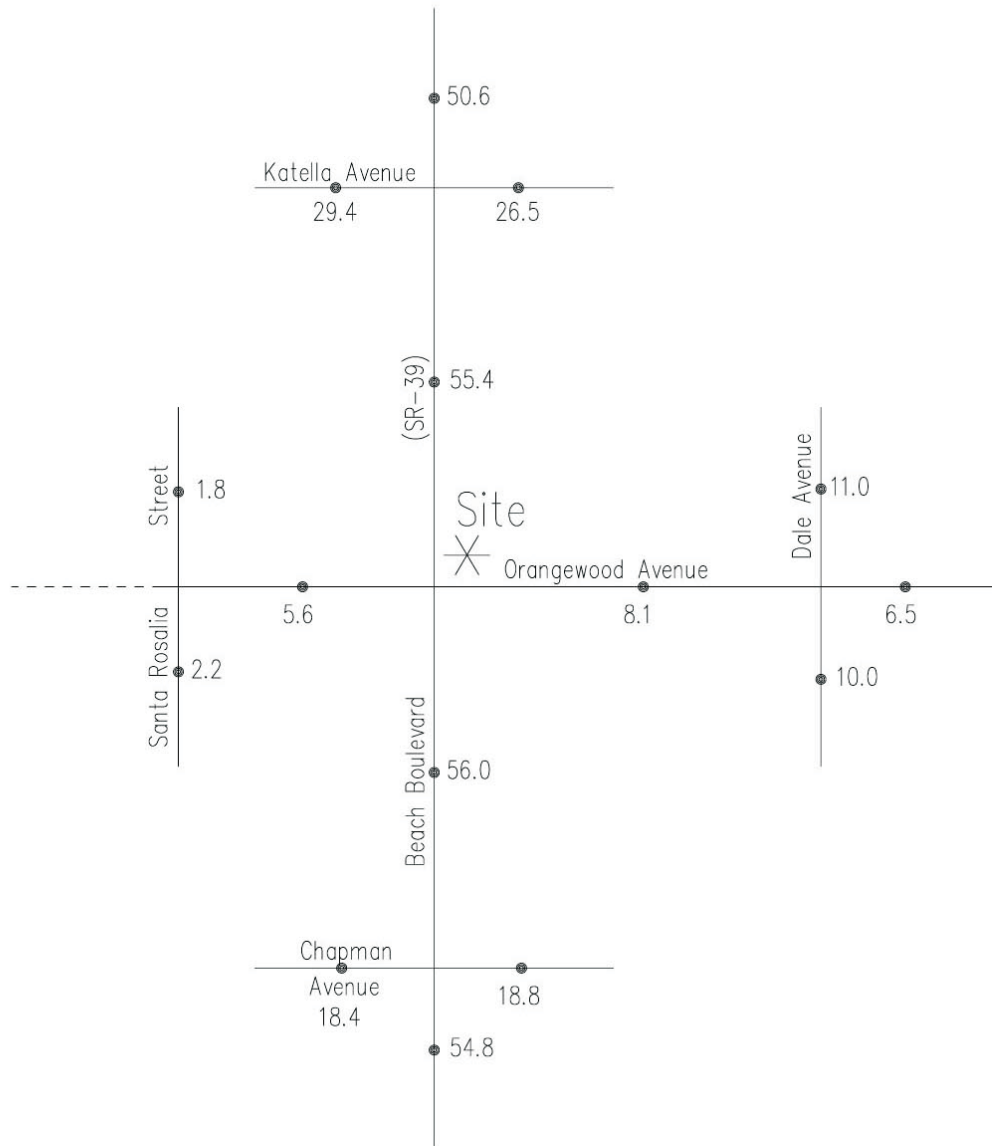
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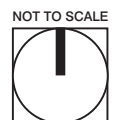
5. Environmental Analysis

Existing Plus Project Average Daily Traffic (ADT) Volumes



Legend

6.5 = Vehicles Per Day (1000's)

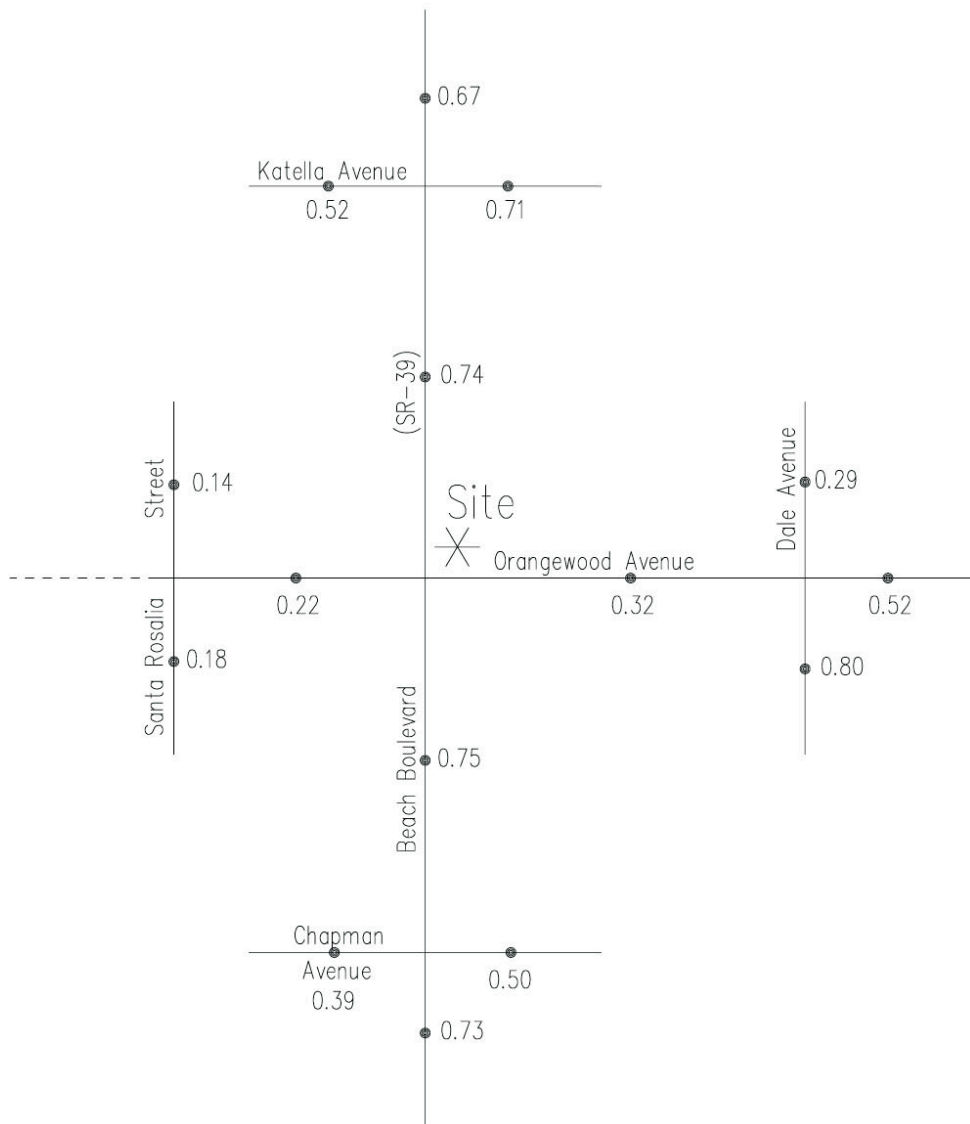


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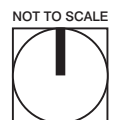
5. Environmental Analysis

Existing Plus Project Volume to Capacity Ratio



Legend

0.52 = Volume To Capacity Ratio

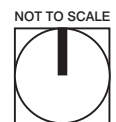
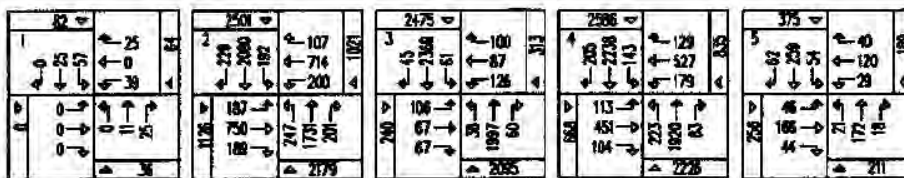
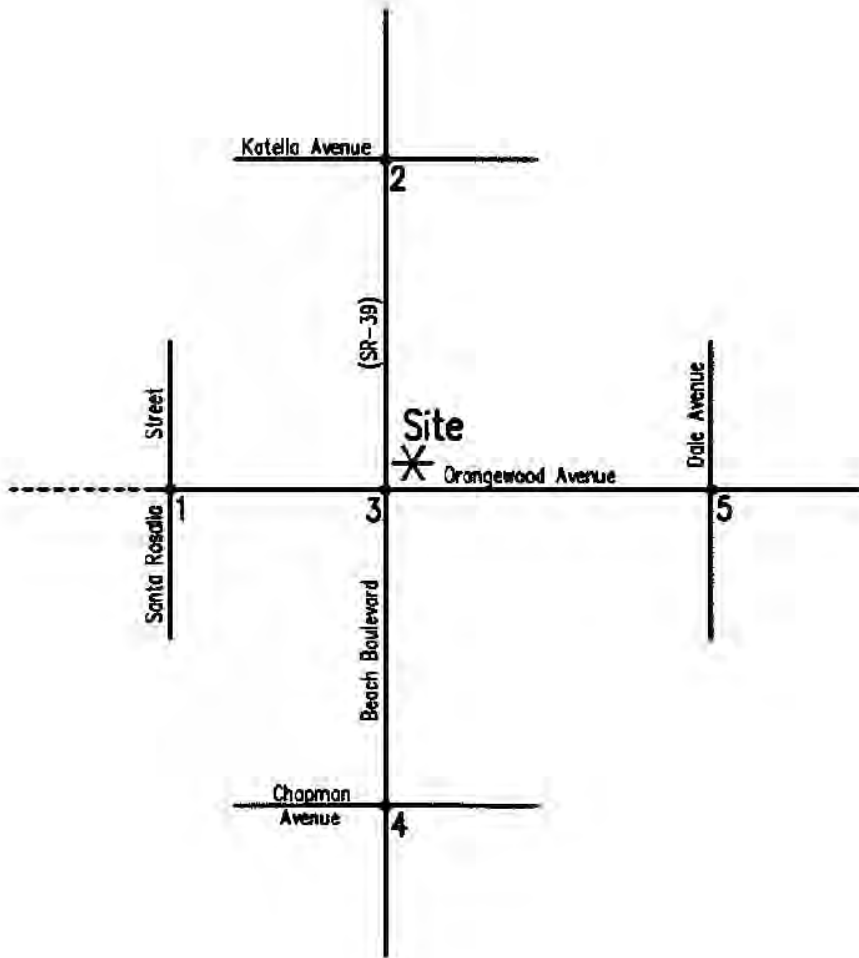


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5. Environmental Analysis

Existing Plus Project Morning Peak Hour Intersection Turning Movement Volumes with Existing Roadway Network



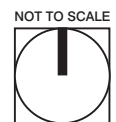
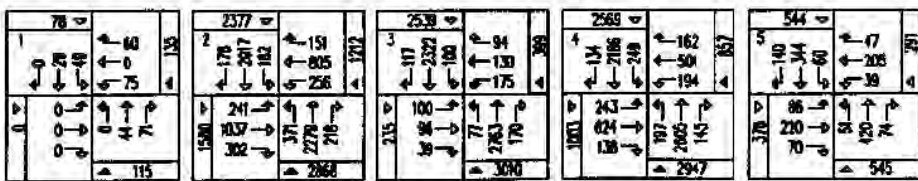
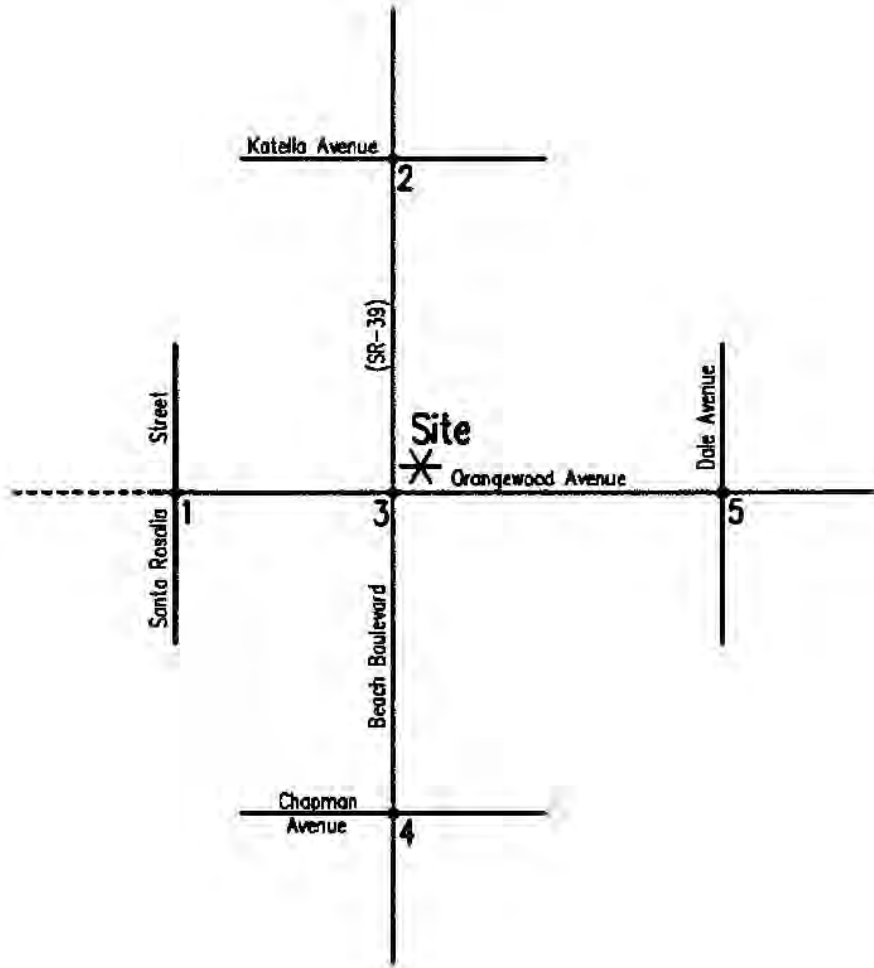
Source: Kunzman Associates

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5. Environmental Analysis

Existing Plus Project Evening Peak Hour Intersection Turning Movement Volumes with Existing Roadway Network



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In Orange County, mitigation is required if (1) the intersection operates at worst than Level of Service D, which corresponds to an ICU of 0.90 or more; and (2) the ICU increases by 0.01 or more. The proposed project would not increase the number of daily trips to the site, and thus does not increase the ICUs at the intersections in the vicinity of the project site operating at worst than Level of Service D by more than 0.01.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to traffic and circulation.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Less than significant

IMPACT THRESHOLD: *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways*

Impact Analysis: The County Congestion Management Program (CMP) is a result of Proposition 111, which was a statewide initiative approved by the votes in Jun 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a nine year period.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a City to get its share of Proposition 111 gas tax, it has to follow certain procedures specific by the State Legislature. The legislation requires that a Traffic Impact Analysis (TIA) be prepared for new development. The TIA is prepared to monitor and fix traffic problems caused by new development.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a TIA. To assure that adjacent jurisdictions use a standard methodology in preparing TIAs, one common procedure is that all cities within a county, and the county agency itself, adopt and use one standard methodology for conducting TIAs.

Although each county has developed standards for preparing TIAs, TIA requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting TIA's has common elements.

The general approach for conducting TIA is that existing weekday peak hour traffic is counted and the percent of roadway capacity currently used is determined. Then growth in traffic is accounted for an added to existing traffic and the percent of roadway capacity used is again determined. Then the project traffic is added and the percent of roadway capacity used is again determined. If the new project adds traffic to an overcrowded facility, then the new project has to mitigate the traffic impact so that the facility operates at a level that is no worst than before the project traffic was added.

If the project size is below a certain minimum threshold level, then a project does not have to have a TIA prepared, once it is shown or agreed that the project is below the minimum threshold. In Orange County, a project needs a TIA if it generates more than 200 daily trips.



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The TIA must include all monitored intersections to which the project adds traffic above a certain minimum amount. In Orange County, the monitored intersections are all arterial to arterial intersections. If a project adds more traffic than the minimum threshold amount to an intersection, then that intersection has to be analyzed for deficiencies.

If the intersection has to be analyzed for deficiencies, then mitigation is required if the existing traffic plus anticipated traffic growth plus project traffic does cause the ICU to go above a certain point. In Orange County, mitigation is required if (1) the intersection operates at worst than Level of Service D, which corresponds to an ICU of 0.90 or more; and (2) the ICU increases by 0.01 or more.

An intersection mitigation measure shall either fix the deficiency, or reduce the ICU so that it is below the level that occurs without the project. In Orange County, the technique used to calculate ICU is as follows. Lane capacity is 1,700 vehicles per lane per hour of green time for through and turn lanes. A total yellow clearance time of five percent is added.

If a project is large enough to require that a TIA be prepared, and if the project adds to an intersection above a minimum threshold, and if the intersection is operating at above an acceptable level of operation, then the project must mitigate its traffic impact.

The proposed project site does not increase the ICUs at the intersections in the vicinity of the project site operating at worse than Level of Service D by more than 0.01. The project increase is shown in Table 5.7-6 for the intersections in the vicinity of the project site.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions related to traffic and circulation.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Less than significant

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**Table 5.7-6
Summary of Intersection Levels of Service (LOS)**

<i>Intersection</i>	<i>Scenario</i>	<i>ICU-LOS¹</i>	
		<i>Morning</i>	<i>Evening</i>
Santa Rosalia Street (NS) at: Orangewood Avenue (EW)	Existing	0.12 – A	0.15 – A
	Existing Plus Project	0.12 – A	0.16 – A
	Project Increase	0.000	0.010
	Year 2025 Without Project	0.31 – A	0.38 – A
	Year 2025 With Project	0.32 – A	0.40 – A
	Project Increase	0.010	0.020
Beach Boulevard (NS) at: Katella Avenue (EW)	Existing	0.73 – C	0.80 – C
	Existing Plus Project	0.73 – C	0.83 – D
	Project Increase	0.000	0.030
	Year 2025 Without Project	0.79 – C	0.86 – D
	Year 2025 With Project	0.80 – C	0.88 – D
	Project Increase	0.010	0.020
Beach Boulevard (NS) at: Orangewood Avenue (EW)	Existing	0.53 – A	0.67 – B
	Existing Plus Project	0.54 – A	0.70 – B
	Project Increase	0.010	0.030
	Year 2025 Without Project	0.80 – C	0.86 – D
	Year 2025 With Project	0.82 – D	0.89 – D
	Project Increase	0.020	0.030
Beach Boulevard (NS) at: Chapman Avenue (EW)	Existing	0.70 – B	0.80 – C
	Existing Plus Project	0.71 – C	0.81 – D
	Project Increase	0.010	0.010
	Year 2025 Without Project	0.75 – C	0.84 – D
	Year 2025 With Project	0.75 – C	0.86 – D
	Project Increase	0.000	0.020
Dale Avenue (NS) at: Orangewood Avenue (EW)	Existing	0.33 – A	0.57 – A
	Existing Plus Project	0.34 – A	0.61 – V
	Project Increase	0.010	0.040
	Year 2025 Without Project	0.51 – A	0.77 – C
	Year 2025 With Project	0.53 – A	0.79 – C
	Project Increase	0.020	0.020



5.7.5 Cumulative Impacts

Year 2025 Traffic Conditions

Year 2025 traffic conditions reflect the ultimate buildout of the existing General Plan without and with the project are discussed. Figures 5.7-17 through 5.7-20 illustrate the Year 2025 traffic conditions.

Method of Projection

The Year 2025 with project ADT volumes have been obtained from the subregional travel demand model currently being used for long range planning in the City of Stanton. This model is commonly referred to as the Orange County Traffic Analysis Model (OCTAM). Year 2025 peak hour forecast have been developed from the OCTAM using accepted procedures for model forecast refinement and smoothing.

The ADT volumes, particularly on the regional facilities, reflect the areawide growth anticipated between now and Year 2025. The Year 2025 peak hour forecasts were refined using the daily forecasts, along

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with existing peak hour traffic count data collected at each analysis location. The traffic model ozone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed.

The initial estimate of the Year 2025 peak hour turning movements has, therefore, been reviewed for reasonableness. The reasonableness checks performed include a review of flow conservation in addition to comparisons to both the existing actual counted volume and the overall relationship between the forecast peak hour volume and daily volume on each individual intersection leg. Where necessary, the initial raw model estimates were adjusted to achieve flow conservation, reasonable growth, acceptable relationships between the peak hour and daily traffic volume forecasts, and reasonable diversion between parallel routes.

For year 2025 with project traffic conditions, through traffic for the study area has been determined by utilizing the OCTAM described above. The project site has been manually subtracted from the study area for Year 2025 without project traffic conditions.

Year 2025 Average Daily Traffic (ADT) Volumes

Year 2025 without project ADT volumes are depicted on Figure 5.7-17 and the Year 2025 with project ADT volumes are as illustrated on Figure 5.7-18.

Year 2025 Volume to Capacity Ratios

For Year 2025 without and with project traffic conditions, volume to capacity ratios have been calculated and are as shown on Figures 5.7-19 and 5.7-20, respectively. Volume to capacity ratios are based on City of Stanton roadway capacities depicted in Table 5.7-1 of this section. For Year 2025 without and with project traffic conditions, the roadway segments in the vicinity of the site are projected to operate within acceptable Levels of Service, except for the following roadway segment that is projected to operate at Level of Service F, without General Plan improvements:

- Oranewood Avenue, east of Dale Avenue

Year 2025 Intersection Levels of Service

The Levels of Service for the Year 2025 without project traffic conditions have been calculated and are shown in Table 5.7-7.

For Year 2025 without project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours, except for the following study area intersection that is projected to operate at Level of Service E during the evening peak hour, without General Plan improvements.

- Beach Boulevard (NO) and Oranewood Avenue (EW)

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**Table 5.7-7
Existing Plus Project Intersection Levels of Service (LOS)**

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	R	T		
Santa Rosalia Street (NS) at Orangewood Avenue (EW)	TS	0	1	0	0	1	0	1	2	0	1	2	0	0.31 – A	0.39 – A
Beach Boulevard (NS) at Katella Avenue (EW)	TS	2	4	0	2	4	0	1	3	1	1	3	0	0.79- C	0.86 – D
Orangewood Avenue (EW) -Without Improvements	TS	1	4	0	1	4	0	1	1	1	1	1	1	0.84 – D	0.93 – E
-With Improvements	TS	1	4	0	1	4	0	1	2	0	1	2	0	0.80 – D	0.86 – D
Chapman Avenue (EW)	TS	2	4	0	2	4	0	1	3	0	1	2	1	0.75 – C	0.84 – D
Dale Avenue (NS) at Orangewood Avenue (EW)	TS	0	1	0	1	1	1	1	1	0	1	1	0	0.51 – A	0.77 – C

¹When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

²ICU-LOS – Intersection Capacity Utilization – Level of Service

³AWS = All Way Stop

TS = Traffic Signal

Source: Kunzman Associates

The Levels of Service for the Year 2025 with project traffic conditions have been calculated and are shown in Table 5.7-8.



**Table 5.7-8
Existing Plus Project Intersection Levels of Service (LOS)**

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	R	T		
Santa Rosalia Street (NS) at Orangewood Avenue (EW)	TS	0	1	0	0	1	0	1	2	0	1	2	0	0.32 – A	0.40 – A
Beach Boulevard (NS) at Katella Avenue (EW)	TS	2	4	0	2	4	0	1	3	1	1	3	0	0.80- C	0.88 – D
Orangewood Avenue (EW) -Without Improvements	TS	1	4	0	1	4	0	1	1	1	1	1	1	0.86 – D	0.97 – E
-With Improvements	TS	1	4	0	1	4	0	1	2	0	1	2	0	0.82 – D	0.89 – D
Chapman Avenue (EW)	TS	2	4	0	2	4	0	1	3	0	1	2	1	0.75 – C	0.86 – D
Dale Avenue (NS) at Orangewood Avenue (EW)	TS	0	1	0	1	1	1	1	1	0	1	1	0	0.53 – A	0.79 – C

¹When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

²ICU-LOS – Intersection Capacity Utilization – Level of Service

³AWS = All Way Stop

TS = Traffic Signal

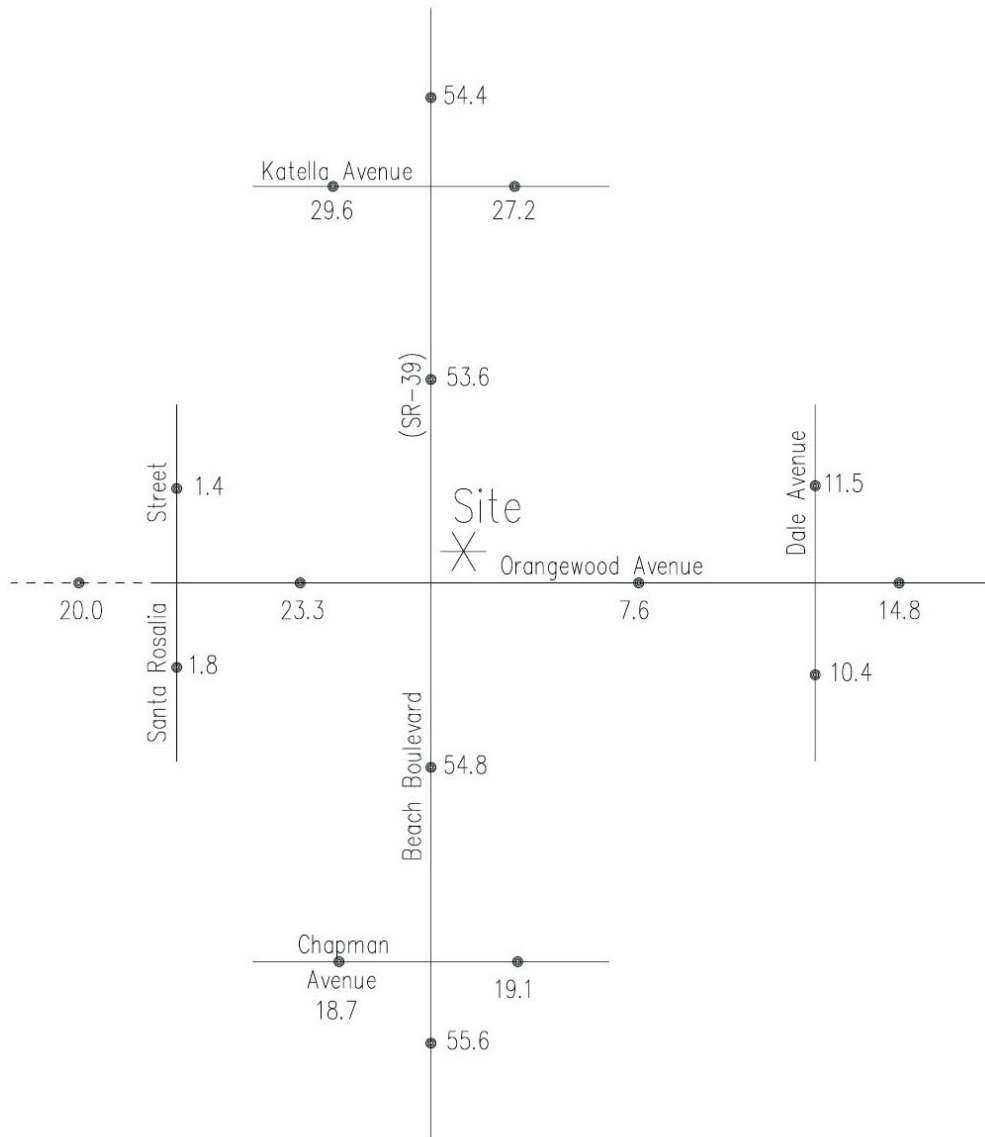
Source: Kunzman Associates

5. *Environmental Analysis*

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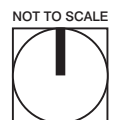
5. Environmental Analysis

Year 2025 Without Project Average Daily (ADT) Volumes



Legend

14.8 = Vehicles Per Day (1000's)

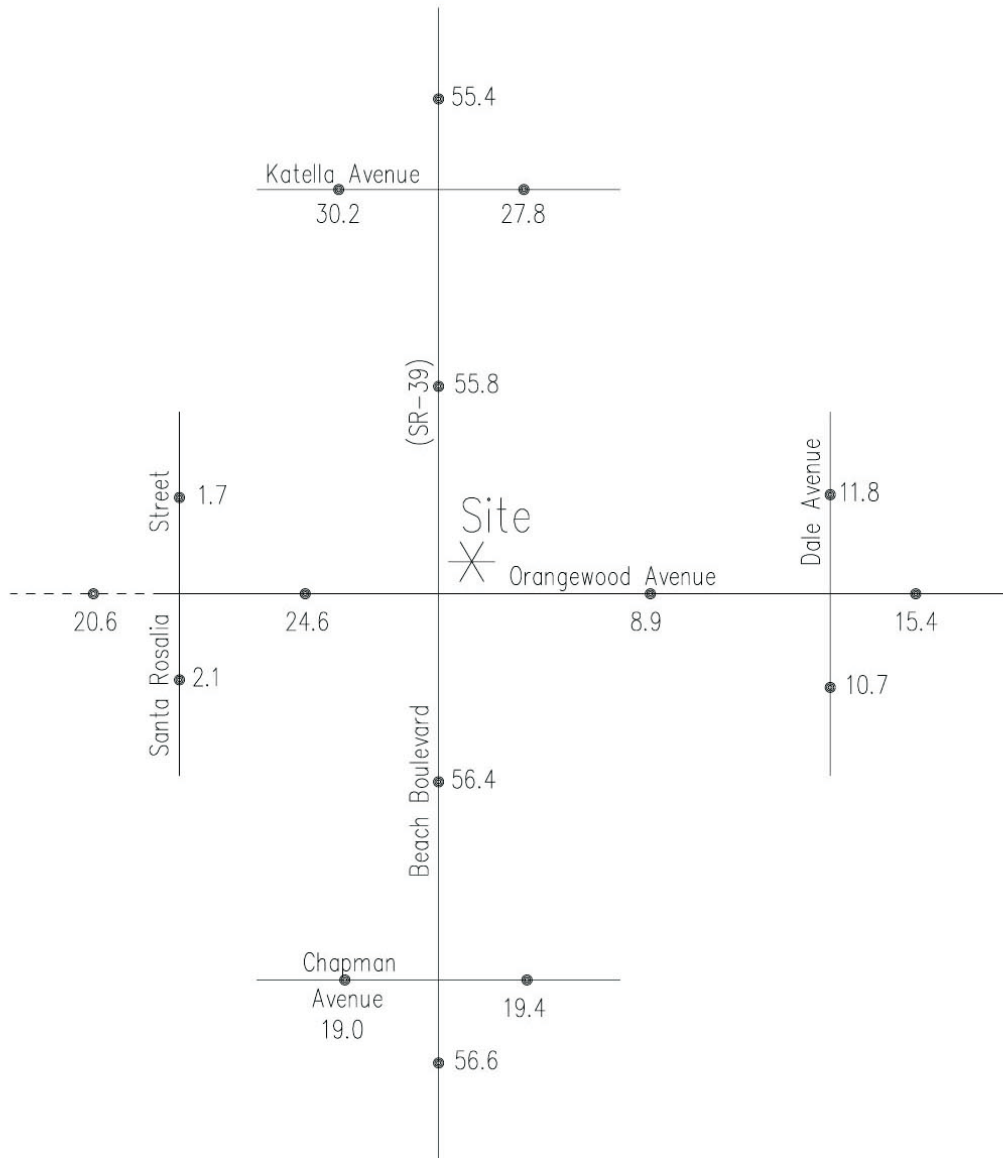


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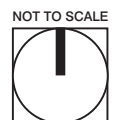
5. Environmental Analysis

Year 2025 With Project Average Daily (ADT) Volumes



Legend

15.4 = Vehicles Per Day (1000's)

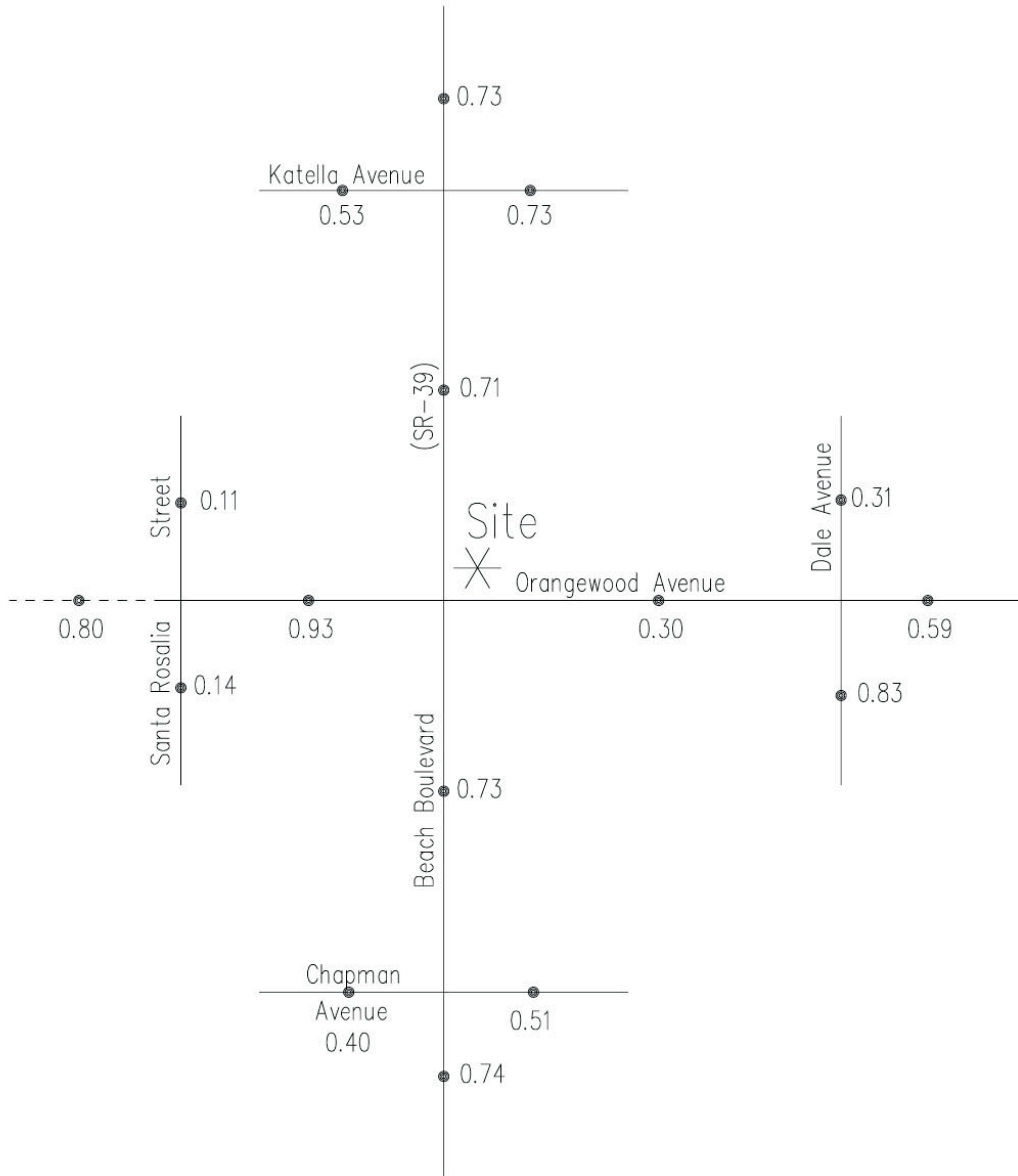


5. *Environmental Analysis*

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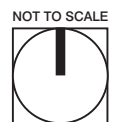
5. Environmental Analysis

Year 2025 Without Project Volume to Capacity Ratios



Legend

0.59 = Volume To Capacity Ratio



5. *Environmental Analysis*

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5. *Environmental Analysis*

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5. Environmental Analysis

For Year 2025 with project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours, except for the following study area intersection that is projected to operate at Level of Service E during the evening peak hour, without General Plan improvements:

- Beach Boulevard (NS) at Orangewood Avenue (EW)

Year 2025 Traffic Signal Warrant Analysis

For Year 2025 without project traffic conditions, a traffic signal is projected to be warranted at the following study area intersection:

- Santa Rosalia Street (NS) at Orangewood Avenue (EW)

Project Traffic Contribution

As shown in Table 5.7-9, the project traffic contributions have been calculated for the intersections in the vicinity of the site. The project traffic contribution has been based on the proportion of project peak hour traffic contributed to the total new peak hour Year 2025 traffic volumes.

**Table 5.7-9
Project Traffic Contribution**

<i>Intersection</i>	<i>Peak Hour</i>	<i>Existing Traffic</i>	<i>Year 2025 With Project Traffic</i>	<i>Project Traffic</i>	<i>Total New Traffic</i>	<i>Project % of New Traffic</i>
Santa Rosalia Street (NS) at: Orangewood Avenue (EW)	AM	162	1,334	42	1,172	3.6%
	PM	270	1,759	116	1,489	7.8%
	Average	216	1,547	79	1,331	5.9%
Beach Boulevard (NS) at: Katella Avenue (EW)	AM	6,751	7,426	76	675	11.3%
	PM	7,833	8,617	204	784	26.0%
	Average	7,292	8,022	140	730	19.2%
Orangewood Avenue (EW)	AM	5,027	6,349	98	1,322	7.4%
	PM	5,920	7,569	263	1,649	15.9%
	Average	5,474	6,959	181	1,486	12.2%
Chapman Avenue (EW)	AM	6,239	6,862	52	623	8.3%
	PM	7,172	7,889	146	717	20.4%
	Average	6,706	7,376	99	670	14.8%
Dale Avenue (NS) at: Orangewood Avenue (EW)	AM	989	1,475	42	486	8.6%
	PM	1,640	2,282	116	642	18.1%
	Average	1,305	1,879	79	564	14.0%



Because the proposed project would not add any additional traffic to the roadway system, the project's contribution to cumulative impacts is less than considerable and, therefore, not cumulatively significant

Level of Significance Before Mitigation: Less than significant.

5. *Environmental Analysis*

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Less than significant.

5. Environmental Analysis

5.8 UTILITIES AND SERVICE SYSTEMS

5.8.1 Methodology

The potential for adverse impacts on utilities systems and facilities was evaluated based on information provided by service providers concerning current service levels and the ability of the service providers to accommodate the increased demand created by the proposed project. The utilities correspondence can be found in Appendix B of this DEIR.

5.8.2 Existing Conditions

Wastewater Services

The project site is located within the jurisdictional boundaries of the Orange County Sanitation District (OCSD). According to the City of Stanton General Plan, the city operates and maintains sewer service for the area. The site is currently serviced by existing sewer lines to the commercial properties onsite. The City of Stanton contains three major trunk lines and one lift station and receives flows from 3,100 tributary areas.

The project site would be served by the Orange County Sanitation District (OCSD). The OCSD has two treatment plants in the service area, Reclamation Plant No. 1 located in Fountain Valley and Treatment Plant No. 2 located in Huntington Beach. The combined average flow of these facilities is 239 mgd, 81 mgd at Reclamation Plant No. 1 and 151 mgd at Treatment plant No.2. Currently, there are plans to expand the wastewater treatment facilities. The City of Stanton would be serviced by Treatment Plant No. 2, which has a maximum capacity of 172 mgd.

Water Services

The proposed project is located entirely within the boundaries of Orange County Water District (District) and service, within the City of Stanton, is provided by the Southern California Water Company's (SCWC) West Orange County System in the Los Alamitos Customer Service Area. The SCWC purchases imported water from the Metropolitan Water District of Orange County (MWD), which augments water supplied from 21 wells. Historically, wells have provided the 85% (15,400 acre-feet per year) of the water used in the West Orange County System. The SCWC maintains the following wells within the vicinity of the project: Orangewood Avenue 800 feet west of Beach Boulevard; Beach Boulevard and Catherine Avenue; and Dale Avenue 600 feet north of Chapman Avenue.

Use of groundwater in the region has declined due to the SCWC's participation in the MWD's "in-lieu" program in 2003 and 2004. This program gave water suppliers an incentive to use imported water in-lieu of groundwater to allow groundwater levels to rise. Water service for the proposed development shall be subject to the availability of water from SCWC.

Existing Facilities

The site is currently serviced by existing lines to the commercial building located with the Stanton Plaza. Existing water mains located near the project site include a 12 inch main on the east side of Beach Boulevard south of Plaza Way; a 10 inch main in Orangewood Avenue from Beach Boulevard to Court Street; a 6 inch main in Plaza Way from Beach Boulevard to Court Street; a 6 inch main in Court Street from Plaza Way to Orangewood Avenue; and a 6 inch and 4 inch main in an easement north of Plaza Way. The following wells are located in the vicinity of the project: Orangewood Avenue 800 feet west of Beach Boulevard; Beach Boulevard and Catherine; and Dale Avenue 600 feet north of Chapman Avenue.



5. *Environmental Analysis*

According to the Southern California Water company (SCWC), there are currently no deficiencies in the water system in the project area. However, future population projections would warrant a 2 million gallon reservoir and pump station within the City of Stanton.

Solid Waste

The collection of solid waste would be handled by the Stanton Disposal Services. The City of Stanton currently disposes the majority of the solid waste generated to the Frank R. Bowerman Landfill, the Olinda Alpha Landfill, and the Prima Deshecha Landfill. Supplemental disposal facilities include the Avrin Sanitary Landfill in Kern County and the Fontana Refuse Disposal Site in San Bernardino County. Landfill capacities are discussed below in Section 5.84, along with projected solid waste generation.

5.8.3 Standards of Significance

The criteria used to determine the significance of impacts on hazards and hazardous materials are taken from City-approved Thresholds of Significance based on the City's Initial Study and the model Initial Study checklist in Appendix G of the State CEQA Guidelines.

- Would the project exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?
- Would the project require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Would the project have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?
- Would the project result in a determination by the waste water 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?
- Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The following criteria normally included in the CEQA list noted above were not analyzed as they were eliminated as concerns in the Initial Study:

- Would the project exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?
- Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

5. Environmental Analysis

5.8.4 Environmental Impacts and Mitigation Measures

IMPACT: *Would the project require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Impact Analysis: The City of Stanton is serviced by the Southern California Water company (SCWC). The SCWC manages the existing and proposed water distribution system designed to accommodate future development in the City of Stanton including the proposed project site. According to the SCWC, the average water consumption rate for all land uses within the City of Stanton is 0.687 Acre-feet per service per year or 613 gallons per service per day. In addition to usage fees, initial surcharges for an acreage supply fee and reservoir capacity fee are assessed on a per acre basis by SCWC. Currently, there is an existing potable water line servicing the Stanton Plaza.

Domestic Water

Distribution mains for the proposed plan would be sized by SCWC based on estimated domestic demands and fire flow requirements. Domestic demands are based on the type of land use, in this case residential and commercial/retail users. Pipe sizes are typically determined by fire flows, which exceed domestic demands. The project site distribution mains have been sized accordingly. Hydrants would be spaced and located based on the Orange County Fire Authority (OCFA) requirements. Maximum pipe velocities during domestic use flows and during fire flow conditions would be determined by SCWC.

The SCWC's West Orange County System obtains its water from local wells and from connections with the Metropolitan Water District. Typically, about 84% (15,400 Acre-feet per year) comes from groundwater and about 16% (2,900 Acre-feet per year) comes from imported supplies. The SCWC maintains the following wells within the vicinity of the project: Orangewood Avenue 800 feet west of Beach Boulevard; Beach Boulevard and Catherine Avenue; and Dale Avenue 600 feet north of Chapman Avenue.



Consultation with the SCWC has indicated that they would be capable of providing service to the Stanton Plaza Specific Plan and no significant impacts to the District's system capacity are anticipated. Currently, there is no water main on the east side of Beach Boulevard north of Plaza Way, however installation of this main is expected by October 2004. The SCWC has also identified that the existing mains in Plaza Way and Court Street are only 6 inches in diameter and may need to be replaced to meet fire flow requirements of the proposed project. Based on this recommendation, the project would be required to replace existing mains in Plaza Way and Court Street to meet fire flow requirements of the project. Therefore, the project would not have a significant adverse impact on demand for domestic water or physical water distribution systems that would service the development.

Existing Regulations and Standard Conditions

- The construction of the individual developments within the proposed project site could result in short-term impacts associated with delays in service provisions if water lines are damaged during construction. However, potential damage to water lines would be fully mitigated by requiring the City of Stanton Public Works and Engineering Department to coordinate with SCWC on the depths and locations of the existing water lines. Therefore, the proposed project is not expected to result in significant adverse impacts related to the recycled water, or from planned connection activities.
- New development projects assessed \$1,000 per residential unit or \$5,000 per non-residential acre for water provision facilities.

5. *Environmental Analysis*

Level of Significance Before Mitigation: Potentially significant.

Mitigation Measures:

- 5.8-1 The proposed development would follow the usual conservations measures related to water conservation within the California Urban Water Conservation Council.
- 5.8-2 The existing 6 inch water mains on Plaza Way and Court Street will be replaced as required by the SCWC in order to provide for fire flow requirements of the proposed development.

Level of Significance After Mitigation: Less than significant.

Wastewater Services

The Stanton Plaza is currently serviced by existing sewer lines to the plan area. The proposed plan is not estimated to exceed the capacity of the treatment plants in the OCSD. The OCSD has indicated that they would be capable of providing sewer service to the Stanton Plaza Specific Plan and no significant impacts to the District's system capacity are anticipated. The OCSD recommends that all industrial users should take on-site measures to reduce the strength load of sewage. In addition, commercial users should incorporate all practical and mandated water conservation measures.

To conform with the 1997 South Coast Air Quality Management Plan (AQMP), all expansions of District facilities must be sized and service phased in a manner consistent with the SCAG regional forecasts. The existing sewage trunk lines and the treatment plants have the capacity to serve the proposed project, therefore, the Stanton Plaza Specific Plan amendment is not expected to result in the need for expansion of the Districts' facilities and is not in conflict with any regional growth policies.

The development of the project site could result in short-term impacts associated with delays in service provisions if existing sewer lines are damaged during construction. However, damage to sewer lines would be mitigated to below a level of significance by requiring the City of Stanton Public Works and Engineering Department to coordinate with the District on the depths and locations of the existing sewer lines. The proposed plan is not expected to result in significant adverse impacts related either to wastewater collection or treatment capacity, or from planned construction activities.

Existing Regulations and Standard Conditions

- The sewer collection mains required for this project would be sized per Orange County Department of Public Works (OCDPW) design criteria. The City of Stanton would own the collection mains, however, the City has a maintenance agreement with OCDPW for collector mains.
- Each individual project applicant would be required to pay the connection fee empowered to the Sanitation District by the California Health and Safety Code.
- Commercial users should incorporate all practical and mandated water conservation measures.
- All users should use ultra-low flow fixtures to reduce the volume of sewage to the system.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

5. Environmental Analysis

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

IMPACT: *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?*

Impact Analysis: Under the worse case scenario (residentially intensive option), the residential portion of the proposed project would generate the need for approximately 66,066 gallons per day⁴ and the commercial portion of the project would generate the need for approximately 6,077 gallons per day, for a total of 72,143 gallons per day. In addition, there would be an offset of 32,175 gallons of water per day due to the existing on site development. Consultation with the SCWC indicated that the project would have sufficient water supply available to meet project demand. No mitigation measures are required.

SB 610 and SB 221

Senate Bills 610 (Chapter 643, Statutes of 2001) and Senate Bill 221 (Chapter 642, Statutes of 2001) amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures which seek to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to the city and county decision-makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects.

Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912 [a]) subject to the California Environmental Quality Act. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. SB 221 is intended as a 'fail safe' mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A Water Supply Assessment is required for any "project" subject to CEQ if it is a residential development of 500 units or more; if it is a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; if it is a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or if it is a industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. Because the proposed project would generate, as a worst case, 330 residential units, 70,000 square feet of commercial development, or a combination of both, the project would not be subject to a Water Supply Assessment.

Existing Regulations and Standard Conditions

- No existing regulations or standard conditions related to the provision of water service apply to this project.

Level of Significance Before Mitigation: Less Than Significant.

⁴ Based on a generation rate of wastewater generation X 110%.



5. Environmental Analysis

Mitigation Measures: No mitigation required.

Level of Significance After Mitigation: No significant impacts have been identified no mitigation measures required.

IMPACT: *Would the project result in a determination by the waste water 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?*

Impact Analysis: The proposed plan is not estimated to exceed the capacity of the treatment plants in the OCSD. Under the worst case residential scenario (the residentially intensive option), the residential portion of the proposed project would generate approximately 60,060 gallons of wastewater per day⁵, while the commercial portion of the project would generate an additional 5,525 gallons of wastewater per day⁶, for a total of 65,585 gallons per day. In addition, there would be an offset of 29,250 gallons of wastewater per day due to the existing on site development. In total, the wastewater generated by the project represents a less than one percent increase flow to the treatment plant.

Wastewater flows from the proposed project would be handled by the Treatment Plant No. 2 located in Huntington Beach. Plant No. 2 has an average daily flow of 151 mgd and a capacity of 172 mgd. Currently the plant runs at 88% of capacity and has adequate capacity to serve the proposed project, based on the generation rates specified above. In addition, expansion of this plant is currently being planned by the OCSD. No impacts to the wastewater treatment provider would occur. No mitigation is required.

Existing Regulations and Standard Conditions

- No existing regulations or standard conditions related to wastewater capacity apply to this project.

Level of Significance Before Mitigation: Less Than Significant

Mitigation Measures: No mitigation required.

Level of Significance After Mitigation: No significant impacts have been identified no mitigation measures required.

IMPACT: *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Impact Analysis: The proposed project would generate a maximum of 1,558 individuals based on a 330 residential units and a maximum of 70,600 square feet of commercial space based on a commercially intensive use⁷. No landfill facilities currently exist within the City of Stanton. All solid waste disposed of in the City is currently transported to landfills in other areas within Orange County, overseen by the Integrated Waste Management Department of Orange County.

Currently, the majority of solid waste in Stanton is transported to one of three landfills in Orange County: the Frank R. Bowerman Landfill, the Olinda Alpha Landfill, or the Prima Deshecha Landfill. The Frank Bowerman Landfill has a capacity of 8,500 tons per day and an estimated closure date of 2022. The

⁵ OCSD generation rates: 182-gallons/day/unit.

⁶ OCSD generation rates: 325-gallon/day/1,000 sq. ft.

⁷ According to the Center for Demographic Research, the City of Stanton has 3.51 persons per household.

5. Environmental Analysis

Olinda Alpha Landfill has a capacity of 8,000 tons per day and an estimated closure date of 2013. The Prima Deshecha Landfill has a capacity of 4,000 tons per day and an estimated closure date of 2067.

The generation rates illustrated in Table 5.8-1, were used to evaluate the amount of solid waste generated by the proposed commercial/retail and residential uses and were derived from the estimated waste generations rates provided by California Integrated Waste Management Board (CIWMB). Table 5.8-1, below, indicates that the plan would generate approximately 1002 tons of solid waste per year.

Table 5.8-1
Projected Amount of Solid Waste Generated by the Proposed Project

Land Use	Generation Factor	Generation by Project	Solid Waste Generated (Tons/year)
Residential	2 lbs./resident day ¹	1,158 residents	825
Commercial/Retail	2.5 tons/ 1000sqft ²	70,600 square feet	177
Maximum Project Total			1002 tons/year
Residential	2 lbs./resident day ¹	3.5 residents	1
Commercial/Retail	2.5 tons/ 1000sqft ²	97,571 square feet	244
Existing Total			245 tons/year

Source:
 1. CIWMB, City of Stanton Household Disposal rate, 2000. Resident Daily Disposal.
 2. CIWMB, Waste Generation Rate for planning purposes based on the Stevenson Ranch Draft EIR (Phase IV), for LA County

In 2000, the estimated total of solid waste generated in the City of Stanton was 49,086 tons or 944 tons per week (CIWMB, Jurisdiction Disposal by Facility). Assuming the City would continue to divert a minimum of 47%, as in the 1999 Board reviewed diversion rates, the project is expected to divert approximately 471 tons from landfills through recycling and other waste reduction programs, thus generating approximately 531 tons/year for disposal in area landfills.



The project would thus generate an increase of approximately one percent in the City's disposal rate over the 2000 estimate. The plan would represent a fraction of the landfill's weekly capacity. Impacts are considered less than significant.

Existing Regulations and Standard Conditions

- The final development plans shall incorporate adequate on-site storage facilities for collection of recyclable materials.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

IMPACT: **Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

Impact Analysis: As stated above, all solid waste disposed of in the City is currently transported to landfills in other areas within Orange County, overseen by the Integrated Waste Management Department of Orange County. The proposed project would comply with federal, state and local statutes. Therefore, impacts are considered to be less than significant.

5. *Environmental Analysis*

Existing Regulations and Standard Conditions

- The final development plans shall incorporate adequate on-site storage facilities for collection of recyclable materials.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No significant impacts have been identified and no mitigation measures are required.

5.8.5 Cumulative Impacts

Build-out and occupation of related projects would increase the demand for utilities and service systems both regionally and locally. However, service related impacts are anticipated to affect each municipality differently based on different service levels and needs.

Public Utilities

While the affect of any individual project relative to water service and supply, and wastewater treatment would most likely be less than significant, the cumulative effect of other related projects could be potentially significant. However, as with the proposed Stanton Plaza Specific Plan Amendment, payment of required connection fees is considered adequate mitigation for project-related impacts to wastewater treatment. Current expansion plans for the Huntington Beach Treatment plant would increase the capacity of the regional treatment plant and therefore cumulative effects are considered less than significant. Area-wide increased demand for water would also incrementally increase needs for water services. However, the proposed project's contribution to the regional use is not substantial as the site is already developed with commercial uses. Therefore, the projects contribution is less than considerable for water availability and, therefore, not cumulatively significant.

Solid Waste Services

Landfill capacity continues to be a regional concern with limited space availability and inadequate advancements in technology to effectively increase available capacity. Even with implementation of project-specific waste reduction programs, development of related projects could pose a potentially significant cumulative impact from solid waste. Therefore, implementation of the proposed project would be cumulatively considerable and, thus, cumulatively significant.

6. *Impacts Found Not To Be Significant*

An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and therefore were not discussed in detail in the EIR. Reasons for the following impacts are provided in Appendix A of this DEIR.

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historical buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of light or glare which would adversely affect day or nighttime views in the area.
- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program or the California Resources Agency, to non-agricultural use.
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.
- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- 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.
- 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.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan.
- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.



6. *Impacts Found Not To Be Significant*

- Disturb any human remains, including those interred outside of formal cemeteries.
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
- Strong seismic ground shaking.
- Seismic-related ground failure, including liquefaction.
- Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- 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.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of waste water.
- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- 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.
- 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 for people residing or working in the project area.
- 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.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- 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.

6. *Impacts Found Not To Be Significant*

- Violate any water quality standards or waste discharge requirements.
- 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).
- 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 a substantial erosion or siltation on- or off-site.
- 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.
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
- Otherwise substantially degrade water quality.
- 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.
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- 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.
- Inundation by seiche, tsunami, or mudflow.
- Physically divide an established community.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.
- Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state.
- 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.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.
- 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.
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.



6. *Impacts Found Not To Be Significant*

- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.
- Result in inadequate emergency access.
- Result in inadequate parking capacity.
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).
- Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board
- 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.

7. *Irreversible and Irretrievable Commitment of Resources*

Implementation of the proposed Stanton Plaza Specific Plan project would result in the irreversible and irretrievable commitment of the following resources:

- Construction of the proposed project would require the commitment of moderate amounts of various building materials such as concrete, steel, asphalt and other materials used for the construction of commercial buildings, parking areas, and streets. Because these types of building materials are considered to be readily available and in sufficient quantity in the region, these impacts are not considered significant.
- Construction and operation of the proposed project would require the commitment of moderate amounts of energy resources including gasoline, diesel fuel and electricity. Because these types of energy resources are considered to be readily available and in sufficient quantity in the region, these impacts are not considered significant.



7. *Irreversible and Irretrievable Commitment of Resources*

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8. *Growth-Inducing Impacts of the Project*

8.1 INTRODUCTION

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) discuss the ways in which a proposed project could directly or indirectly foster economic or population growth, or the construction of additional housing. Direct growth inducing impacts are generally associated with the provision of urban services and the extension of infrastructure to an undeveloped area. The extension of services and facilities to an individual site can reduce development constraints for other nearby areas and can serve to induce further development in the vicinity. Indirect or secondary growth inducing impacts consist of growth induced in the region by the additional demands for housing, employment, and goods and services associated with population increase caused by, or attracted to, new development.

8.2 REGIONAL IMPACTS

SCAG does not provide a specific methodology for establishing the consistency of a proposed project with its regional growth forecasts. However, the SCAQMD guidelines state that a proposed project is considered consistent with regional growth forecasts if the project's density, location and land use pattern are consistent with the local jurisdiction's General Plan in force at the time of adoption of the regional forecast (SCAQMD 1993). The City of Stanton considers the proposed plan to be consistent with its General Plan, which was adopted in 1978 and which was used in the preparation of the regional growth forecasts developed by SCAG. Therefore, economic and population growth that would occur as a result of the implementation of the proposed plan is consistent with the SCAG regional growth forecasts.

The balance of jobs and housing in an area, both in terms of the total number of jobs and housing units as well as the types of jobs versus the price of housing, has implications on mobility, air quality and the distribution of tax revenues. A major focus of SCAG's regional planning efforts has been to improve this balance. Section 5.1, *Air Quality*, Section 5.4, *Population and Housing*, examine these topics in detail. A detailed discussion of consistency with SCAG regional growth policies is provided. No inconsistencies with established regional policies or significant impacts to the balance of jobs and housing were identified.

The small number of jobs created would likely be absorbed by the existing community and would not attract large numbers of people to the area. A precise estimate of the proportion of new employees who would relocate to the surrounding area is not possible, although the proposed plan would provide new job opportunities for the existing unemployed residents of the sub-region, and has the potential to fill many of the project site jobs without any significant increases in local or regional housing demand. Therefore, no significant impacts to the demand for housing are anticipated.

8.3 LOCAL AREA IMPACTS

Section 5.8, *Land Use & Relevant Planning*, discusses in detail the existing General Plan and zoning designations within the project site and in surrounding jurisdictions. The following discussion highlights pertinent information with respect to the issue of possible growth inducement.

City of Stanton

The proposed project site is currently designated as an opportunity area within the City of Stanton General Plan. The Stanton General Plan Community Development Section includes tailored development direction for several opportunity areas: portions of the community in which change is imminent and direction is needed or areas in which change is desired and both stimulation of change



8. *Growth-Inducing Impacts of the Project*

and direction are needed. One of these opportunity areas is Area G, Theme Mixed Use—Stanton Plaza, which falls into the second type of opportunity area, requiring both stimulation and direction. The General Plan envisions the Stanton Plaza Specific Plan as a landmark development that includes mixed-use commercial and residential development to respond to market forces, value potential and site limitations now understood as a result of more focused and detailed market analysis.

The entire project site is currently designated in the Zoning Code as Stanton Plaza Specific Plan (SPSP). This designation draws upon the general provisions and intent of the City's existing Planned Development District, which seeks to achieve exceptional quality development through creative site design, coherent architectural treatment, provision of site amenities, and commitment to high quality construction. Whereas the application of the city's existing PD district is optional, and is typically combined with an underlying base district, this specific plan constitutes the zoning for the project, therefore its provisions are mandatory.

The Specific Plan would result in the redevelopment of the project site with a mixture of residential and commercial uses. Development of the project site would include upgrading the existing infrastructure system such as streets, sewer, water, storm drainage systems, and various utilities within the project area. With the exception of street improvements necessary off-site to accommodate project build-out and cumulative growth, these facilities and systems are designed to provide capacity to meet the needs of the proposed plan. No master plan infrastructure systems off-site or regional facilities would require expansion as a result of the plan. The project is not anticipated to either induce or result in any substantial increase in development pressure in the City of Stanton.

9. Alternatives

9.1 INTRODUCTION

9.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an EIR include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (15126.6(b)).
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” 15126.6(e)(1). “The no project analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (15126.6(e)(2)).
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project” (15126.6(f)).
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6(f)(1)).
- For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (15126.6(f)(2)(A)).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (15126.6(f)(3)).

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project, which would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.



9. *Alternatives*

Per the CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

9.1.2 Project Objectives

As described in Section 4.3, the following goals have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts:

- Amend the Stanton Plaza Specific Plan to allow for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land.
- To create a destination place and activity center that mixes commercial and residential uses.
- Create a walkable, pedestrian friendly environment that increases community vitality.
- Create private investment opportunities within the City to enhance the City's revenue.
- Initiation of capital improvement programs and incentives to serve existing Stanton and to stimulate and support investment.

9.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the project alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this DEIR.

9.2.1 Alternative Sites

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. (Guidelines Sec. 15126(5)(B)(1))

Because the project involves an amendment to a Specific Plan, it is not possible to locate the project on an alternative site. Therefore, no alternative sites are discussed in this analysis.

9.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following four alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project – Existing Conditions
- No Project – Existing Specific Plan
- No Eminent Domain
- Alternative Land Use Plan (All Residential Land Use)

9. Alternatives

An EIR must identify an "environmentally superior" alternative and where the No Project – Existing Conditions Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Only the impacts involving air quality, biology (wetland), and traffic were found to be significant and unavoidable. Section 9.9 identifies the Environmentally Superior Alternative.

Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic build-out projections determined by the five selected alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but rather provide a build-out scenario that would only occur if all of the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 9.3-1 provides a summary of the alternatives.

**Table 9.3-1
Summary of Development Alternatives**

<i>Alternative</i>	<i>Description</i>	<i>Basis for Selection and Summary of Analysis</i>
Proposed Project	<i>Variation 1 Commercially Intensive</i>	
	<ul style="list-style-type: none"> • 13,000 - 70,600 square feet of commercial development • 150 - 230 residential units 	
	<i>Variation 2 Residentially Intensive</i>	
	<ul style="list-style-type: none"> • 13,000 square feet of commercial development • 230 - 330 residential units 	
	<i>Variation 3 Balanced</i>	
	<ul style="list-style-type: none"> • 35,000 square feet of commercial development • 195 - 292 residential units 	
1. No Project – Existing conditions Alternative	<ul style="list-style-type: none"> • Existing Stanton Plaza would continue to existing in its current developed state • 97,571 square feet of commercial development • 1 residential unit 	<ul style="list-style-type: none"> • Required by CEQA • Eliminates most environmental impacts associated with the project • Does not meet project objectives • Is incompatible with existing specific plan
2. No Project – Existing Specific Plan Alternative	<ul style="list-style-type: none"> • Existing Stanton Specific Plan would remain • Creates a potential for 447,345 square feet of commercial development and 47 senior housing units • Or creates a potential for 87 senior residential units and 381,666 square feet of commercial space with residential development in sub-area 	<ul style="list-style-type: none"> • Avoids need for Amendment • Lessens some project impacts • Does not avoid significant environmental impacts • May meet some project objectives • Increased revenue from commercial



9. Alternatives

	1	<ul style="list-style-type: none"> Does not provide for sufficient housing opportunities
3. No Eminent Domain Alternative	<ul style="list-style-type: none"> Existing uses for the two land owners who do not want to give up their land would remain Reduced commercial and residential uses 	<ul style="list-style-type: none"> May lessen some impacts Does not avoid significant environmental impacts Negates need for 'take' of property May meet some project objectives Loss of revenue from reduced commercial space and decreased density Loss of dwelling units
4. Alternative Land Use Plan (All Residential Land Use) Alternative	<ul style="list-style-type: none"> Residentially intensive uses greater than the project Residentially Intensive use's 330 dwelling units 	<ul style="list-style-type: none"> May lessen some impacts Does not avoid significant environmental impacts Does not meet project objectives Loss of revenue from commercial uses Loss of mixed use concept of project

9.4 NO PROJECT – EXISTING CONDITIONS ALTERNATIVE

The No Project – Existing Conditions Alternative, as required by CEQA, assumes that the existing uses within the project site would remain unchanged. The current operations within the site include 97,571 square feet of commercial uses and one existing residential unit. Development of mixed use cannot occur for the proposed residential and commercial uses of the project unless an amendment to the existing Stanton Specific Plan is enacted. This alternative assumes all existing uses within the project site would remain in their current location and no additional development would occur. The impacts of the No Project – Existing Conditions Alternative as compared to the proposed project are discussed below.

9.4.1 Air Quality

Differences in the expected amount emissions differ based on the intensity of the commercial and residential uses onsite. Currently the site is developed as a commercial center, which produces 6,500 average daily trips (ADT). Since the project varies between intensity of its commercial areas within its three variations, the Commercially Intensive use would generate the most traffic to the site generating 6,426 ADT. Thus, the No Project – Existing Conditions Alternative would generate an additional 257 cars compared to the project's worst case scenario. Emissions from vehicles represent the only major source of air pollutant emissions for the plan area. Therefore, this alternative would produce higher pollutant levels of CO, ROG, NO_x, PM_{2.5} and PM₁₀ emissions than the project's Commercially Intensive use. As a result, long-term operational impacts under the No Project – Existing Conditions Alternative would be higher than impacts associated with the proposed project. However, project buildout would not occur for this alternative therefore eliminating emissions caused by construction equipment, demolition and grading. For this reason, short-term construction impacts would be avoided under the No Project – Existing Conditions Alternative. However, construction impacts are considered temporary in nature and as such, the project is considered environmentally superior due to lower long-term emissions levels compared to this alternative.

9. Alternatives

9.4.2 Land Use and Relevant Planning

Under the No Project – Existing Conditions Alternative, the planning area would remain as commercial uses. The proposed project would require an amendment to the Stanton Plaza Specific Plan and although land use impacts would not occur with the No Project – Existing Conditions Alternative, the current use is not consistent with the existing Stanton Plaza Specific Plan uses, as described in Section 5.8, *Land Use*, of this DEIR. In addition, the proposed project would revitalize the underutilized existing commercial center with mixed residential and commercial uses thereby drawing in new consumers into the Plan area. Therefore, land use impacts are considered greater under the No Project – Existing Conditions Alternative. The proposed project is considered environmentally superior to this alternative.

9.4.3 Noise

Vehicular noise from ADTs generated by the site is correlated to the noise environment and is considered the main source of noise contributing to the ambient noise environment for the site. Differences in the noise environment vary based on the intensity of the commercial areas, as commercial uses draw more vehicle trips to the site. Currently the site is developed as a commercial area with an ADT of 6,500. Since the project varies between intensity of its commercial areas within the three variations, the Residentially Intensive use would generate the highest vehicle trips generating 6,426 ADT. Therefore, the No Project – Existing Conditions Alternative would generate higher noise levels compared to the proposed project. Although, temporary short-term construction noise impacts associated with the proposed project would be avoided under the No Project – Existing Conditions Alternative, construction impacts are considered temporary in nature and as such, the project is considered environmentally superior compared to this alternative as it would reduce the noise environment within the Plan area.

9.4.4 Population and Housing

Under this alternative, the general appearance of the project site would not change and the existing landform would not be altered. Existing employment and tax revenues would continue to be generated from the existing commercial uses at the proposed project site. However, the proposed project would redevelop the area under a mixed use concept, which would revitalize the plan area by drawing in more consumers to the commercial centers through incorporation of combined residential and commercial uses onsite. In addition, this alternative would not be consistent with the objectives of the Stanton Plaza Specific Plan, and it would not accomplish the project objective's to allow for the more effective and efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land. However, the project would create a maximum of 330 new residential dwelling units, resulting in a maximum increase in the population of 1,158 individuals, which represents a 3% increase in the population of Stanton. Although this increase is not considered substantial, the No Project – Existing Conditions Alternative would not result in a population increase and is thus would avoid impacts associated with population and housing.

9.4.5 Public Services

Under the No Project – Existing Conditions Alternative, the demand for public services generated at the project site would remain unchanged from the existing environmental setting. The project's impact on police, fire, schools, and recreation facilities would be eliminated under the No Project – Existing Conditions Alternative. For these reasons, impacts associated with this alternative are considered environmentally superior to the proposed plan.



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9.4.6 Recreation

Impacts to recreation generated at the project site would not occur with the No Project – Existing Conditions Alternative, as the site would remain unchanged from the existing environmental setting. The project would necessitate the need for additional parkland acres generated from the increase in population. For these reasons, impacts associated with the project would be avoided under this alternative is therefore considered environmentally superior to the proposed plan.

9.4.7 Traffic and Circulation

Currently the site is developed as a commercial area and generates 6,500 ADT. Differences in ADT vary based on the intensity of the commercial areas, as commercial uses draw more vehicle trips to the site. Since the project varies between intensity of its commercial areas within the three variations, the Commercially Intensive use would generate the highest vehicle trips generating 6,426 ADT. Therefore, the No Project – Existing Conditions Alternative would generate more traffic compared to the proposed project. Therefore the project is considered environmentally superior with regards to traffic and circulation compared to this alternative.

9.4.8 Utilities and Service Systems

Under the No Project – Existing Conditions Alternative, the demand for utilities generated at the project site would remain unchanged from the existing environmental setting. The project's impact on water, wastewater and solid waste disposal would be eliminated under the No Project – Existing Conditions Alternative. For these reasons, impacts associated with this alternative are considered environmentally superior to the proposed plan.

9.4.9 Conclusion

Avoid or Substantially Lessen Project Impacts

The No Project – Existing Conditions Alternative would avoid or reduce impacts associated with population and housing, public services, recreation and utilities and service systems.

Attainment of Project Objectives

This Alternative would not attain any of the proposed project objectives identified in Section 4.3 of the DEIR.

Comparative Merits

While this alternative would avoid many of the significant effects of the proposed project, the beneficial impacts associated with plan include revitalizing the Stanton Specific Plan site and allowing for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land. In addition, the potential for development of the site at some future date would not be precluded, since Stanton has included the area for redevelopment as commercial and senior housing site under the current Stanton Specific Plan.

9. Alternatives

9.5 NO PROJECT – EXISTING SPECIFIC PLAN ALTERNATIVE

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the “No Project” Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the No Project alternative will be the continuation of the plan, policy, or operation into the future. Therefore, the No Project – Existing Specific Plan Alternative, as required by the CEQA Guidelines, analyzes the effects of continued implementation of the City’s existing Specific Plan designation. This alternative assumes the existing zoning would remain in place for the entire site and a total of approximately 447,345 square feet of commercial building space and 47 senior units would be constructed within the three sub-areas of the site. However, this Plan also allows for residential uses within Sub-area 1, which would reduce the commercial square footage by 65,679 square feet. If this plan area would be developed with residential instead of commercial uses, it could accommodate 38 senior housing units, 22 single-family units or 18 mobile homes. The impacts of the No Project – Existing Specific Plan Alternative as compared to the proposed project are discussed below.

9.5.1 Air Quality

Differences in the expected amount emissions differ based on the intensity of the commercial and residential uses onsite. The No Project – Existing Specific Plan Alternative would develop the project site with a maximum of 447,345 square feet of commercial uses. Even under a worse case scenario, Variation 1, Commercially Intensive use would create 70,600 square feet of commercial use, significantly less than this alternative. The No Project - Existing Specific Plan alternative would result in higher emissions compared to the proposed project since proposed commercial and residential uses would generate significantly more trips than the mix proposed by the project. As vehicle trips associated with the site would be the primary source of air emissions, this alternative would add to the projected emissions of CO, ROG, NO_x, PM_{2.5} and PM₁₀ emissions. In addition, the No Project – Existing Specific Plan Alternative would also create similar construction air quality impacts associated with Plan implementation. Therefore, the project would be considered environmentally superior to this alternative since the No Project – Existing Specific Plan Alternative would increase long-term air quality impacts.



9.5.2 Land Use and Relevant Planning

Under the No Project – Existing Specific Plan Alternative, the project site would remain under the current Stanton Plaza Specific Plan, which would not allow for the proposed mixed use. Although the project site is currently developed, the existing Stanton Specific Plan would allow it to be redeveloped with commercial and residential uses. However, build-out of the site with such intense commercial uses while not optimizing the site for residential uses would not meet the project’s objective to efficiently use land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land, create a destination place and activity center that mixes commercial and residential uses and, create a walkable, pedestrian friendly environment that increases community vitality. Nonetheless, No Project – Existing Specific Plan Alternative would be considered environmentally superior to the project due to conformance with existing specific plan.

9.5.3 Noise

The No Project – Existing Specific Plan Alternative would result in the build-out of the project site under the current Stanton Plaza Specific Plan. Commercial uses with this alternative would generate more traffic than the proposed mixed uses of the project. Therefore, more mobile source noise would be generated under this alternative. As mobile source noise constitutes the majority of the ambient noise environment within the site, this alternative would have greater noise impacts compared to the proposed

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project. Since the No Project – Existing Specific Plan Alternative would increase impacts associated with the proposed project, the project would be considered environmentally superior to the this alternative.

9.5.4 Population and Housing

The project site would remain under the current Stanton Plaza Specific Plan with the No Project – Existing Specific Plan Alternative. If the site were built-out in conformance with this alternative, 447,345 square feet of commercial uses and 49 senior residential dwelling units could be constructed within the project site, thus creating a large number of jobs and some housing for the City of Stanton. The commercial uses and housing created onsite would generate an increase in the population within the City. However, the project would create a maximum of 330 new residential dwelling units, resulting in a maximum increase in the population of 1,158 individuals, which represents a 3% increase in the population of Stanton. Although this increase is not considered substantial, the No Project – Existing Specific Plan Alternative would only result in a maximum of 87 senior units and therefore would not result in a population increase of this magnitude. However, such intense commercial uses, while not optimizing the site for maximum potential residential uses, would not meet the project's objective to efficiently use land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land, create a destination place and activity center that mixes commercial and residential uses and, create a walkable, pedestrian friendly environment that increases community vitality. Although this alternative does not meet the project's objectives it would reduce impacts to population and housing and is considered environmentally superior to the proposed project.

9.5.5 Public Services

Under the No Project – Existing Specific Plan Alternative, the project site would remain under the current Stanton Plaza Specific Plan that would create the potential for 447,345 square feet of commercial use and 49 senior residential dwelling units. Future buildout under this alternative would create additional demand for public services as it would increase the intensity of both commercial and residential uses. Therefore, this alternative would result in similar demands for public services and utilities as the proposed plan.

9.5.6 Recreation

Development of the project site under the No Project – Existing Specific Plan Alternative would lead to generation of jobs in the area, which could potentially attract new residents to the area. In addition this alternative would create a maximum of 87 senior residential dwelling units, which would also result in a population increase. Commercial and residential buildout under this alternative would also impact parks and recreational facilities in the area. However, since the number of residential units constructed under this alternative would be much fewer than the proposed project, the impact to parks and recreational facilities would likely be less than the proposed project. This alternative is, therefore, considered environmentally superior to the proposed project.

9.5.7 Traffic and Circulation

Differences in the expected amount traffic differ based on the intensity of the commercial and residential uses onsite. Commercial uses generate more traffic than do residential uses. Under the No Project – Existing Specific Plan Alternative, site related traffic would be greater than the proposed project due to the commercially intense nature of the existing Stanton Plaza Specific Plan. The No Project – Existing Specific Plan Alternative would increase impacts associated with the proposed project, and therefore the project would be considered environmentally superior to the this alternative.

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9.5.8 Utilities and Service Systems

Under the No Project – Existing Specific Plan Alternative, the project site would remain under the current Stanton Plaza Specific Plan that would create the potential for 447,345 square feet of commercial use and 49 senior residential dwelling units. Future buildout under this alternative would create additional demand for public services as it would increase the intensity of both commercial and residential uses. Therefore, this alternative would result in similar demands for public services and utilities as the proposed plan.

9.5.9 Conclusion

Avoid or Substantially Lessen Project Impacts

The No Project – Existing Specific Plan Alternative would avoid impacts associated with land use and relevant planning and population and housing.

Attainment of Project Objectives

This alternative would attain some of the proposed project objectives identified in Section 4.3 of this DEIR. It would locate additional residential uses and employment opportunities where only commercial opportunities exist, and provide a private funding mechanism within the City to enhance the City's revenue. However, this alternative would not allow for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land. Nor does it provide for sufficient opportunities to provide for a destination place and activity center that mixes commercial and residential uses, as the alternative relies mainly on commercial buildout with limited opportunities for residential development.



Comparative Merits

The No Project – Existing Specific Plan Alternative would result in similar impacts in most impact categories, except those associated with population and housing and land use and relevant planning in the project. However, this alternative would not meet the development goals or project objectives of the City of Stanton which center around providing mixed uses to allow for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land. Furthermore, as a result of the intense commercial uses onsite, this alternative would not create a walkable, pedestrian friendly environment that increases community vitality.

9.6 NO EMINANT DOMAIN ALTERNATIVE

This alternative would negate the need for a take of the two properties whose owners are unwilling to sell. Under this alternative, the project site would not be able to redevelop these lots, which would limit the area available for redevelopment. The No Eminent Domain Alternative would result in a decreased density of the proposed development area due to these existing structures. Development boundaries would remain similar but would accommodate the reduction in commercial and residential uses in these areas as a result of the continuation of existing land uses. The impacts of the No Eminent Domain Alternative as compared to those of the applicant's proposal are discussed below:

9. *Alternatives*

9.6.1 Air Quality

The No Eminent Domain Alternative would result in reduced development within the project site. A reduction in the commercial and residential uses within the project site would reduce the amount of traffic associated with the new project areas but would not result in a reduction of ADT associated with the existing commercial uses that would be left onsite as a result of this alternative. As vehicle trips associated with the site would be the primary source of air emissions, the existing uses combined with project buildout would have similar projected emissions of CO, ROG, NO_x, PM_{2.5} and PM₁₀ emissions. Therefore, this alternative would result in similar emissions compared to the proposed plan.

9.6.2 Land Use and Relevant Planning

This alternative would reduce overall intensity within the project due to the avoidance of the two existing properties that would remain onsite. As a result, the reduction in square footage of the project would result in lower densities onsite. Development boundaries under this alternative would remain the same with the exception of the two above-mentioned properties, however redevelopment of commercial uses and residential uses under this alternative would require an amendment to the Stanton Plaza Specific Plan. With the implementation of the amendment, land use impacts would be the same as the proposed plan. The existing uses would remain in their current state while adjacent land uses would be revitalized with the proposed project, thus improving the character of the surrounding land uses adjacent to these two properties. However, since both the alternative and the proposed project would require an amendment, impacts are considered similar in terms of land use and relevant planning.

9.6.3 Noise

The No Eminent Domain Alternative would result in less development within the project site. A reduction in the commercial and residential uses within the project site would reduce the amount of traffic associated with the new project areas but would not result in a reduction of ADT associated with the existing commercial uses that would be left onsite as a result of this alternative. As mobile source noise constitutes the majority of the ambient noise environment within the site, this alternative would similar noise impacts compared to the proposed project. Therefore, this alternative would result in similar noise impacts compared to the proposed plan.

9.6.4 Population and Housing

No Eminent Domain Alternative would reduce the amount of development of the commercial and residential areas within the site. This reduction would result in fewer jobs being generated by the project as well as a substantial decrease in revenues generated from the revitalization of the commercial areas and creation of mixed use within the residential development. In addition, this alternative would not allow for the amount of flexibility granted under the proposed project with regards to mixed used and site design as development within the site would be restricted by the remaining properties. However, the project would contribute to a population increase of 1,158 individuals representing a 3% increase in the population for the City of Stanton. Although this increase is not considered substantial, the reduced size of the alternative to accommodate the two existing property owners would result in fewer residential units and a lesser population increase. Therefore, this alternative is considered environmentally superior to the proposed project in terms of population and housing.

9.6.5 Public Services

Under the No Eminent Domain Alternative, the boundaries of the project site would remain the same, however the amount of development within the development areas on the site would be reduced due to

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limitations imposed by the two remaining structures. Future buildout under this alternative would create additional demand for public services as it would increase the intensity of both commercial and residential uses. Therefore, this alternative would result in similar impacts to public services compared to the proposed plan.

9.6.6 Recreation

The No Eminent Domain Alternative would result in a reduced density of commercial and residential uses compared to the project in order to accommodate the two owners who do not wish to sell their property. The reduction in square footage of both the residential and the commercial uses would reduce the demand for recreational facilities compared to the proposed project. However, the City of Stanton is currently deficient in park area by 110 acres and this alternative would thus also create a similar impact in terms of need for recreational facilities. Although this alternative would reduce the park acres needed as a result of the proposed project due to decreased density if the redevelopment areas, this alternative would not eliminate the project's significant impact. Therefore, impacts are considered similar for this project in terms of recreation.

9.6.7 Traffic and Circulation

The No Eminent Domain Alternative would result in less development within the project site. A reduction in the commercial and residential uses within the project site would reduce the amount of traffic associated with the new project areas but would not result in a reduction of ADT associated with the existing commercial uses that would be left onsite as a result of this alternative. Therefore, impacts to traffic and circulation under this alternative are considered similar compared to the proposed plan.

9.6.8 Utilities and Service Systems

Under the No Eminent Domain Alternative, the boundaries of the project site would remain the same, however the amount of development within the development areas on the site would be reduced due to limitations imposed by the two remaining structures. Future buildout under this alternative would create additional demand for utilities as it would increase the intensity of both commercial and residential uses. Therefore, this alternative would result in similar impacts for utilities and service systems compared to the proposed plan.

9.6.9 Conclusion

Avoid or Substantially Lessen Project Impacts

The No Eminent Domain Alternative would reduce impacts associated with population and housing.

Attainment of Project Objectives

This Alternative would meet the project objectives identified in Section 4.3. However, since the project site would be developed at a lower density, the alternative would not meet the project objectives at its highest capacity.

Comparative Merits

While this alternative would lessen many of the impacts associated with the proposed plan, this alternative does not meet the full objectives of the project, as this alternative would not accommodate the increased densities envisioned within the proposed project. In addition, redevelopment of the site



9. *Alternatives*

under this alternative would potential create incompatible uses associated with revitalizing areas adjacent to the existing structures.

9.7 ALTERNATIVE LAND USE PLAN (ALL RESIDENTIAL LAND USE) ALTERNATIVE

Under the proposed alternative, no commercial opportunities would exist within the project site. All existing commercial uses would be displaced and the site would be developed with a residentially intensive land use. As existing commercial structures would be displaced, neighboring residents would have to travel farther to other commercial centers.

9.7.1 Air Quality

The Alternative Land Use Plan (All Residential land Use) Alternative would develop the project site with residential dwelling units that exceed those residential units projected by the proposed project while completely eliminating all commercial uses onsite. The air pollutant emissions generated by the project-related traffic would decrease under this alternative compared to the proposed project since residential uses generate significantly less trips than would commercial uses. Under a worse case scenario, Variation 1, Commercially Intensive use would create 70,600 square feet of commercial use, and would therefore generate more traffic compared to this alternative as a result of these commercial uses. As vehicle trips associated with the site would be the primary source of air emissions, this alternative would reduce the projected emissions of CO, ROG, NO_x, PM_{2.5} and PM₁₀ emissions. Therefore, the Alternative Land Use Plan (all Residential land Use) Alternative would be considered environmentally superior to the project.

9.7.2 Land Use and Relevant Planning

The Alternative Land Use Plan (All Residential land Use) Alternative would develop the project site with residential dwelling units that exceed those residential units projected by the proposed project while completely eliminating all commercial uses onsite. This alternative is inconsistent with the current Stanton Plaza Specific Plan as it eliminates all commercial use onsite. These changes would necessitate an amendment to the existing specific plan. In addition, this alternative would be inconsistent with the objectives of this project to create a destination place and activity center that mixes commercial and residential uses and to create private investment opportunities within the City to enhance the City's revenue. No mixed uses would occur with implementation of this alternative and all revenue associated with commercial areas would be lost. However, as both the project and this alternative would require an amendment to the Stanton Plaza Specific Plan, impacts are considered to be similar.

9.7.3 Noise

The Alternative Land Use Plan (All Residential land Use) Alternative would develop the project site with residential dwelling units that exceed those residential units projected by the proposed project while completely eliminating all commercial uses onsite. Project-related traffic would decrease under this alternative compared to the proposed project since residential uses generate significantly less trips than would commercial uses. Under a worse case scenario, Variation 1, Commercially Intensive use would create 70,600 square feet of commercial use, and would therefore generate more traffic compared to this alternative as a result of these commercial uses. As mobile source noise constitutes the majority of the ambient noise environment within the site, this alternative would result in a reduction in the ambient noise environment compared to the project. Therefore, the Alternative Land Use Plan (all Residential land Use) Alternative would be considered environmentally superior to the project.

9. *Alternatives*

9.7.4 Population and Housing

Under the Alternative Land Use Plan (All Residential land Use) Alternative all commercial uses would be converted to residential uses within the site. The conversion of commercial to residential would result in a reduction of jobs being generated by the project as well as a substantial decrease in revenues generated. Additionally, this alternative would develop the site with residentially intensive land uses. Furthermore, this alternative would not create a destination place and activity center that mixes commercial and residential uses or create private investment opportunities within the City to enhance the City's revenue. The project would contribute to a population increase of 1,158 individuals representing a 3% increase in the population for the City of Stanton however this alternative would contribute to an even higher population increase due to the conversion of commercial to residential uses. Therefore, the proposed project is considered environmentally superior to the proposed project.

9.7.5 Public Services

Under the Alternative Land Use Plan (All Residential land Use) Alternative, would develop the project site with residential dwelling units that exceed those residential units projected by the proposed project while completely eliminating all commercial uses onsite. Future buildout under this alternative would create additional demand for public services as it would directly increase population growth through an increase in residential uses. The increase in population growth over that projected by the proposed development would result in an increase demand for police, fire, schools and recreation facilities compared to the project. Therefore, the proposed project is considered environmentally superior to the Alternative Land Use Plan (All Residential land Use) Alternative for public services.

9.7.6 Recreation

Development of the project site under the Alternative Land Use Plan (All Residential land Use) Alternative would lead to increased population growth due to the conversion of commercial to residential uses onsite. The increase in population over that projected by the proposed project would further impact recreational facilities within the area. However, both the proposed project and this alternative would result in significant impact. Therefore, the impact on parks and recreational facilities under this alternative are considered similar to that of the proposed plan.

9.7.7 Traffic and Circulation

The Alternative Land Use Plan (All Residential land Use) Alternative would develop the project site with residential dwelling units that exceed those residential units projected by the proposed project while completely eliminating all commercial uses onsite. Project-related traffic would decrease under this alternative compared to the proposed project since residential uses generate significantly less trips than would commercial uses. Under a worse case scenario, Variation 1, Commercially Intensive use would create 70,600 square feet of commercial use, and would therefore generate more traffic compared to this alternative as a result of these commercial uses. Therefore, the Alternative Land Use Plan (all Residential land Use) Alternative would be considered environmentally superior to the project.

9.7.8 Utilities and Service Systems

Under the Alternative Land Use Plan (All Residential land Use) Alternative, would develop the project site with residential dwelling units that exceed those residential units projected by the proposed project while completely eliminating all commercial uses onsite. Future buildout under this alternative would create additional demand for utilities and service systems as it would directly increase population growth through an increase in residential uses. However, the proposed project would eliminate all commercial



9. *Alternatives*

uses onsite with the replaced residential uses, which would result in a similar demand for water, wastewater and solid waste services compared to the project. Therefore, the impact on parks and recreational facilities under this alternative are considered similar to that of the proposed plan.

9.7.9 Conclusions

Avoid or Substantially Lessen Project Impacts

The Alternative Land Use Plan (All Residential land Use) Alternative would reduce impacts associated air quality, noise and traffic and circulation.

Attainment of Project Objectives

This Alternative would not attain many of the proposed project objectives identified in Section 4.3 of the DEIR.

Comparative Merits

This alternative would lessen the impacts on air quality, noise and traffic and circulation. However, it would eliminate the potential to create a destination place and activity center that mixes commercial and residential uses. Furthermore, this alternative would completely eliminates all revenue generated by the existing commercial uses and eliminates the possibility for increased revenue through commercial uses associated with the mixed uses of the project.

9.8 ALTERNATIVES SUMMARY COMPARISON

CEQA requires that the analysis of project alternatives include a comparison of the proposed plan and the alternatives. The following section includes an analysis of the comparative merits of the proposed plan and each alternative. Table 9.9-1 provides an analysis of each of the five alternatives in relation to the project objectives. Table 9.9-2 provides a summary of the comparative impacts of each alternative in relation to the proposed project.

9.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as “environmentally superior” to the proposed project:

- No Eminent Domain Alternative
- Alternative Land Use Plan (All Residential Land Use) Alternative

The No Eminent Domain Alternative has the least impact to the environment because it would equal or lessen most environmental impacts associated with the proposed project. While this alternative would equal many of the impacts of the proposed project, the full beneficial impacts associated with development of the project site would not occur as it would not fully allow for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land due to the reduction in density. Therefore, It would not meet the project objectives at full capacity.

9. *Alternatives*

The Alternative Land Use Plan (All Residential Land Use) Alternative is also considered environmentally superior to the proposed project as it would lessen impacts associated with air quality, noise and traffic and circulation. However, this alternative would have greater impacts than the proposed project with regards to population and housing and public services. In addition, this alternative would not allow for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land or create a destination place and activity center that mixes commercial and residential uses. In addition, this alternative would eliminate all sources of revenue from the Stanton Plaza and would not create private investment opportunities within the City to enhance the City's revenue or initiate capital improvement programs and incentives to serve existing Stanton and to stimulate and support investment.

With regard to the remaining development alternatives, the No Project – Existing Conditions Alternative would have greater impacts than the proposed project with regards to air quality, land use planning, noise and traffic. The remaining impacts would be avoided compared to the proposed project. However, this alternative meets none of the project objectives. In addition, the site is under the existing Stanton Plaza Specific Plan that designates the site for increase commercial and residential uses; therefore it would be likely that the site would be developed in the future

The No Project – Existing Specific Plan Alternative would have greater impacts than the proposed project with regards to air quality, noise and traffic. However, this alternative would lessen impacts associated with population and housing and land use and planning. The remaining impacts are generally the same as the proposed project. This alternative does not meet the project objectives to create a destination place and activity center that mixes commercial and residential uses, as commercial areas would be separated from the residential areas. In addition this alternative would not allow for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land as it is commercially intensive with few opportunities for housing compared to the project. Furthermore, as a result of the intense commercial uses onsite, this alternative would not create a walkable, pedestrian friendly environment that increases community vitality.



9. *Alternatives*

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9. Alternatives

**Table 9.9-1
Project Objectives Summary for Each Alternative**

Objectives	Met by Alternative?			
	No Project – Existing Conditions Alternative	No Project – Existing Specific Plan Alternative	No Eminent Domain Alternative	Alternative Land Use Plan (All Residential Land Use) Alternative
Amend the Stanton Plaza Specific Plan to allow for the efficient use of land through the accommodation of increased densities and intensities of use within a concentrated area, minimizing sprawl and consuming less open space and land.	No	No	Yes	No
To create a destination place and activity center that mixes commercial and residential uses.	No	No	Yes	No
Create a walkable, pedestrian friendly environment that increases community vitality.	No	No	Yes	Yes
Create private investment opportunities within the City to enhance the City's revenue.	No	Yes	Yes	No
Initiation of capital improvement programs and incentives to serve existing Stanton and to stimulate and support investment.	No	Yes	Yes	No

9. *Alternatives*

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9. Alternatives

**Table 9.9-2
Summary Comparison of Impacts by Alternatives**

Impact Categories	No Project – Existing Conditions Alternative	No Project Existing Specific Plan Alternative	No Eminent Domain Alternative	Alternative Land Use Plan (All Residential Land Use) Alternative
Air Quality	Greater	Greater	Equal	Less
Land Use/Planning	Greater	Less	Equal	Equal
Noise	Greater	Greater	Equal	Less
Population/Housing	Avoid	Less	Less	Greater
Public Services	Avoid	Equal	Equal	Greater
Recreation	Avoid	Equal	Equal	Equal
Traffic/Circulation	Greater	Greater	Equal	Less
Utilities and Service Systems	Avoid	Equal	Equal	Equal



9. *Alternatives*

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10. *Organizations and Individuals Contacted*

CITY OF STANTON, PARKS AND RECREATION SERVICES DEPARTMENT

Jim Box, Director

GARDEN GROVE UNIFIED SCHOOL DISTRICT

Sue McCann, Assistant Superintendent

JoAnn Sprouse, Secretary

ORANGE COUNTY FIRE AUTHORITY

Chip Prather, Fire Chief

ORANGE COUNTY SANITATION DISTRICT

Adam Nazaroff, Associate Engineer III, Planning and Design

ORANGE COUNTY SHERIFF DEPARTMENT, STANTON POLICE SERVICES

Bob Eason, Captain

Delcie Rico, Staff Analyst

SAVANNA SCHOOL DISTRICT

Cynthia Clemens

SOUTHERN CALIFORNIA WATER COMPANY

William McDonald, Engineering and Planning Manager

STANTON DISPOSAL

Dan Otting, Operations Manager



10. *Organizations and Individuals Contacted*

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11. Report Preparation Personnel

THE PLANNING CENTER

Dwayne S. Mears, AICP	Principal
William Halligan, Esq.	Director of Environmental Services
Laurie Hager	Environmental Planner
Nicole Krause	Environmental Planner
Craig Ramella	Graphics
Valerie Dew	Word Processing
Marie Heber	Production

SUBCONTRACTOR

Kunzman Associates
1111 Town & Country Road, Ste. 34
Orange, CA 92868

Traffic Consultant
Carl Ballard
Senior Associate

Alliance Acoustical Consultants, Inc.
9272 Jeronimo Road, Suite 101
Irvine, CA 92618

Noise Consultant
Robert Woo
Principal Consultant



11. Report Preparation Personnel

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Appendices

A. NOTICE OF PREPARATION AND INITIAL STUDY



Appendices

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Appendices

B. COMMENTS ON NOTICE OF PREPARATION AND SERVICE CORRESPONDENCE



Appendices

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Appendices

C. AIR QUALITY DATA



Appendices

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Appendices

D. NOISE STUDY



Appendices

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Appendices

E. TRAFFIC AND CIRCULATION



Appendices

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Appendices

A. NOTICE OF PREPARATION AND INITIAL STUDY



Appendices

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**INITIAL STUDY
FOR:**

**STANTON PLAZA
SPECIFIC PLAN**



prepared for:

CITY OF STANTON

*Contact: Steven Harris,
Community Development
Director*

prepared by:

**THE PLANNING
CENTER**

*Contact: William
Halligan, Esq., Director
of Environmental
Services*

JULY 30, 2004



NOTICE OF PREPARATION

TO: NOTICE OF PREPARATION DISTRIBUTION LIST

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

LEAD AGENCY: CITY OF STANTON

CONTACT: Steven Harris, AICP
Community Development Director
7800 Katella Avenue
Stanton, CA 90680
(714) 379-9222

NOP REVIEW PERIOD: July 30, 2004 to August 30, 2004

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act," as amended to date, the City of Stanton intends to prepare an Environmental Impact Report (EIR) for the project described below.

Project Title: Stanton Plaza Specific Plan Amendment

Project Location: The project is located in the central portion of the City of Stanton, along Beach Boulevard, the City's main north-south corridor. Specifically, the site is located north of Orangewood Avenue, south of the Orange County Flood Control Channel, east of Beach Boulevard, and west of Court Street.

Project Description: The purpose of the Specific Plan is to provide the impetus for the revitalization and upgrade of the Stanton Plaza site. The Specific Plan is intended to implement the objectives and policies of the City's General Plan, redevelopment strategy and other applicable planning guidance.

The Specific Plan area currently encompasses 11 parcels (14.56 acres), with multiple owners, as well as a city-owned right-of-way. There is a possibility that the City may employ the use of eminent domain to acquire parcels needed to facilitate the development concepts proposed in the Specific Plan.

The Specific Plan is both a policy and a regulatory Specific Plan. It establishes policy, including concept plans, which guide the development of the site, to be adopted by resolution. Chapter 4 of the Specific Plan, Site Development Standards, serves as the property's zoning, adopted by ordinance. Development or site plans for this area must be consistent with this Specific Plan. The scope of subjects for this Plan is the same as the scope of the General Plan, to the extent that they apply to this area.

The proposed project would amend the Stanton Plaza Specific Plan to allow greater flexibility in the redevelopment of the proposed Stanton Plaza site based upon a shift in market demands. As part of the Specific Plan, development standards have been created for residential and commercial development and become part of the City's Zoning Code upon project adoption. These development standards prescribe the minimum standards for all development that occurs within the plan area. The amended SPSP designation allows for a diverse mixture of commercial and residential uses.

Ultimately, the implementation of the amended Specific Plan hinges on trip generation. The other goal of the Specific Plan is to create a development scenario on the project site that produces less trips than the existing land uses on the project site. Therefore, all of the development scenarios identified in the Initial Study are less intense and thus generate fewer trips than the existing all commercial land use.

Environmental Analysis: The Initial Study prepared for the proposed project indicates that there may be significant adverse environmental impacts associated with this project in the areas of air quality, land use, noise, population/housing, public services, recreation, transportation/traffic, and utilities and service systems. These issues will be addressed in the EIR.

The City of Stanton would like to know the views of Responsible/Trustee Agencies and other interested parties as to the scope and content of the environmental information, which are germane to each agency's statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, comments on the attached Initial Study will be reviewed from July 30, 2004 to August 30, 2004. Comments should focus on the issues and alternatives to be addressed in the Draft EIR.

Please submit your comments to Mr. Steven Harris, Community Development Director, at the address shown above. Agencies should provide the name of a contact person with their response. A copy of the Initial Study is attached. Copies of the documents used in the preparation of the NOP/Initial Study are available for public review at the City of Stanton, Community Development Department.

Date: July 30, 2004

Signature:



Name/Title: Steven K. Harris, AICP
Community Development Director

Telephone: (714) 379-9222

Reference: California Administrative Code, Title 14, (CEQA Guidelines) Sections 15092, subd. (a) and 15102. Revised June 1992.

**INITIAL STUDY
FOR:**

**STANTON PLAZA
SPECIFIC PLAN**



prepared for:

CITY OF STANTON

7800 Katella Avenue
Stanton, CA 90680

Contact: Steven Harris,
Community Development
Director

prepared by:

**THE PLANNING
CENTER**

1580 Metro Drive
Costa Mesa, CA 92626
Phone: 714.966.9220

Contact: William
Halligan, Esq., Director
of Environmental
Services

**STA-14
JULY 30, 2004**

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1. Introduction

The City of Stanton is proposing to amend the Stanton Plaza Specific Plan to allow for the development of the project site with a variety of commercial and residential uses. The amended Specific Plan would allow for the development of a maximum of 330 residential units, 70,600 square feet of commercial space, or some combination of both, not to exceed the current trip generation of 6,500 average daily trips (ADT) produced by the existing site.

This Initial Study has been prepared to evaluate the potential environmental effects associated with the adoption of the Stanton Plaza Specific Plan. This analysis has been conducted in compliance with the California Environmental Quality Act (CEQA) and Guidelines as amended and the City of Stanton CEQA Environmental Guidelines.

1.1 PROJECT LOCATION

The project is located in the central portion of the City of Stanton, along Beach Boulevard, the City's main north-south corridor. Figure 1, *Regional and Local Location Map*, shows the location of the City of Stanton within the context of the Orange County region. Stanton is located in the northern portion of Orange County north of the Garden Grove Freeway, south of Anaheim, east of Cypress and Garden Grove and west of Anaheim and Garden Grove. Figure 1 also shows the 14.56-acre site located north of Orangewood Avenue, south of the Orange County Flood Control Channel, east of Beach Boulevard, west of Court Street. Regional access to Stanton is provided by SR-22 (Garden Grove Freeway).

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The Specific Plan area currently encompasses 11 parcels (14.56 acres), with multiple owners, as well as a city-owned right-of-way. Figure 2, *Aerial Photograph*, depicts the existing site and illustrates the existing parcels on the Stanton Plaza site.

The northernmost portion of the site is a narrow strip totaling nearly three acres. This area presents a long, shallow frontage along Beach Boulevard and is under only two ownerships. The area directly south is roughly square in shape, totaling a little over five acres, and is divided into narrower but deeper parcels. The remaining portion of the planning area, the southern portion of the site, is almost exactly square in shape and divided in to two planning areas. The western planning area is slightly less than 2.5-acres in size, while the eastern planning area is slightly over four acres in size. This southern portion of the site contains the largest vacant parcel as well as the only public right-of-way within the site boundaries, Plaza Drive.

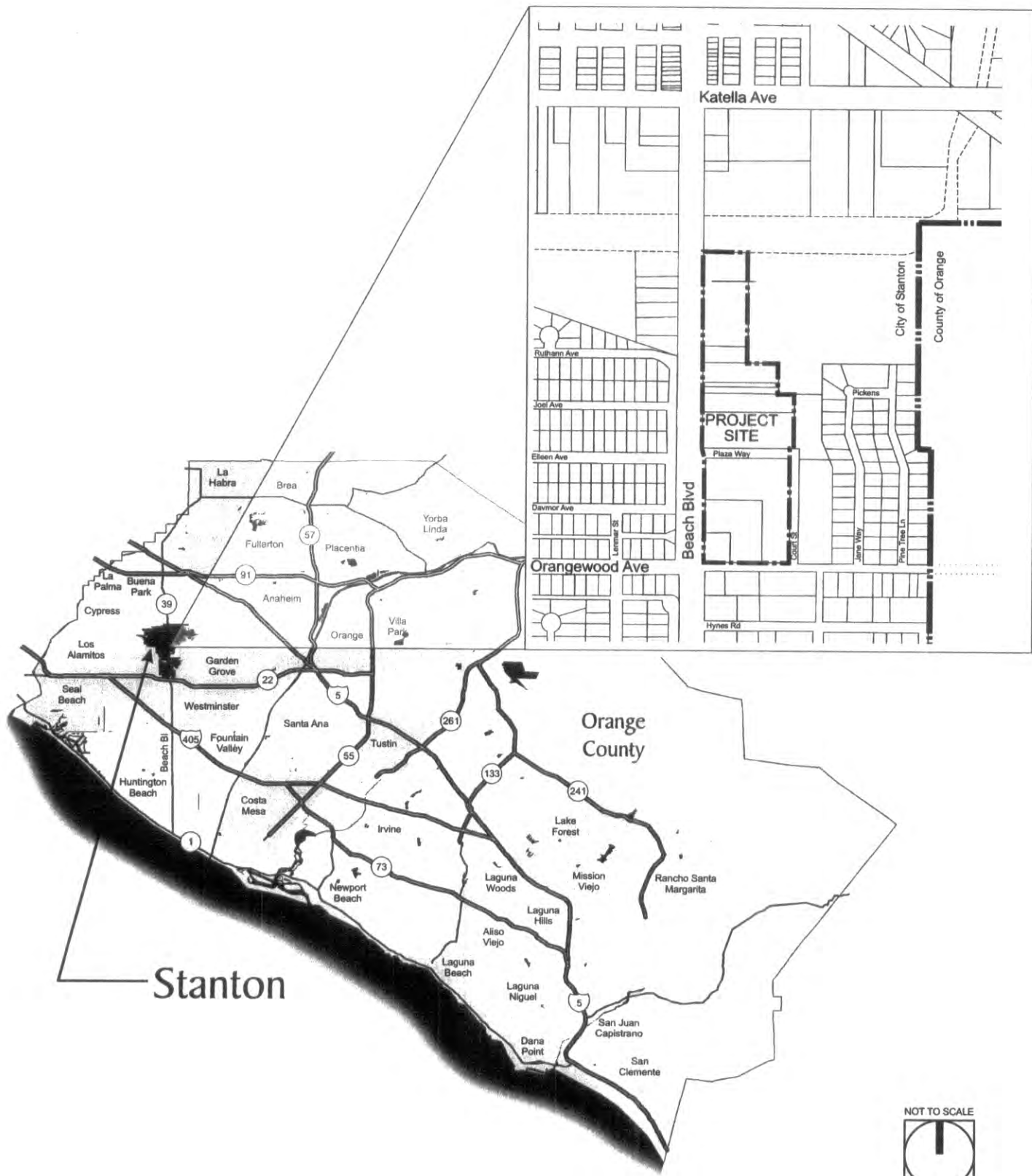
The northern area is defined by its unique configuration, orientation, and relationship to the mobile home park directly to the east. The midsection is distinct because of its multiple ownerships, unusually narrow parcels, and dominant commercial activity within the site. The southernmost portion of the site, although divided into two separate planning areas, has its own character because of the "nesting" of parcels within it (as opposed to the parallel arrangement in the areas to the north), because it is surrounded on all four sides by public streets and because of the extent of vacant land it contains.



1. *Introduction*

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Regional/Local Location



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1. Introduction

1.2.2 Surrounding Land Use

Land uses surrounding the project site include a variety of residential, commercial and industrial uses. The area west of the Plan Area, across Beach Boulevard, is designated for residential use. The area located directly north of the Plan Area, across the flood control channel, is occupied by Orco Block and designated as Opportunity Area. The area located east of the Plan Area is designated for residential uses and includes a mobile home park. The area located directly south of the Plan Area, across Orangewood Avenue, is designated for commercial use and contains retail and food service businesses.

1.3 PROJECT DESCRIPTION

1.3.1 Project Background

The Stanton Plaza Specific Plan was adopted in August 2002 with the purpose of providing the impetus for the revitalization and upgrade of the Stanton Plaza site, which is entirely comprised of commercial uses. The Specific Plan was intended to implement the objectives and policies of the City's General Plan, redevelopment strategy and other applicable planning guidance. The primary objectives of the Specific Plan included the following:

- To provide for flexibility in land use opportunities, in order to accommodate variations of the proposed project commercial and residential uses, in response to evolving market and site conditions;
- To establish land uses, circulation design treatments, site development standards and design guidelines that are compatible with and enhance the character of adjacent land uses;
- To provide for the scale and mix of uses that can make for the most efficient use of the parcels, taking into consideration size and shape, and the potential for incremental development of the site;
- To contribute to the improvement of both the visual and functional attributes of the site; and
- To increase the site's economic potential.

A Mitigated Negative Declaration was adopted in August 2002 along with the Specific Plan in compliance with the California Environmental Quality Act (CEQA).

1.3.2 Proposed Land Use

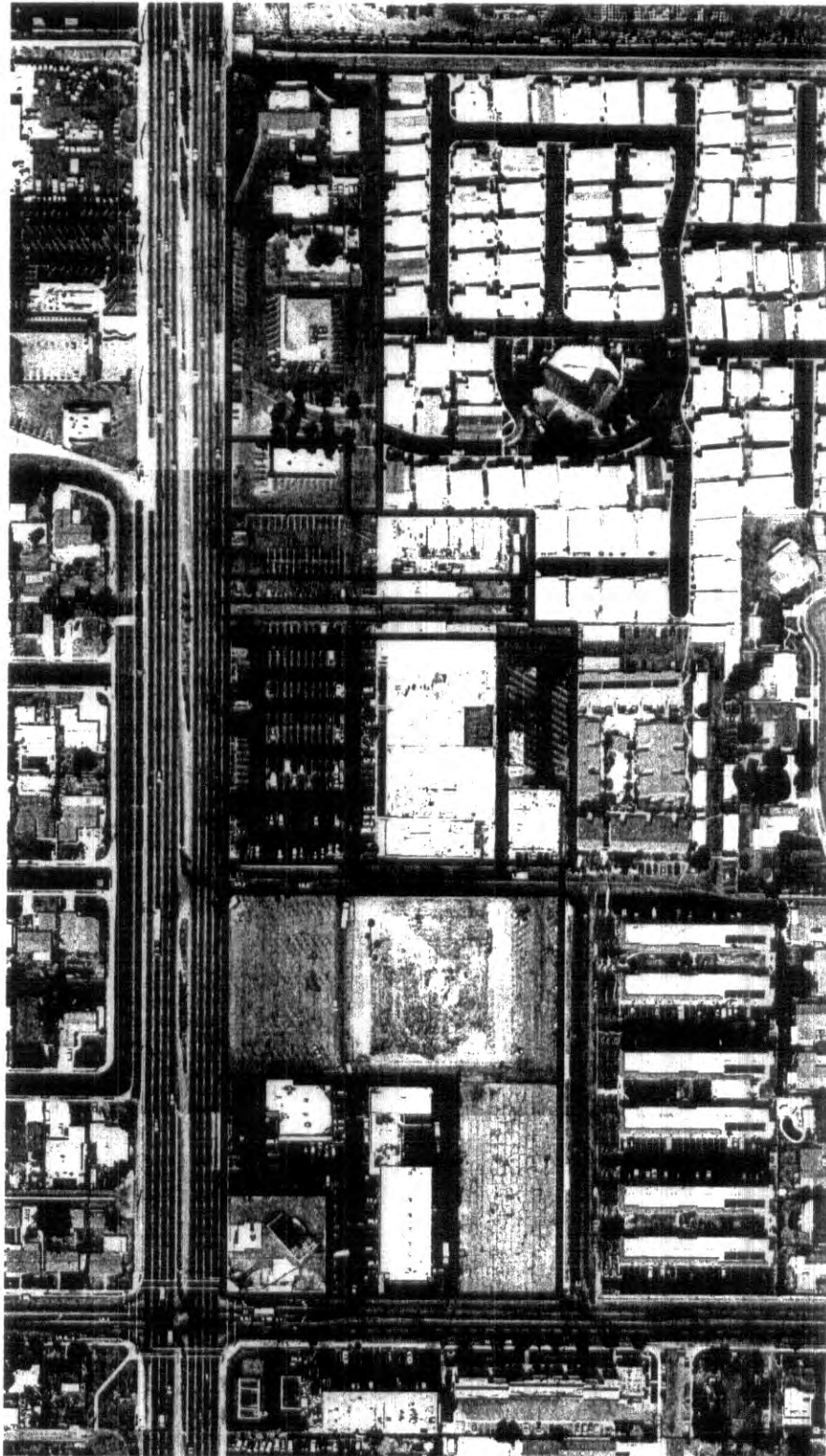
Specific Plan

The proposed project would amend the Stanton Plaza Specific Plan to allow greater flexibility in the redevelopment of the proposed Stanton Plaza site. As part of the Specific Plan, development standards have been created for residential and commercial development and become part of the City's Zoning Code upon project adoption. These development standards prescribe the minimum standards for all development that occurs within the plan area. The amended SPSP designation allows for a diverse mixture of commercial and residential uses. Some parcels that are currently a part of the Specific Plan area could be subject to take by eminent domain.

Figure 3, *Conceptual Land Use Planning Areas*, illustrates the four conceptual land use planning areas proposed by the Specific Plan. This plan identifies the City's preferred location for each type of use, and



Aerial Photograph



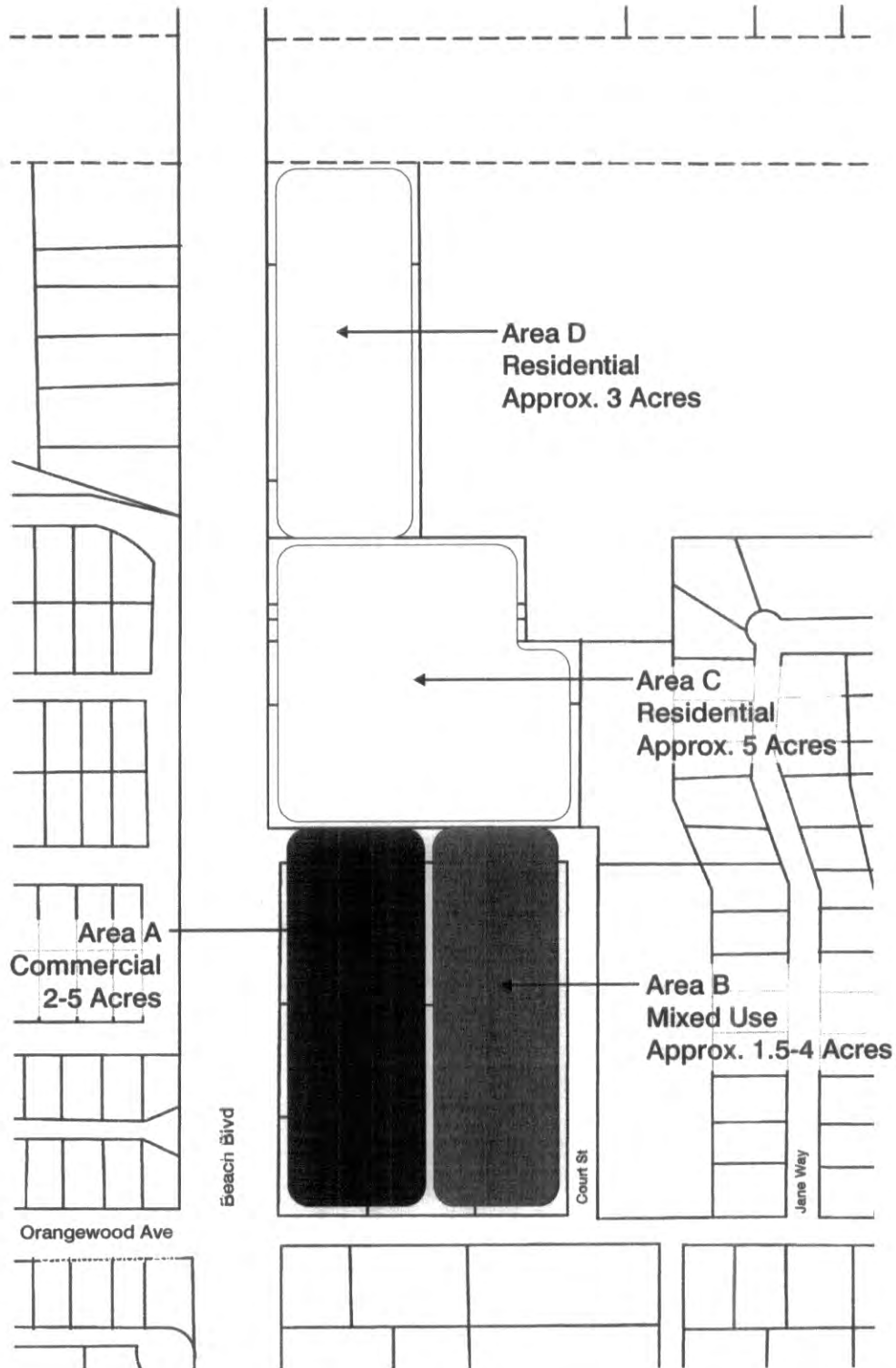
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1. Introduction

Conceptual Land Use Planning Areas



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1. Introduction

is meant to accommodate changes in the planning area boundaries (to be enlarged or reduced) to be able to respond to future market needs. These areas are described in the following section.

Sub-Area A – Commercial (approximately 2 – 5 acres)

Commercial uses developed at a pedestrian scale are the focus of this sub area. This is not to say that larger scale “anchor tenants” such as a grocery store or other use cannot be accommodated, however, the same site criteria (such as quality architecture, development of a landmark place, walkability, or pedestrian scale) will still be applicable. Building off the vision of establishing a landmark place, commercial buildings should be oriented in such a manner that they encourage pedestrian and vehicular access into the plaza. Traditional, linear, “strip center” design shall not be permitted in Stanton Plaza. Commercial development shall create a “Main Street effect” internal to the site off of the corner of Beach Boulevard and Orangewood Avenue. Water fountains, courtyards with gathering spaces or other features shall be used to draw people into the project. Parking areas will be carefully integrated into the site design, conscientiously placed near business entrances or screened from Beach Boulevard by strategically placed berming and landscaping.

Sub-Area B – Mixed Use (approximately 1.5 – 4 acres)

The mixed-use area is envisioned to be the most flexible (in relation to permitted land uses) of the four sub-areas. This area can accommodate any range of the following: live work units that have direct interface with the commercial uses in Sub-Area A, residential townhomes, or additional commercial uses in the event that more commercial development is desired for Stanton Plaza than is allocated in Sub-Area A. Similar to the Sub-Areas C and D, this sub-area will need to consciously orient any new buildings to be sensitive to the existing residential development located across Court Street. As a means to further integrate the two projects, diagonal overflow parking for both residents and potential patrons alike is proposed on both sides of Court Street.



Sub-Area C – Residential/Live Work (approximately 5 acres)

Similar to Sub-Area D (described below) this area is predominantly residential in nature. Sub Area C is envisioned to provide medium density residential housing opportunities that can easily integrate into the adjacent residential use to the north. Since the southerly boundary of this sub-area is adjacent to Sub-Area B, it is possible that some of the residential units on the fringe (of Sub-Area C) could be live-work units should the market prove the product to be in demand, providing the opportunity to develop additional live work product that otherwise would be accommodated in Sub-Area B. The housing product developed along the southerly portion of this sub-area will require enhanced attention to architectural quality because it is located along the main entry to the plaza (adjacent to the previously abandoned Plaza Way). Any structures located in this area will serve as a visitor’s first interface with the plaza, and therefore need to make an architectural statement.

Sub-Area D – Residential (approximately 3 acres)

This area is envisioned as predominantly residential development that can easily transition into the mobile home park to the north and west. This area will most likely accommodate higher density residential product, and because of this, will need to ensure great care is exercised in the design of any new structures. Appropriate landscape buffers should be provided along Beach Boulevard, and creative design solutions such as courtyard units should be considered to minimize the aesthetic impact on the existing mobile home park while maximizing the architectural statement made as viewed from Beach Boulevard. Since the uses in Stanton Plaza gradually intensify moving from north to south, and commercial and mixed uses are accommodated in other sub-areas, Sub-Area D will have the least amount of flexibility in land use type. The uses are identified in more detail in Chapter 3. The proximity of

1. Introduction

this area to the flood control channel also offers future opportunities to construct a pedestrian bridge over the channel to connect up with any future development that may occur on the Orco Block site located to the north.

Land Use Designation/Development Concept

The entire site would remain designated as Stanton Plaza Specific Plan (SPSP) upon adoption of the amended Specific Plan, however the zoning would change to reflect the changes in the amended Specific Plan. Three sample land use variations have been developed, and can serve as models for the range of potential development scenarios on the site. These variations have been developed to illustrate the goal of allowing maximum flexibility between the commercial and residential uses in the development of the site. Table 1, *Stanton Plaza Land Use Ranges*, identifies the development potential within each of the sample land use mixes that have been developed.

Table 1
Stanton Plaza Land Use Ranges

	Permitted Ranges	Sample Land Use Mixes			Existing Conditions
		Variation 1 ¹ Commercially Intensive	Variation 2 ¹ Residentially Intensive	Variation 3 ¹ Balanced	
Commercial					
Acres	2.0 – 5.4 ac	5.4 ac	2.0 ac	3.7 ac	14.91 ac
FAR	0.15 – 0.30	0.30	0.15	0.22	
Allowable Square Footage	13,000 – 70,600 sq. ft.	70,600 sq. ft.	13,000 sq. ft.	35,000 sq. ft.	97,571 sq. ft.
Residential					
Acres	9.51 – 12.91 ac	9.51 ac	12.91 ac	11.21 ac	1 unit
Density ²	12 – 48 du/ac	12 – 24 du/ac ³	24 – 48 du/ac	18 – 26 du/ac ⁴	
Unit Range/ Number of units yielded ^{5,6}	150 – 330 du	150 – 230 units	230 – 330 units	195 – 292 units	

¹Variations are for illustrative purposes only to provide a snapshot of differing mixes of development. Any combination of uses, densities or intensities is allowed within the permitted ranges as long as the project mix does not exceed maximum allowable trip budget and complies with the other provisions as outlined in this Specific Plan.

²Density ranges and related dwelling types may be mixed in any combination.

³The high end of the range is not a limit on the variation, but rather an illustration of density ranges (so long as the density does not exceed 48 du/ac).

⁴The high end of the range is not a limit on the variation, but rather an illustration on density ranges (so long as the density does not exceed 48 du/ac).

⁵Up to 10% of units are allowed as live/work units.

⁶Average Daily Trips, not density, is the controlling factor determining the amount of maximum residential units and commercial square footage that can be accommodated within the Specific Plan area.

Ultimately, the implementation of the amended Specific Plan hinges on trip generation. The other goal of the Specific Plan is to create a development scenario on the project site that produces significantly less trips than the existing land uses on the project site (maximum 6,500 ADT). Therefore, all of the development scenarios identified above, in addition to the preferred land use scenario, are less intense and thus generate fewer trips than the existing commercial land use.

1. Introduction

1.3.3 Project Phasing

The Specific Plan will be implemented as market demand allows. It is anticipated that the current high demand for residential housing will drive the development of residential units in the first phases of project implementation. However, no more than 75% of the minimum number of dwelling units provided for in the Plan shall be built without development of at least 50% of the minimum commercial development prescribed by the Plan to ensure creation of landmark place is realized.

1.4 EXISTING ZONING AND GENERAL PLAN

The project site currently designated Theme Mixed Use – Stanton Plaza. The project site is zoned SPSP (Stanton Plaza Specific Plan).

1.5 CITY ACTION REQUESTED

The proposed action is the amendment of the Specific Plan, as authorized by Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.



1. *Introduction*

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Stanton Plaza Specific Plan

2. **Lead Agency Name and Address:**

City of Stanton
7800 Katella Avenue
Stanton, CA 90680

3. **Contact Person and Phone Number:**

Steven Harris, Community Development Director
714-379-9222

4. **Project Location:** North or Orangewood Avenue, south of the Orange County Flood Control Channel, east of Beach Boulevard and west of Court Street in the City of Stanton.

5. **Project Sponsor's Name and Address:**

City of Stanton
7800 Katella Avenue
Stanton, CA 90680

6. **General Plan Designation:** Theme Mixed Use – Stanton Plaza

7. **Zoning:** SPSP (Stanton Plaza Specific Plan)

8. **Description of Project** (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

The proposed project involves the adoption of the Amended Stanton Plaza Specific Plan. See discussion under Section 1.3.1.

9. **Surrounding Land Uses and Setting** (Briefly describe the project's surroundings):

See discussion under Section 1.2.2.

10. **Other Public Agencies Whose Approval is Required** (e.g., permits, financing approval, or participation agreement):

No other public agencies have approval authority over the project.



2. Environmental Checklist

2.2 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"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population / Housing |
| <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

2.3 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

Printed name

For

2. Environmental Checklist

2.4 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 would 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 Section XVII, "Earlier Analyses", 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). Earlier analyses are discussed in Section XVII at the end of the checklist. 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. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.



2. *Environmental Checklist*

- 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 significant.

2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS. 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) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE 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. Would the project:				
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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?	X			
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X



2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) 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?				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
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to 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	

2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonable 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 for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) 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?				X
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
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)?			X	



2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) 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 a substantial erosion or siltation on- or off-site			X	
d) 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?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) 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?			X	
j) Inundation by seiche, tsunami, or mudflow?				X
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any 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?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a 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
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			

2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	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 expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIII. PUBLIC SERVICES. Would the project 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:				
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			
XIV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
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?	X			
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X			
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X			



2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	X			
e) Result in a determination by the waste water 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			
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?	X			
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
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, 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?				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			

2. Environmental Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			



2. *Environmental Checklist*

2.5 REFERENCES

<u>No.</u>	<u>Reference</u>
-------------------	-------------------------

- | | |
|----|--|
| 1. | City of Stanton, Amended Stanton Plaza Specific Plan, 2004. |
| 2. | City of Stanton, General Plan, 1990. |
| 3. | City of Stanton, General Plan EIR, 1990. |
| 4. | City of Stanton, Stanton Plaza Specific Plan, 2002. |
| 5. | Department of Conservation, Division of Mines and Geology, Seismic Hazards Maps, 1999. |
| 6. | ESRI, FEMA Flood Zone Maps, 2004. |

3. *Environmental Analysis*

Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 **AESTHETICS**

a) Have a substantial adverse effect on a scenic vista?

No Impact. The proposed project site is located in a developed urban area and would not effect a scenic vista. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site is currently fronted by Beach Boulevard and is currently developed with commercial uses. There are no scenic highways adjacent to or in the vicinity of the project site. Therefore, implementation of the amended Specific Plan will have no impact on scenic highways and this particular aesthetic issue will not be further discussed in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The proposed project would result in a substantial change in the overall visual character of the project area as it is redeveloped from commercial to a mix of commercial and residential uses through implementation of the amended Specific Plan. The existing commercial structures on the project site are approximately 30 years old and somewhat dilapidated in appearance. Implementation of the Amended Specific Plan on the project site would improve the visual quality and character of the site by replacing the existing structures with new construction. Therefore, the project would have a beneficial aesthetic impact on the project site. No mitigation measures are required. This issue will not be further discussed in the EIR.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than significant. The proposed project site is currently developed with a variety of commercial uses and is located in an urban, developed area. The proposed project site currently contains a variety of light sources, including nighttime lighting. Although development that occurs as a result of the Specific Plan would include light sources on the site, these light sources would not likely be of greater intensity than the existing on-site lighting. In addition, all lighting would be in conformance with the City's Development Guidelines. No mitigation measures are necessary and this issue will not be further discussed in the EIR.

3.2 **AGRICULTURE 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.



3. *Environmental Analysis*

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. According to the Farmland Mapping and Monitoring Program, the project site does not contain Prime, Unique or Farmland of Statewide Importance. Furthermore, the proposed project site is currently developed with urban uses. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The project site is not covered under a Williamson Act contract and not portions of the site are currently used for agricultural purposes. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- c) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

No Impact. The proposed project site is currently developed with urban uses. No agricultural uses are located either on or in the vicinity of the project site. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.3 **AIR QUALITY**

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan?**

Potentially Significant Impact. The project has the potential to contribute to air quality violations. The project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG), which are the agencies responsible for preparing the Air Quality Management Plan for SCAB. The potential for the project to impact the most recently approved Air Quality Management Plan will be analyzed in detail in their prepared for this project. Mitigation measures will be recommended as feasible and appropriate.

- b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Potentially Significant Impact. The South Coast Air Basin is currently a non-attainment area for certain Federal and State criteria pollutants. The proposed project would result in the production of air pollutants in this air basin.

Emissions associated with demolition, short-term on-site grading and construction would be temporary and would not significantly degrade local and regional air quality. However, because the South Coast Air Basin is a non-attainment area, mitigation measures are recommended during construction to minimize the project's contribution to air pollution emissions in the region. Construction emission impacts and feasible mitigation measures will be discussed in the EIR.

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Long-term emissions associated with the project due to operational vehicle trips and energy consumption would likely contribute to current and possible future air quality violations of certain criteria pollutants. These emission impacts and feasible mitigation measures will be discussed in the EIR.

- c) **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)?**

Potentially Significant Impact. The South Coast Air Basin, where this project will be located, is a non-attainment area for certain criteria pollutants. Implementation of amended the Specific Plan would result in the production of air pollutants in this air basin. This impact is considered a potentially significant cumulative impact and will be reviewed in the EIR. Mitigation measures will be recommended as feasible and appropriate.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact. The pollutant emissions associated with the proposed project would be generated by construction equipment during the construction phase and vehicular travel related to construction workers traveling to and from the site. Site demolition, grading, and construction would emit dust particles into the atmosphere as soil is exposed and disturbed by construction vehicles and equipment. Emissions would also occur during operation of the proposed project due to vehicles that would emit exhaust containing air pollutants while traveling to and from the facilities that may be built there. This exhaust may impact sensitive receptors that exist along the routes used by those vehicles. Potentially significant impacts may result unless mitigation is incorporated into the project. These effects will be discussed in the EIR prepared for this project. Mitigation measures will be recommended as feasible and appropriate.

- e) **Create objectionable odors affecting a substantial number of people?**

Less than Significant Impact. Future residential and commercial development, as proposed, would involve minor, odor-generating activities, such as backyard barbeque smoke, lawn mower exhaust, application of exterior paints, etc. These types and concentrations of odors are typical of residential communities and are not considered significant air quality impacts. As a result, no further analysis of this issue is warranted.

3.4 **BIOLOGICAL RESOURCES**

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

No Impact. The proposed project site is located in a developed urban area that consists of commercial properties. The project site does not provide habitat for any candidate, sensitive, or special status species. Animal species located on the project site are likely limited to rodents and a variety of bird species that are able to adapt to life in urban areas. No mitigation measures are necessary. This issue will not be discussed further in the EIR.



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- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. The proposed project site is located in a developed urban area and does not contain any riparian habitat or other sensitive natural communities. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. The proposed project site is currently developed with urban uses and does not contain any wetlands. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- 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?**

No Impact. The proposed project site is located in a developed area and no migratory fish or wildlife species are present on the site. In addition, there are no wildlife corridors located on or in the vicinity of the project site. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The proposed project would not interfere with any policies protecting biological resources. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. No habitat conservation plans have been approved for the proposed project site. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.5 CULTURAL RESOURCES

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

No Impact. Section 10564.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be "historically significant", if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- ii) Is associated with the lives of persons important in our past;

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- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- iv) Has yielded, or may be likely to yield, information important in prehistory or history (§15064.5)

The proposed project site is currently developed with a variety of commercial uses dating back to the 1960s and 1970s. Based on the criteria identified above, none of the structures located on the project site are historic. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

No Impact. The proposed project site is currently developed with a variety of commercial structures, and the site is located in a developed, urban area. Due to the highly developed nature of the site and the surrounding areas, it is considered highly unlikely that any archaeological resources would be found as a result of project development. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. No paleontological resources are known to exist on the project site. Due to the development that has occurred on the project site in the past, it is considered unlikely that any paleontological resources would be uncovered as a result of implementation of the amended Specific Plan. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. No human remains are known to exist on the project site or in the project vicinity. Given the history of development on site and in the project area, it is considered highly unlikely that any human remains would be uncovered during project development. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.6 GEOLOGY AND SOILS

a) Expose people or structures to 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.**

No Impact. Fault rupture occurs when a building sits on top of an active fault that displaces in two separate directions. The project site is not located within an Alquist-Priolo Fault Zone, as defined on the Alquist-Priolo Fault Rupture Maps generated by the Department of Conservation, Division of Mines and Geology. No active or potentially active faults have been identified in the project's local vicinity, therefore, fault rupture impacts are considered



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extremely unlikely. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

ii) **Strong seismic ground shaking?**

Less Than Significant Impact. One of the predominant effects of an earthquake is ground shaking. Similar to the rest of Southern California, the project site is subject to ground shaking and potential damage in the event of seismic activity. The major active and potentially active fault systems that could produce significant ground shaking at the site include the San Andreas, Newport-Inglewood, and Whittier Fault Zones.

Due to the seismic history of the region, all structures would be designed to resist seismic forces in accordance with the criteria and seismic design parameters contained in the most current version of the Uniform Building Code for seismic zone 4, as well as the standards of the Structural Engineers Association of California. Compliance with these building standards is considered the best possible means of reducing seismic hazards. Therefore, no significant impacts are anticipated and no mitigation measures are necessary. This issue will not be further discussed in the EIR.

iii) **Seismic-related ground failure, including liquefaction?**

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load supporting capacity when subjected to intense shaking. Liquefaction potential varies based upon on-site soil composition and groundwater depth.

The California Department of Conservation is mandated by the Seismic Hazards Act of 1990 to identify and map the state's most prominent earthquake hazards, including areas where earthquakes are likely to cause shaking, liquefaction or other ground failure. The California Department of Conservation, Division of Mines and Geology has recently updated existing seismic hazard maps for portions of southern California, including the area covering the project site. The official maps were released by the State Geologist March 25, 1999.

The updated map that covers the project area (Anaheim 7.5-minute quadrangle) indicates that the project site (as well as the entire city) is located within a liquefaction zone with the depth to ground water at approximately 20 feet. The proposed project site is currently developed with a variety of commercial uses, and the implementation of the amended Specific Plan would redevelop the site with a variety of commercial and residential uses. Development of the site would be required to comply with the Uniform Building Code (UBC). Compliance with the UBC would reduce project impacts to less than significant. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

iv) **Landslides?**

No Impact. The proposed project site and surrounding areas are currently level, contains no unusual geologic features and does not itself have the potential to slide. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

b) **Result in substantial soil erosion or the loss of topsoil?**

Less Than Significant Impact. The proposed project site is currently developed with a variety of commercial uses. Implementation of the amended Specific Plan would involve the redevelopment of the site with a variety of commercial and residential uses. Due to the relatively flat topography and

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developed nature of the site, erosion impacts would be minimal. Development relating to implementation of the amended Specific Plan would abide by all State codes and requirements for erosion control and grading, which would reduce all potentially impacts to less than significant. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- 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?**

Less Than Significant Impact. Building improvements found on collapsible soils may be damaged by sudden and often induced settlement when these soils are saturated after construction. Collapsible soils are typified by low values of dry unit weight and natural water content. The amount of settlement depends on the applied vertical stresses and the extent of wetting and available water. As stated above, compliance with the UBC would reduce project impacts to a level of less than significant. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Less Than Significant Impact. Expansive soil refers to those soils that, upon wetting and drying, will alternately expand and contract, causing problems for foundations of buildings and other structures. Due to the history of development on the site and within surrounding areas, it is unlikely that expansive soils are found on the project site. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. Development that occurs in conjunction with the Specific Plan would be connected to the City's sewer system and no septic tanks are required. Therefore, no impacts would occur as a result of the proposed project and no mitigation measures are necessary. This issue will not be further analyzed in the EIR prepared for this project.

3.7 HAZARDS AND HAZARDOUS MATERIALS

- a) **Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

Less Than Significant Impact. The proposed project involves the adoption and implementation of the amended Stanton Plaza Specific Plan. Adoption of this plan would change the zoning and land use designation of the site to allow the revitalization of the project site. Implementation of the amended Specific Plan would involve the replacement of the current commercial uses with a variety of commercial and residential uses. No significant amounts of hazardous materials would be transported, used or disposed of in conjunction with the proposed project. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- b) **Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact. The proposed project consists of residential and commercial uses, and would, therefore, not involve the release of hazardous emissions or the handling of substantial quantities



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of hazardous or acutely hazardous materials, substances or waste. No industrial uses would occur on the site. Any hazardous materials used in conjunction with such activity would be stored and handled in accordance with State and Federal requirements and no significant impacts are anticipated. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Rancho Alamitos High School is located within ¼-mile of the proposed project site. The proposed project would allow for the replacement of the current commercial uses with a mixture of commercial and residential uses. These uses would not emit hazardous emissions or handle hazardous materials. Further, no industrial uses would be allowed on the site. No mitigation measures are necessary. Therefore, no hazardous materials are expected to be used on-site. This issue will not be further discussed in the EIR.

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?

No Impact. The project site is currently developed with a variety of commercial uses and is not known to be on any lists of hazardous materials sites. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

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 for people residing or working in the project area?

No Impact. There are no public airports located within the project's planning area and the site is not located within an airport land use plan. Therefore the proposed project would not result in any significant safety hazards from airport related activity. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project site is not located in the vicinity of any private airstrip and would not result in any significant hazards from airstrip/airport related activity. No significant impacts would result from the proposed project. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not conflict with the City of Stanton's emergency response or evacuation plans. Proposed development that could occur in conjunction with the Specific Plan are consistent with the City's Land Use and Circulation Elements of the General Plan. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

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- h) **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?**

No Impact. The proposed project site is located in a developed, urban area and no significant areas of brush, grass or trees are located in close proximity of the site. Development that could occur as a result of implementation of the amended Specific Plan would not expose any persons or facilities to significant risk of loss, injury or death involving wildland fires. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.8 HYDROLOGY AND WATER QUALITY

- a) **Violate any water quality standards or waste discharge requirements?**

Less Than Significant Impact. Pursuant to Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Quality Control Board (WQCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, including construction activities for sites larger than one acre. The proposed project would be subject to the NPDES program, because the project would involve a construction site greater than one acre. Compliance with the permitting requirements would reduce impacts related to water quality during construction activity to less than significant levels. No mitigation measures are required. This issue will not be further discussed in the EIR.

- 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)?**

Less Than Significant Impact. The Orange County Water District, Groundwater Contour Map, shows the general depth to groundwater within the City of Stanton is approximately 20 feet below ground surface. Groundwater recharge in the project area is primarily a result of precipitation and runoff. The proposed project site is currently developed with a variety of commercial uses and paving, therefore the site is not a significant site for groundwater recharge. In addition, redevelopment of the site would allow residential uses on the site, which would involve the incorporation of more landscaped areas on the site. The introduction of landscaped areas to the site would allow for a greater level of groundwater recharge and less runoff from the site. Implementation of the proposed Specific Plan would have a beneficial impact on groundwater supplies and groundwater recharge. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- c) **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 a substantial erosion or siltation on- or off-site.**

Less Than Significant Impact. The project site is currently developed with a variety of commercial uses. Implementation of the amended Specific Plan would involve the redevelopment of the site to accommodate a mixture of residential and commercial uses. There are no major water courses within in the vicinity of the project site. In addition, the site is currently developed and the proposed project would not increase the amount of runoff, creating erosion or siltation either on or off the site. No mitigation measures are necessary. This issue will not be further discussed in the EIR.



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- d) **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?**

Less Than Significant Impact. The project site is currently developed with a variety of commercial uses. Implementation of the amended Specific Plan would involve the redevelopment of the site to accommodate a mixture of residential and commercial uses. Because the site is currently developed, the redevelopment of the site would not significantly alter the drainage patterns on site or in the area. In addition the amount of runoff generated on the site would be similar, if not less due to the increased amount of landscaped areas associated with the residential development. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

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

Less Than Significant Impact. The project site is currently developed with a variety of commercial uses. Implementation of the amended Specific Plan would involve the redevelopment of the site to accommodate a mixture of residential and commercial uses. The amount of runoff generated on the site would be similar, and likely less than the existing site, due to the increased amount of landscaped areas associated with the residential development. Thus, the proposed project would not contribute runoff in excess of the capacity of the existing storm drain system. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- f) **Otherwise substantially degrade water quality?**

Less Than Significant Impact. As described above, the proposed project would be subject to the NPDES program, because the project would involve a construction site greater than one acre. Compliance with the permitting requirements would reduce impacts related to water quality during construction activity to less than significant levels.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact. The proposed project could result in the construction of residential units. However, based on the ESRI/FEMA Flood Zone Hazard Maps, the proposed project site is not located in a 100-year flood zone. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

No Impact. The proposed project site is not located in a 100-year flood zone. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- i) **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?**

Less Than Significant Impact. The project area is located within the inundation zone for the Prado Dam and in the event of a dam or levee failure, structures on the project site could be subject to flooding. However, due to the distance of the dam from the project site as well as the low likelihood of the dam failing, the chance of structures being exposed to flooding are extremely unlikely. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

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j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. The project site is located several miles inland and no water bodies or mudflow hazards have been identified in the project area. No impacts would result from the development of the proposed project. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

3.9 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The proposed project involves the amendment and implementation of the Stanton Plaza Specific Plan. The Specific Plan would span a number of parcels totaling approximately 14.56-acres in size. No residential units are currently located on-site, therefore, the project would not divide an established community. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

b) Conflict with any 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?

Potentially Significant. The proposed project involves an amendment to and implementation of the Stanton Plaza Specific Plan. Adoption of the plan would not change the current zoning or land use designations on the site, rather it would amend the existing Specific Plan to accommodate a new configuration of uses in order to meet current market demand. The EIR prepared for the project will discuss the compatibility of the proposed Specific Plan with existing land use policies.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is currently developed with commercial uses. No natural communities or significant habitat areas currently exist on the site. The proposed project would not conflict with any habitat conservation plans or natural community conservation plans. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.10 MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The project site is currently developed with commercial uses. No known mineral resources exist on the project site. No mitigation measures are necessary. This issue will not be further discussed in the EIR.



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- 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?**

No Impact. The project site is not designated as a mineral recovery site and does not contain any mineral resource recovery areas. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.11 **NOISE**

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. The proposed project is subject to the City of Stanton's Noise Ordinance and community noise guidelines for environmental assessments. The existing ambient noise environment in the project area is dominated by transportation facilities, including Beach Boulevard. During construction of the project, ambient noise levels would increase, especially during any demolition and grading that could occur on site. Other phases of project construction would generate lower noise levels. The EIR will discuss noise impacts associated with project construction and operation and mitigation measures will be proposed, as necessary.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Construction activities could result in the creation of groundborne vibration levels during site preparation activities. Impacts from vibration and noise levels will be analyzed in the EIR prepared for this project and mitigation measures will be recommended as feasible and appropriate.

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact. Long-term noise impacts would occur from operation of the proposed project largely through increased noise from traffic. Vehicle movement on the project site and additional vehicle and truck traffic on roadways used to access the site would increase the noise exposure of receptors adjacent to the site or along access routes. The EIR will discuss the potential noise impacts and propose feasible mitigation measures to reduce impacts where necessary.

- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact. The implementation of the amended Specific Plan would impact ambient noise levels as a result of short-term construction activities. The EIR for the project will examine sensitive land uses near the construction site and mitigation measures will be recommended as feasible and appropriate.

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

No Impact. The proposed project site is not located within an airport land use plan or within two miles of a public use airport. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

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- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The proposed project site is not located within the vicinity of a private airstrip. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.12 POPULATION AND HOUSING

- a) **Induce substantial 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)?**

Potentially Significant Impact. The proposed project consists of the adoption and implementation of the Stanton Plaza Specific Plan. Implementation of the amended Specific Plan would involve the conversion of the existing commercial uses with a mixture of commercial and residential uses, with a maximum of 330 residential units on the site. The EIR prepared for the project will discuss any potentially impacts on population and housing due to implementation of the amended Specific Plan.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The proposed project involves the adoption and implementation of the Stanton Plaza Specific Plan. The plan area is currently developed with a variety of commercial uses, therefore no housing would be displaced. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. The proposed project involves the adoption and implementation of the Stanton Plaza Specific Plan. The plan area is currently developed with a variety of commercial uses, therefore no housing or people would be displaced, necessitating the construction of replacement housing elsewhere. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.13 PUBLIC SERVICES

Would the project 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:

- a) **Fire protection?**

Potentially Significant. The proposed project could increase the need for fire protection due to the proposed change in land use on the site from all commercial to a mixture of commercial and residential uses. The EIR will address the need for fire services and mitigation measures will be recommended as feasible and appropriate.

- b) **Police protection?**

Potentially Significant. Adoption and implementation of the amended Specific Plan could result in an increased need for police protection services. Implementation of the amended Specific Plan could result



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in the conversion of a commercial area to a mixture of commercial and residential uses. The EIR will address the need for police protection services and mitigation measures will be recommended as feasible and appropriate.

c) Schools?

Potentially Significant. The proposed project involves the adoption and implementation of the amended Stanton Plaza Specific Plan. Implementation of the proposed project could result in the construction of residential units on the project site, which is currently entirely developed with commercial uses. The addition of residential units to the site could impact school facilities in the vicinity of the project site. The EIR prepared for the project will address the potential impact on school facilities and mitigation measures will be recommended as feasible and appropriate.

d) Parks?

Potentially Significant. The proposed project involves the adoption and implementation of the amended Stanton Plaza Specific Plan. Implementation of the proposed project could result in the construction of residential units on the project site, which is currently entirely developed with commercial uses. The addition of residential units to the site could impact parks and recreational facilities in the vicinity of the project site. The EIR prepared for the project will address the potential impact on parks and recreational facilities and mitigation measures will be recommended as feasible and appropriate.

e) Other public facilities

Potentially Significant. Due to the proposed change in land use as a result of the Specific Plan, other public facilities could be impacted as a result of the proposed project. The EIR will address potential impacts to other public facilities and mitigation measures will be recommended as feasible and appropriate.

3.14 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. Implementation of the proposed project could result in the construction of as many as 330 residential units on the site. The City is currently deficient in parkland and any additional increase in population could further impact recreational facilities. The EIR will discuss the potential of the project to increased use of recreational facilities.

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?

Potentially Significant Impact. The proposed project would include limited recreational facilities in relation to the residential structures likely to be constructed on the site. The EIR will discuss the potential impacts of constructing recreational facilities on the site.

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3.15 TRANSPORTATION/TRAFFIC

- a) **Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Potentially Significant Impact. The proposed project could increase traffic volumes on and within the vicinity of the project site. The EIR prepared for this project will describe existing traffic conditions, and evaluate project access scenarios, trip types, arrival/departure characteristics, and trip generation. Mitigation measures will be recommended as feasible and appropriate.

- b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. The proposed project would involve the adoption and implementation of the Stanton Plaza Specific Plan. The EIR prepared for this project will inventory existing traffic conditions and evaluate individual and cumulative traffic impacts to determine if the project exceeds the level of service established by the county congestion management agency for designated roads or highways. Mitigation measures will be recommended as feasible and appropriate.

- 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?**

No Impact. The proposed project would not change air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. No impacts would occur as a result of the proposed project and no mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact. The City has adopted roadway design standards which would preclude the construction of any unsafe design features. Therefore, no impact is anticipated. This issue will not be further discussed in the EIR.

- e) **Result in inadequate emergency access?**

Less Than Significant Impact. The proposed access and circulation features at the project site would accommodate emergency ingress and egress by fire trucks, police units and ambulance/paramedic vehicles. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- f) **Result in inadequate parking capacity?**

No Impact. Future development will be required to provide adequate parking, on-site, in accordance with the City of Stanton Zoning Ordinance standards. Therefore, no parking inadequacies are anticipated. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

- g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Less Than Significant Impact. The proposed project may result in increased demand for facilities supporting alternative transportation. However, Chapter 4 of the Specific Plan, Site Development Standards, calls for "provision of pedestrian, bicycle and bus access to and, where feasible, within the



3. *Environmental Analysis*

site. Bike racks should be conveniently located at main entrances. A bus turn out shall be provided along Beach Boulevard, with convenient pedestrian access from the bus stop to the nearest building." Inclusion of this measure reduces project impacts to less than significant. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

3.16 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. Wastewater generated by the proposed project could have the potential to impact wastewater treatment requirements. This issue will be analyzed further in the EIR prepared for this project. Mitigation measures will be provided as appropriate and feasible.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Implementation of the amended Specific Plan could result in the consumption of additional quantities of water and the generation of additional volumes of wastewater. The EIR will discuss the demand on water and wastewater treatment facilities and mitigation measures will be provided as appropriate and feasible.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would involve the adoption and implementation of the amended Stanton Plaza Specific Plan. Implementation of the amended Specific Plan would involve the redevelopment of the project site with a variety of commercial and residential uses. The construction of residential uses on the site would allow for a greater amount of pervious surfaces on this site, which is currently entirely covered with impervious surfaces. As a result, the amount of runoff generated from the site would likely be less than the existing site, and thus it is unlikely new storm water drainage facilities or expansion of existing facilities would be required. No mitigation measures are necessary. This issue will not be further discussed in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. Implementation of the amended Specific Plan could result in the construction of as many as 330 residential units as well as commercial uses on the project site. Although the site is currently developed with a variety of commercial uses, the proposed project could increase the demand for water on the project site. The EIR will discuss the potential demand for water created by the proposed project and mitigation measures will be provided as appropriate and feasible.

e) Result in a determination by the waste water 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?

Potentially Significant Impact. Implementation of the amended Specific Plan could result in the construction of as many as 330 residential units as well as commercial uses on the project site. Although the site is currently developed with a variety of commercial uses, the proposed project could

3. *Environmental Analysis*

increase volume of wastewater generated on the site. The EIR will discuss this issue and mitigation measures will be provided as appropriate and feasible.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Potentially Significant Impact. Implementation of the proposed Specific Plan could generate higher volumes of solid waste than the existing on-site land uses. The EIR will discuss this issue and mitigation measures will be provided as appropriate and feasible.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Potentially Impact. Implementation of the proposed Specific Plan could generate higher volumes of solid waste than the existing on-site land uses. The EIR will discuss compliance with federal, state, and local statutes and regulations related to solid waste, including the City's compliance with AB 939.

3.17 MANDATORY FINDINGS OF SIGNIFICANCE

- 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, 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?**

No Impact. The proposed project involves the adoption and implementation of the Stanton Plaza Specific Plan. The project site and surrounding areas are currently developed and urban in nature. There are no significant biological resources on or in the vicinity of the project site. In addition, there are no historical or cultural resources on the project site. No mitigation measures are necessary. This issue will not be further discussed in the EIR.



- 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.)**

Potentially Significant Impact. In the project vicinity, the proposed project could create cumulative traffic, air quality and noise impacts when considered with other planned development. The EIR will further review the significance of these impacts.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. Adoption and implementation of the amended Specific Plan could create direct and indirect adverse effects on humans. These impacts include air quality, transportation and circulation, noise, public services, jobs, housing and aesthetic impacts that will be created by the implementation of the amended Specific Plan. The significance of these impacts will be analyzed in the EIR prepared for this project.

3. *Environmental Analysis*

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4. *Report Preparation Personnel*

THE PLANNING CENTER

Dwayne S. Mears, AICP
William Halligan, Esq.

Laurie Hager
Todd Brody
Craig Ramella
Valerie Dew
Maria Heber

Traffic Study
Kunzman Associates
Carl Ballard

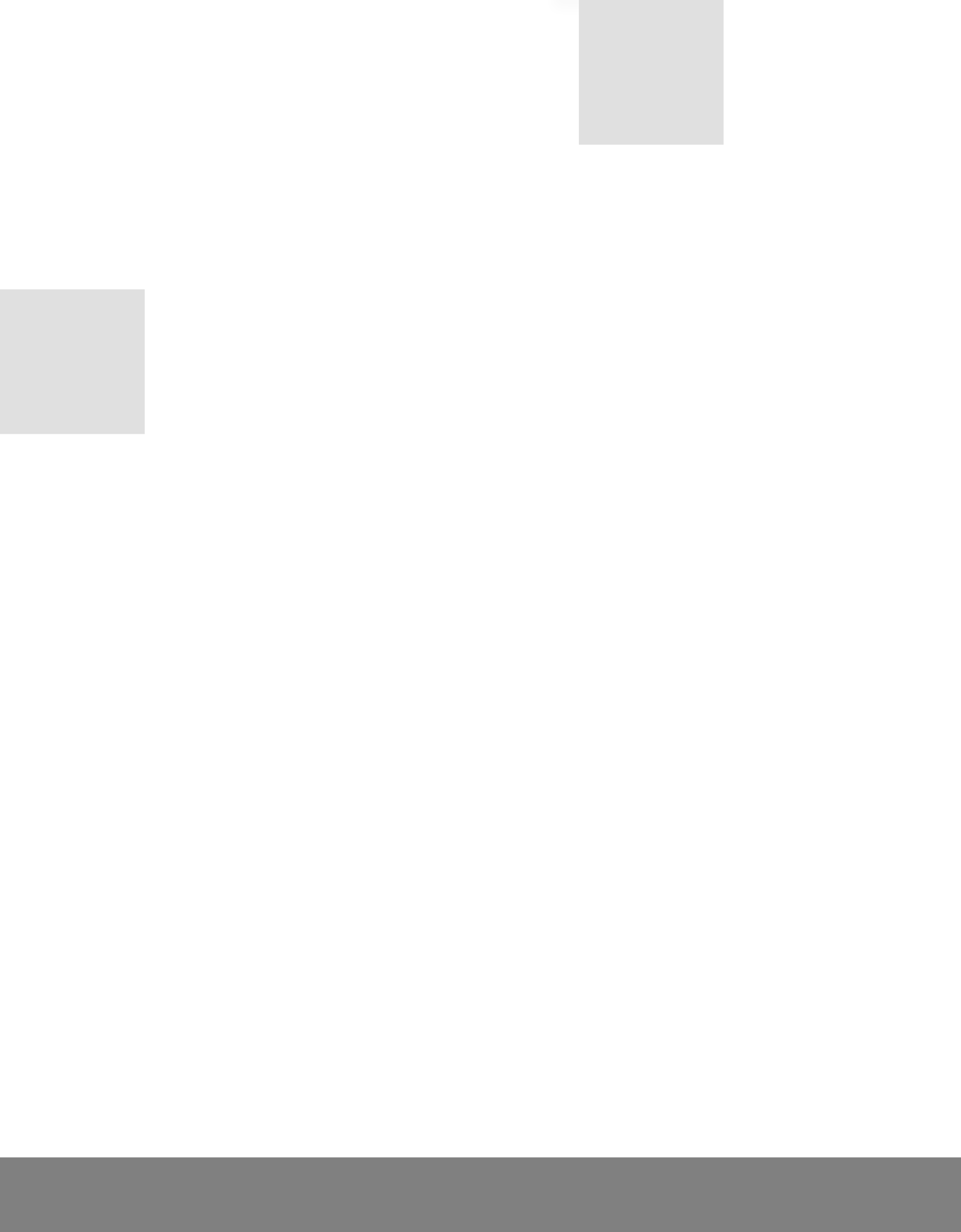
Principal-in-Charge of Environmental Services
Director of Environmental Services/Environmental
Counsel
Environmental Analysis
Air and Noise Analysis
Graphic Design
Word Processor
Reproduction Services

Senior Associate



4. *Report Preparation Personnel*

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Appendices

B. COMMENTS ON NOTICE OF PREPARATION AND SERVICE CORRESPONDENCE



Appendices

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**Water Supply Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report**

1. What water service district(s) boundaries is the City located in? Who provides water service to the City?

Most of the City of Stanton, including the Stanton Plaza Specific Plan area is served by Southern California Water Company. Small areas of the City are served by the City of Garden Grove, and Hynes Mutual Water Company.

2. Does the District have an adopted Urban Water Management Plan?

Yes

3. Are there currently any deficiencies in the water system in the project area?

There is currently no water main on the east side of Beach Blvd north of Plaza Way. We are preparing to install a main in this location by October. The existing mains in Plaza Way and Court St are only 6" diameter. They may need to be replaced to meet the fire flow requirements of the proposed project.

4. From what sources does the District obtain its water supply and in what quantities?

Southern California Water Company's West Orange County System obtains its water from local wells and from connections with Metropolitan Water District (MWD). Typically about 84% (15,400 AF/Yr) comes from ground water and about 16% (2900 AF/Yr) comes from imported supplies.

5. What is the size and location of existing water mains serving the City? What new water lines, if any, are necessary or proposed?

SCWC has the following mains in the project vicinity.

- A 12" main on the east side of Beach Blvd south of Plaza Way
- A 10" main in Orangewood Ave from Beach Blvd to Court St
- A 6" main in Plaza Way from Beach Blvd to Court St
- A 6" main in Court St from Plaza Way to Orangewood Ave
- A 6" and 4" main in an easement north of Plaza Way

6. What are the average water consumption rates for all land uses within the City?

Average demand is 0.687 AF/Service/Year. This is equivalent to 613 gallons/service/day.

7. Will any new facilities, such as sizing requirements or new lines, be required to serve future development in accordance with buildout of the General Plan?

**Public Sewer Services Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report**

1. What are the names and addresses of the wastewater facilities currently serving the City?

OCSD Plant 2 in Huntington Beach. I do not know the address. On Brookurst Street near PCH

2. What are the current capacities of the wastewater treatment plant(s) that serve the City?

151 mgd average daily flow. 172 mgd capacity

3. What are the average annual sewage flows that the treatment plants can currently accommodate?

$151 \times 365 = 55115$ million gallons per year

**Public Sewer Services Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report**

4. Are there any current plans to expand wastewater treatment facilities? What would the future treatment capacities be?

Yes, expansions are planned. Exact amounts are still in the planning stages

5. Are there currently any adverse environmental impacts associated with providing treatment services to the City? Please list standard mitigation measures for reducing individual project related wastewater flows.

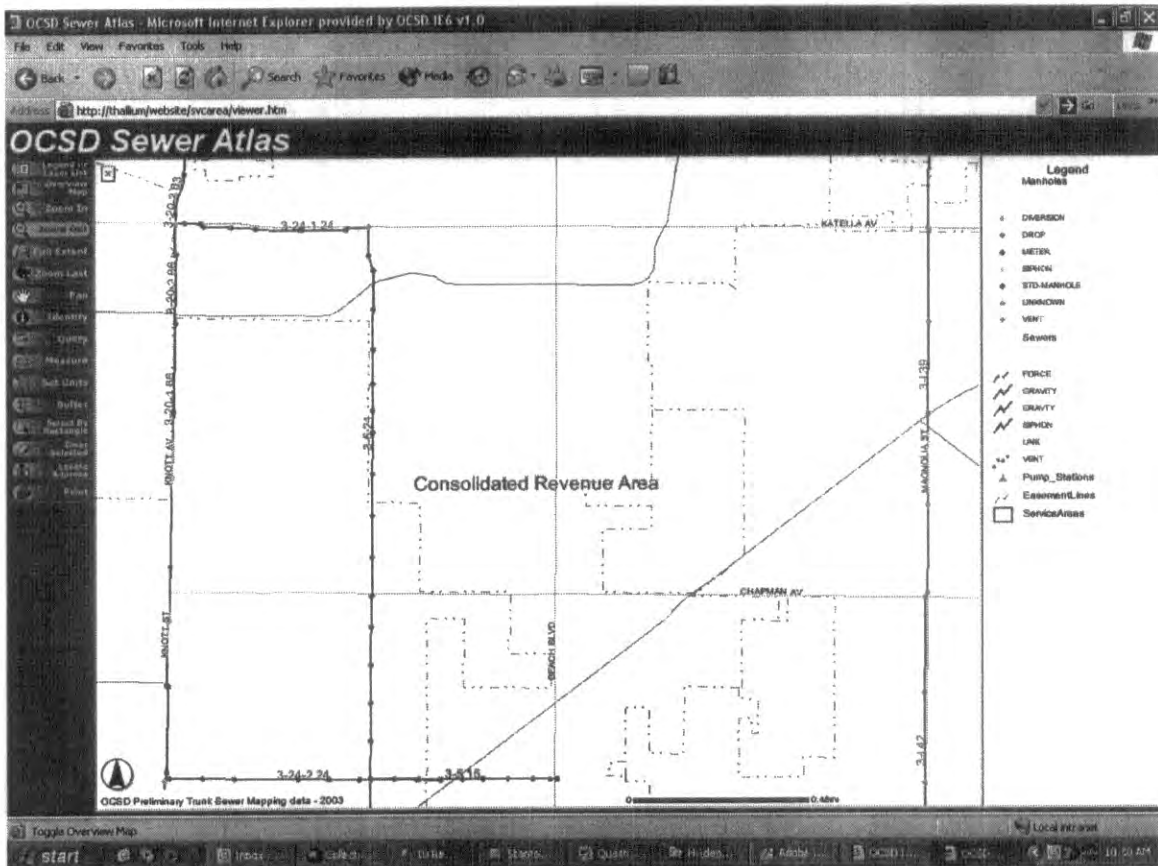
Industrial users should take on-site measures to reduce the load strength of the sewage. Commercial users should incorporate all practical and mandated water conservation measures. All users should use ultra-low flow water fixtures to reduce the volume of sewage to the system.

6. Would the build-out of the City in accordance with the General Plan impact the provision of sewer services to the City?

The OCSD 1999 Strategic Plan uses Ultimate Land Use from its Member Agencies to help plan for future needs.

Public Sewer Services Questionnaire for Stanton Plaza Specific Plan Environmental Impact Report

7. Please provide a map showing the size and location of major sewer lines within the project area.



The last two digits on the pipe represent the diameter in inches.

**Public Sewer Services Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report**

Response prepared by:

**Adam Nazaroff / Associate Engineer III / Orange County Sanitation District/
Planning and Design.**

Name/Title/Agency

08/13/04

Date

City of Stanton
Parks & Recreation Services
Parks and Facility Geographical Locator

Site Number	Common Address	General Location	Property Size	Current Use
1	11111 Cedar St.	Katella @ Cedar St.		Stanton Park
2	11822 Santa Paula Ave	North of Chapman	21,780 sf.	Stanton Community Services Center
3	11501 Beach Blvd.	SWC Oranewood @ Beach	7,187 sf.	Stanton Mini Park
4	7800 Katella Ave	SWC Cedar St.		Stanton Community Center
5	10902 Date St.	North of Katella	12,720 sf.	Zuniga Park
6	8340 Briarwood	South of Chapman	.86 ac.	Premier Park
7	10660 Western Ave.	North of Katella		Tennis Courts
8	North side of Cerritos, between Magnolia & Dale			Hollenbeck Park

Parks and Recreation Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report

1. Please list the name, location, acreage, and type of facilities for each of the parks and/or recreational facilities serving the City of Stanton.

- Stanton Community Center - 7800 Katella Ave -
- Stanton Community Services Center
- Stanton Park
- Hollenbeck Park
- Premier Park
- Zuniga Park
- Stanton Municipal Tennis Courts

2. How are park needs determined (e.g., X-acres/population)?

- 3 Acres per 1,000
- Currently 0.9 Acres per 1,000
- We would need 110 Additional Acres of Parkland to Meet this Standard.

3. Are existing resources adequate or deficient in terms of meeting the City's recreational needs?

Existing resources are in a deficient in terms of Meeting the City's recreational needs.

The City is currently in the process of drafting a Parks & Recreation Master Plan and will address various resources and deficiencies in this plan.

Parks and Recreation Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report

4. Are there any planned additions or alterations to existing park and/or recreational facilities?
If so, please indicate. YES

- 1.3 Acre Park / Community Center on Fern Street
- Zuniga Park Community Center 3,000 Sq foot Activity Center
- Recently added a New Neighborhood Center / Park (Stanton Community Services Center)
Approx 3,000 Sq foot build. # TOT LOT

5. What are the current sources of revenue for existing and or future park/recreation facilities?
Is new development assessed park fees and, if so, in what amount?

- Tax. In-Lieu / Quimby
- Redevelopment Agency #
- Grant Funding IE: Per capita (State)
- FACILITY USE FEES
- Program FEES

6. To the best of your knowledge, has park and recreational facilities usage changed in past years? For example, has the level of need increased, decreased or stayed the same? Please provide any available figures to document this change.

Recreational Facilities has increased w/
Construction of new Stanton Community Services Center
100% increase at this facility

Com Center: With Addition of new PROGRAMS & Services
USAGE has increased. 75%

It is forecast that w/ the renovations of
ALL 4 PARKS (new playground equipt. / turf / shelters etc.
USAGE will increase at all parks.

**Parks and Recreation Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report**

7. Would future development in accordance with the General Plan create the need for new park facilities? If yes, please describe the anticipated need. What issues are important to your Department? If there are particular concerns, what do you recommend to alleviate those concerns?

A. YES - New housing, increase of population and higher demand for recreational opport. PARKS/PROGRAMS etc.

B. Issues important to the P/R Dept. 1) Quality PROGRAMS
2) OPEN SPACE - Park Acquisition
LHMV

Response prepared by:

JAMES A. BOX - City of Stanton
Name/Title/Agency Director Parks & Recreation Services

August 17, 2004
Date

From: <REason@ocsd.org>
To: <lhager@planningcenter.com>
Date: 8/5/2004 8:55:39 AM
Subject: Stanton Plaza - response to ur recent letter

attn: laurie

we received ur letter dated july 23 by fax yesterday, august 4. in your letter u ask that our reply be sent to u by august 15. that is only 6 work days from now. we will not be able to respond by that date. we have other scheduled work we must complete first, our unit that handles these type of reports is not available before that date because of other work already in progress, and we do not have sufficient information concerning the project at this time to answer the questions in an accurate manner.

there is a meeting scheduled with the developer on august 25. once we have had an opportunity to review the plan more specifically at that meeting, we will be able to give u a date when we can have ur questions answered. without checking with the others involved, my best guess, subject to change, would be 2 weeks after that meeting.

because of the size, location, and type of the project, we anticipate the project will have a significant impact on stanton law enforcement.

bob eason, captain
delcie rico, staff analyst
stanton police services
orange county sheriff department

CC: <dRico@ocsd.org>, <REason@ocsd.org>

Wendy

ORANGE COUNTY FIRE AUTHORITY

P. O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, CA 92602

Chip Prather, Fire Chief

(714) 573-6000

www.ocfa.org



RECEIVED
AUG - 3 2004

July 27, 2004 Ref: Stanton Plaza Specific Plan

Please note that the Strategic Services Section of OCFA addresses the all CEQA and EIR issues. Please advise all personnel at your company to address CEQA and EIR correspondence and/or inquiries to our section so that we may provide you with rapid response and correct information in a timely manner. Thank you.

1. Names and locations of fire stations, with personnel and equipment:

FS46 7871 Pacific St, Stanton	1 Paramedic Engine 1 Truck	4 personnel 3 personnel
FS63 9120 Holder St, Buena Park	1 Engine	3 personnel
GGVFS02 11805 Gilbert, Garden Grove	1 Paramedic Engine	4 personnel
ANAFS04 2736 W Orange St, Anaheim	1 Paramedic Engine	4 personnel

GGV is Garden Grove Fire Department by automatic aid agreement

ANA is Anaheim Fire Department by automatic aid agreement

2. What other fire stations would respond in the event of a large-scale emergency at the project?

FS64-Westminster (OCFA station) – Truck, Battalion Chief, Medic Engine

FS65-Westminster (OCFA station)—Medic Engine

FS17-Cypress (OCFA station)—Truck, Medic Van, Engine

3. Are there currently plans for the expansion of the existing fire services facilities?

Yes. FS46 was built in 1960. We are currently in the process of expanding the facility to include personnel dorms and locker room facilities. Over the next several years the plumbing, roof, and electrical systems will need to be upgraded. The station itself may be re-constructed if the research on the infrastructure proves that it would be more efficient to tear it down and rebuild it to essential facilities code.

Yes. FS17 requires expansion and possible reconstruction.

4. Response time targets:

The OCFA response goal is for the first engine to reach the emergency scene within 5 minutes 80% of the time and a paramedic to reach the scene within 8 minutes 90% of the time.

5. Suppression/Prevention services.

The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to the project area. Services include: structural fire protection, emergency medical and rescue services, hazardous inspections and response, and public education activities. OCFA also participates in disaster planning as it relates to emergency operations, which includes high occupant areas and schools sites and may participate in community disaster drills planned by others.

Resources are deployed based upon a regional service delivery system, assigning personnel and equipment to emergency incidents without regard to jurisdictional boundaries. The equipment used by the department has the versatility to respond to both urban and wildland emergency conditions.

6. What is the level of risk?

The Insurance Services Office rated the fire protection in the area as a 3.

7. Will expansion of existing facilities or additional staff be needed to serve future development anticipated by the GP?

Not in itself, but as a cumulative effect and based on intensity of use. OCFA will review the impact and make recommendations to the city. However, a Secured Fire Protection Agreement may be required. Prior to approval of any subdivision or comprehensive plan approval for the project, the designated site developer may be required to enter into a Secured Fire Protection Agreement with the Orange County Fire Authority and/or city. This Agreement shall specify the developer's pro-rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel. Said agreement shall be reached as early as possible in the planning process, preferably for each phase or land use sector of the project, rather than on a parcel by parcel basis.

This agreement is typically entered into with developers on a project specific basis to contribute a pro rata share towards funding capital improvements necessary to establish adequate fire protection facilities and equipment. The Secured Fire Protection Agreement is not related to the provision of an "adequate tax base directed to offset short and long range costs", but rather to mitigating the impact of a project on OCFA as it impacts capital and infrastructure needs.

8. If expansion is necessary, is there revenue budgeted for such an expansion?

Not at this time.

9. Explain how you determine whether an increase in services would be required. (ie FF/DU or FF/pop)

There are several methods of fire analysis that ~~will~~ review. Workload, response times to hospitals, time out of their first due area, etc.. If the units serving the area are tied up with emergency calls and

mandatory training, for a time that is comparable to 80% of the day, they cannot meet the minimum standard of 5 minute or less to an incident 80% of the time. E46 is close to maximum capacity. There are multiple calls in the area at the same time, which draws units from other cities into the area.

10. What are water flow requirements?

Uniform Building Code/ Uniform Fire Code list the fire flow based on size of structure. Unable to answer without building plans.

11. What additional measures, if any, do you recommend to ensure that adequate service would be provided to the proposed project?

In order to insure a fire safe project, the following items should be considered.

- Structures should have automatic fire sprinkler systems.
- A supervised fire alarm system per the requirements of the California Fire Code in an accessible location with annunciator.
- Access to and around structures to meet OCFA and California Fire Code requirements
- A water supply system to supply fire hydrants and automatic fire sprinkler systems. Fire hydrant spacing is 300 feet between fire hydrants.
- Turning radius and access in and around the project site and buildings shall be designed to accommodate large fire department vehicles and their weight.
- Please ensure all roadways that have medians do not exceed 1000' without a turnaround. If medians are planned greater than 1000', please provide emergency turnaround access for heavy fire equipment.
- All traffic signals on public access ways should include the installation of optical preemption devices.
- All gates within the project area shall install emergency opening devices as approved by the Orange County Fire Authority.

In addition, we would like to point out that all standard conditions with regard to development, including water supply, built in fire protection systems, road grades and width, access, building materials, and the like will be applied to this project at the time of plan submittal.

Sincerely,



Michele Hernandez

Management Analyst

Strategic Services Section

michelehernandez@ocfa.org

714-573-6199

Waring

**Educational Facilities Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report**

1. Please list the names and addresses of all day care centers, elementary, junior high and high schools within your district that currently service the City of Stanton and surrounding areas. Please include a map, if available, showing attendance boundaries and the boundaries of the school district.

CERRITOS 2731 CERRITOS, ANAHEIM 92804
HANSEN 1300 S. KNOTT, ANAHEIM 92804
HOLDER 9550 HOLDER BUENA PARK 90620
REID 720 S. WESTERN, ANAHEIM 92804

2. What are the existing attendance levels and current capacities at each school facility? Do you have any projections for attendance levels or capacity for future years?

CERRITOS 525
HANSEN 720
HOLDER 675
REID 730

3. What are the average student generation rates per dwelling unit for each school?

UNKNOWN

Educational Facilities Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report

4. Does the District currently use portable or temporary classrooms at any of its schools? If so, please identify the school and number of portable facilities for each school.

CERRITOS - 3

HANSEN - 10

HOLDER - 10

REID - 14

5. Are any new schools or expansions of existing schools planned by the District that would serve the project area?

NO

6. Has the level of education service need (based on attendance levels or other appropriate criteria) increased, decreased, or remained the same in recent years? If there has been a change in service need, please provide us with information about the changes, including: amount of change, known causes of change in service needs, and the time frame in which these changes occurred.

SAME NEEDS / SERVICES

7. What new facilities or expansions to existing facilities would be required to accommodate future development in accordance with the General Plan?

UNKNOWN UNTIL SEE RESULTS

**Educational Facilities Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report**

8. Are fees assessed against new developments for school related services? If so, in what amount for residential and non-residential (commercial and industrial) development?

RESIDENTIAL - \$ 2.24 sq ft
NON " " - \$.36 " " > SEIT with ~~AVANCE~~ UNION HIGH School DISTRICT

9. Do you anticipate any adverse impacts on the District related to the General Plan Update? If so, how might these potential impacts be mitigated? What issues are important to the District? If you have any particular concerns, what do you recommend to alleviate those concerns?

UNKNOWN AT THIS TIME

Response prepared by:

CYNTHIA CLEMENS, SAVANNAH School DISTRICT

Name/Title/Agency

1/30/04

Date

August 9th, 2004 Phone Conversation 9:00 AM with JOANNE
Secretary to Sue McCann ~~@~~ Sprouse

Educational Facilities Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report

1. Please list the names and addresses of all day care centers, elementary, junior high and high schools within your district that currently service the City of Stanton and surrounding areas. Please include a map, if available, showing attendance boundaries and the boundaries of the school district.

BRYANT Elementary
Alamitos Intermediate
Rancho Alamitos High

2. What are the existing attendance levels and current capacities at each school facility? Do you have any projections for attendance levels or capacity for future years?

Bryant → 791 - 2004-2005 projected

Alamitos → 937 - 2004-2005 projected

Rancho Alamitos → 1920 - 2004-2005 projected

All over capacity
- they use portables to handle overflow

3. What are the average student generation rates per dwelling unit for each school?

NA

4. Does the District currently use portable or temporary classrooms at any of its schools? If so, please identify the school and number of portable facilities for each school.

**Educational Facilities Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report**

Bryant - 11 portables

Alamitos 8 portables

Rancho Alamitos - 6 portables

5. Are any new schools or expansions of existing schools planned by the District that would serve the project area?

- No Expansion planned
-

6. Has the level of education service need (based on attendance levels or other appropriate criteria) increased, decreased, or remained the same in recent years? If there has been a change in service need, please provide us with information about the changes, including: amount of change, known causes of change in service needs, and the time frame in which these changes occurred.

All increasing

Bryant ↑ , Alamitos ↑ , Rancho Alamitos ↑

Causes → Elementary students now in intermediate school

7. What new facilities or expansions to existing facilities would be required to accommodate future development in accordance with the General Plan?

- No comment, unknown

Educational Facilities Questionnaire
for
Stanton Plaza Specific Plan
Environmental Impact Report

8. Are fees assessed against new developments for school related services? If so, in what amount for residential and non-residential (commercial and industrial) development?

\$ 2.24

Residential / sq ft

36¢

Commercial / sq ft

9. Do you anticipate any adverse impacts on the District related to the General Plan Update? If so, how might these potential impacts be mitigated? What issues are important to the District? If you have any particular concerns, what do you recommend to alleviate those concerns?

Yes

Response prepared by:

(Jo Ann) pursuant to phone
conversation

Name/Title/Agency

ON
August 9th, 2004 9:00 AM

Date

DEPARTMENT OF TRANSPORTATION

District 12
 3337 Michelson Drive, Suite 380
 Irvine, CA 92612-8804
 949-724-2000

To: <i>Steve Harris</i>	From: <i>Becky</i>
Co./Dept: <i>Stanton</i>	Co: <i>Caltrans</i>
Phone: <i>714-890-9222</i>	Phone: <i>916-440-4444</i>
Fax #: <i>714-890-1443</i>	Fax #:

FAX and MAIL

August 30, 2004

Mr. Steven K. Harris, Director
 City of Stanton Community Development Dept.
 7800 Katella Avenue
 Stanton, CA 90680

File: IGR/CEQA
 SCH#: 2004071165
 Log #: 1445
 SR #: 39 & 22

Subject: Notice of Preparation (NOP) for the Stanton Plaza Specific Plan

Dear Mr. Harris;

Thank you for the opportunity to review and comment on the NOP for the above-cited project dated July of 2004. The document proposes to amend the City of Stanton Specific Plan for the Stanton Plaza site to allow greater flexibility in the redevelopment of that location. The two State freeway facilities within the area are State Routes (SR) 39 (Beach Blvd) and SR-22.

Caltrans District 12 status is a responsible agency on this project, and has the following comments:

1. The subsequent DEIR will need to contain a Traffic Impact Analysis for both existing and proposed conditions. The transportation/circulation portion of the DEIR should fully discuss the impacts of this development and others that may result in increased traffic, and therefore, increased demand on Caltrans facilities. 25-year Average Daily Traffic projections should be included to adequately address future and short-term impacts. The DEIR should also address costs and financial responsibilities (*see enclosed Guide for the Preparation of Traffic Impact Studies*);
2. Another issue about which Caltrans is concerned pertains to improved or redeveloped areas that may require highway or ramp improvements to accommodate the increase in traffic demands. The proposed project area includes State Routes 39 and 22. If improvements within this redevelopment area impact State freeway facilities, keep in mind that mitigation measures may need to be incorporated into the improvement project and coordinated with Caltrans. Lastly, a monitoring program may be required to ensure compliance with approved specifications and mitigation measures;
3. Cumulative impacts that may cause adverse impacts on traffic is another concern. Traffic capacity for the projected level of service for State Routes 39 and/or 22 has already been exceeded. Failure to develop the proper traffic control measures and the synchronization of general plans with neighboring cities will further degrade service on freeways and other transportation facilities along Beach Blvd and on SR-22;
4. As a general comment for the NOP, no surface run-off will be allowed to cross Caltrans' right-of-way. No additional surface run-off should be discharged into State Transportation drainage facilities;
5. Please include a policy statement in the document to require the City to coordinate with Caltrans on all plans, activities and projects that may affect State facilities;

"Caltrans improves mobility across California"

6. For construction schedule activities, please note that freeway on-ramp closures will NOT be allowed during the peak traffic hours from 6:00-9:00 AM, 11:00 AM – 1:00 PM, and 3:00 PM –6:00 PM;
7. For bike lane and bike path planning purposes, please refer to OCTA's Strategic Bike Plan 2001;
8. In addition, please coordinate this project's activities with Ms. Mary Toutounchi, Beach Blvd Smart Street Program Manager, at OCTA.

We appreciate your cooperation in doing your share in ensuring that the traffic circulation on the local and state highway system is not further degraded during and after project construction. Please continue to keep us informed of this project and other future developments that could potentially impact transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Becky Shumway at (949) 440-4461.

Sincerely,



to Robert F. Joseph, Chief
Advanced Planning Branch

Attachment: (1) Guidelines for Preparation of Traffic Impact Studies

cc: T. Pencovic – HQ
T. Roberts - SCH

page 3 of 3

Mr Harris -

the Traffic Impact Guidelines will be
mailed as its too large to FAX, (25 pages)

Becky Shumway

949-440-4461

Calltrans D-12 Irvine



DISTRICT OFFICE:

13001 GARDEN GROVE BOULEVARD
GARDEN GROVE, CALIFORNIA 92843-2102
PHONE: (714) 971-2421 • (949) 654-2421

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DISTRICT MANAGER
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MAILING ADDRESS:

P.O. BOX 87
SANTA ANA, CA 92702-0087
FAX: (714) 971-3940
E-MAIL: ocvcd@ocvcd.org
WEB SITE: www.ocvcd.org

April 16, 2004

RECEIVED

AUG 17 2004

COMMUNITY DEVELOPMENT

Mr. Steven Harris
Community Development Director
7800 Katella Ave
Stanton, CA 90680

RE: Vector Control Evaluation for
NOP of Draft EIR of Stanton
Plaza Specific Plan Amendment
city of Stanton.

Dear Mr. Harris:

I have reviewed the above project site and do not anticipate any significant vector problems.

Hantavirus and arenavirus associated illnesses have been confirmed in California and it has been determined that most of the human cases have been linked to exposure to virus-infected rodents such as deer mice, *Peromyscus maniculatus*, and wood rats *Neotoma spp.*, species found throughout the state.

Deer mice and wood rats are prevalent in foothills, canyons, and coastal bluffs of Orange County. They are most common in open sage and scrub/chaparral habitats mixed with grasses or weeds and have been found in homes adjacent to these habitats.

State and local agencies have developed protocols for dealing with rodents, arenavirus and hantavirus. Risk of infection with these viruses is low for persons who do not have direct rodent contact or do not live in dwellings heavily contaminated with rodent droppings. Information on hantavirus is enclosed.

During the landscape phase of the project, plants such as Algerian ivy, bougainvillea, oleander, yucca, Italian cypress, and dense shrubbery plantings, which attract rats or serve as rodent-nesting areas, should be avoided. A list of plants known to harbor roof rats and alternative ground cover less attractive to rats is enclosed.

B-29

A vector is any insect or other arthropod, rodent or other animal of public health significance capable of causing human discomfort, injury, or capable of harboring or transmitting the causative agents of human disease.

After the landscape phase is completed, rats or ground squirrels that reestablish themselves in berms or slopes should be eradicated. These animals can cause erosion, damage property, and carry disease agents such as plague.

All project sites should be graded for proper runoff to avoid standing water that could breed mosquitoes, including *Culex tarsalis* mosquito which can transmit encephalitis virus to man. However, other mosquito species are also important as disease, pest, or nuisance factors. Furthermore, off-street drains should be designed to carry runoff water into catch basins or silt retention basins prior to being directed toward existing natural drainage. These silt basins should be maintained free of aquatic vegetation and generally become the responsibility of the Homeowner's Association upon completion of the project by the developer. On-site drainage ditches should be kept free of cattails and willows that can reduce water flow and cause mosquito breeding.

Thank you for allowing our comments on this project. This letter will serve as a vector control clearance on the above project for vegetation removal and grading. If you have any questions regarding these comments, please feel free to contact me.

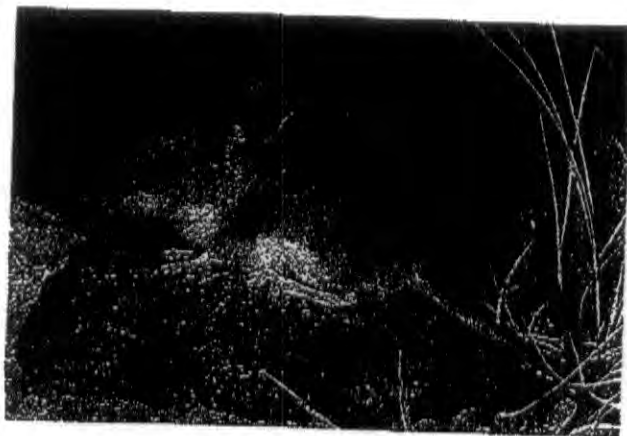
Sincerely,



Gary Reynolds
Biologist

GR/eg
Enc.

HANTAVIRUS INFORMATION SHEET



DEER MICE
Peromyscus maniculatus

The hantavirus associated with deer mice (Sin Nombre Virus) causes a severe disease in humans (Hantavirus Pulmonary Syndrome - HPS). HPS has been confirmed in all the southwestern states including California. Studies in Orange County have identified Sin Nombre Virus (SNV) in deer mice, other related rodent species, and woodrats.

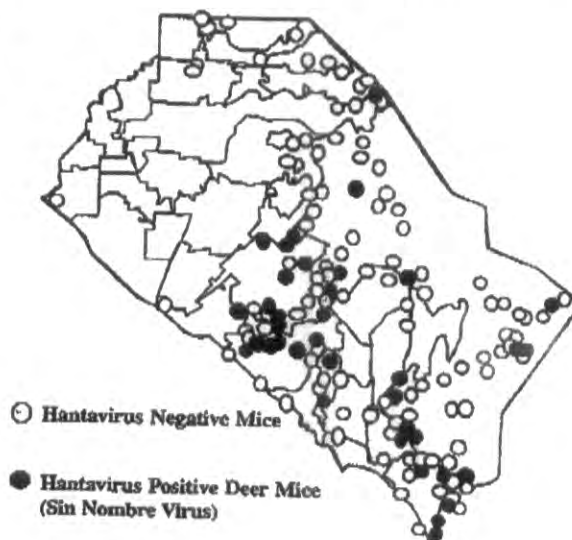
It has been determined that most of the HPS human cases have been linked to exposure to virus-infected deer mice and their excretions (droppings and dried urine). *Peromyscus maniculatus* is found throughout the State of California and has been collected frequently from numerous canyon, foothill, and residential/greenbelt localities in Orange County.

The deer mouse is four to six inches in length from head to tail, ranges in color from pale grey to yellowish brown, and has white fur on its belly, feet, and underside of the tail. The tail is shorter than the body. On average, 10-12% of deer mice in Orange County are infected, but can range from 3-40%. Infected deer mice have been found all year round, but the virus is most prevalent from November to April in Orange County.

The California Department of Health Services recommends that buildings with deer mice infestations be cleaned thoroughly where deer mice droppings have accumulated. As a precaution, the droppings should be misted from above with a mixture of one part household bleach to nine parts water and wet to the point of just being damp but not soaked. They should then be cleaned up, placed in a double plastic bag, and then disposed of. Dry droppings should not be swept or otherwise handled because of the possibility of aerosolized dust particles being inhaled; HEPA (N-100) dust masks, eye protection, and rubber gloves are recommended.

Deer mice should be controlled in cabins and other structures through exclusion, trapping, and use of approved rodenticides. House mice, rats, and their droppings should also be treated with the same precautions.

Distribution of Deer Mice and Sin Nombre Virus
in Orange County, CA



ORANGE COUNTY VECTOR CONTROL DISTRICT
13001 Garden Grove Boulevard, Garden Grove, CA 92843 • Mailing Address: P. O. Box 87, Santa Ana, CA 92702
(714) 971-2421 • 1-800-734-2421

HANTAVIRUS ILLNESS AND HOW TO AVOID IT COMMON QUESTIONS AND THEIR ANSWERS

The recent confirmation of eleven fatal cases of Hantavirus infection in California has heightened interest in this disease and how its transmission may be prevented. The purpose of this fact sheet is to provide available information and to answer common questions.

Q: What is Hantavirus?

A: Hantaviruses are a family of four previously identified viruses found in rodents. These viruses have caused serious health problems in other parts of the world (mainly the Far East and Scandinavia).

The virus responsible for the recent U.S. deaths is a fifth Hantavirus strain (Sin Nombre Virus = SNV) that is apparently unique to North America. This new strain attacks the lungs, instead of the kidneys as the other strains did, resulting in the disease termed Hantavirus Pulmonary Syndrome (HPS).

Q: How is this virus transmitted?

A: The virus is believed to be principally carried by a common rodent, the deer mouse. This mouse is found throughout North America and in every California county. Infected rodents shed live virus in saliva, feces, and urine. Humans are infected when they encounter and inhale aerosolized microscopic particles that contain dried rodent urine or feces. In other parts of the world, rodent bites have caused human infection with related Hantaviruses. Insects and mites have not been studied extensively to determine their role in Hantavirus transmission.

Q: How dangerous is this virus?

A: This strain appears to be extremely dangerous to those who are infected with it. More than half of those known to be infected by the virus have died. While dangerous to individuals, its means of transmission is so unusual that most people are very unlikely to encounter the virus; it poses little threat to the general California population.

Q: Can people infect each other?

A: There is no evidence of human-to-human transmission in the United States of Hantaviruses. No one believes the virus will start an epidemic. No health care workers have been infected while caring for infected patients.

Q: How long does it take to develop symptoms after exposure?

A: Typically one to two weeks, but the range may be as wide as a few days up to six weeks.

Q: What are the symptoms?

A: Typical cases of HPS initially seem similar to the flu: high fever, muscle aches, cough, and headache. After several days, respiratory problems worsen rapidly. The lungs fill with fluid and victims die of respiratory failure.

Q: Is there any treatment?

A: At the moment, it appears there is no generally effective treatment for this Hantavirus. Physicians have been administering ribavirin, an antiviral drug, experimentally to suspected victims. Too few people have been treated to draw any conclusions about its effectiveness.

Q: Is Hantavirus disease (HPS) present in California?

A: Yes. Eleven Californians have died between 1984 and 1999 from Hantavirus infection. All of these people had close contact with rodents, including deer mice in California.

Q: Are California deer mice and other rodents infected with Hantavirus?

A: Yes. Twenty counties have records of Sin Nombre Virus (SNV) positive deer mice; 12.2 percent seropositive statewide. Harvest mice and meadow mice have been found positive for related Hantaviruses that have not been associated with human disease.

Q: Do rodents in urban areas carry the Hantavirus?

A: Again, very little is known about the extent and distribution of the virus at this time. However, all known cases of human Hantavirus infection have been acquired in rural locations.

Q: Are deer mice the only animals that carry the HPS virus, and how do I tell deer mice from other mice?

A: Deer mice are the most abundant, widely distributed, and probably the most common carrier of the virus. It is difficult to properly identify mice. **B-32** All rodents should be avoided.

- Q:** What do I do if I am going into a cabin or rural home with rodent droppings in it?
A: Dwellings with evidence of severe infestation (e.g., substantial collections of rodent droppings or dead animals present) should first be aired-out while unoccupied.

Rodent debris should be thoroughly wetted with a household disinfectant or a 1 to 5 dilution of household bleach in water to reduce formation of dust aerosols. Debris should then be **WIPED UP** and placed in double plastic bags for disposal, together with any cleanup materials such as paper towels, etc. **DO NOT** use vacuum cleaners or sweep with brooms, which will create air-borne dust. Use of gloves, dust masks (N-100), long-sleeved clothing, and protective eyewear may help prevent personal exposure. Debris and dead animals should be soaked in disinfectant (e.g., the diluted bleach solution or phenol-based cleaning solution) and buried or disposed of as directed by local health officials. Rodent-proofing measures should be applied to dwellings to prevent animal entry. Keep children and pets away from the area until it has been disinfected and completely cleaned.

- Q:** What do I do if I find a dead rodent in my house or cabin?
A: Disinfect, remove, and discard it as described above.

- Q:** Should I set out traps to catch the mice?

- A:** Mice and rats should not be allowed in buildings. Snap traps (not cage traps) can be used, but direct contact with the animal and its droppings should be avoided. Follow the precautions described above. Traps should be disinfected following use or disposed of with the dead animal. After eliminating rodents from a building, the conditions that attracted them there (e.g., food sources, overstuffed furniture, etc.) should be corrected.

- Q:** Is it safe to go camping?

- A:** Yes, but it is always important to avoid contact with animals, their burrows, nests, and especially their droppings.

- Q:** Is it all right to take my pets along on my camping trip?

- A:** It is always better to leave pets at home or in a kennel for their own safety and yours. If pets must be taken, they should always be confined or on a leash. Because of the danger of pets acquiring or transmitting other wildlife-associated diseases to their owners, pets should always be vaccinated for rabies and regularly treated for fleas (carriers of bubonic plague) and ticks (carriers of Lyme disease and relapsing fever).

- Q:** What special measures should I take if I do go camping?

- A:** Avoid areas with high rodent activity (e.g., burrows) or where rodent feces are evident. Store all food in containers sealed with lids. Do not feed chipmunks or other wild animals. Wear an insect repellent. With prudent precautions and behavior, undue worry can be avoided. Enjoy your trip.

- Q:** Are children, pregnant women, and the elderly at higher risk than the general population?

- A:** The HPS illness is so rare that a greater susceptibility in these groups cannot be determined. Proximity to and contact with rodents and their urine and feces appears to be the most important factor in determining who becomes ill with Hantavirus.

- Q:** Will the "fume bombs" sold over-the-counter kill the virus?

- A:** Probably not. The virus is best inactivated by contact with a liquid disinfectant such as diluted household bleach, as previously described.

- Q:** Whom should I contact for more information?

- A:** Call your County Health Department listed in the Government Section at the front of your telephone directory. If you feel ill and are concerned, contact your personal physician, who will work with your County Health Department and the State Health Department. Please do not call the State Health Department directly.

(Modified from California Department of Health Services Bulletin)



ORANGE COUNTY VECTOR CONTROL DISTRICT
13001 Garden Grove Boulevard, Garden Grove, CA 92843 • Mailing Address: P. O. Box 87, Santa Ana, CA 92702
(714) 971-2400 • 800-734-2421

ALTERNATIVE GROUND COVER TO ALGERIAN IVY

Algerian Ivy, a popular ground cover in Orange County, is known to harbor roof rats. For this reason the Orange County Vector Control District in cooperation with the California Department of Health, has developed a list of substitute ground covers not attractive to rats. The list is accompanied by a brief description of each species named. When purchasing these plants, check with your local nursery for more specific information regarding your location.

Bronze Ajuga (*Ajuga reptans atropurpurea*): This plant has bronze colored leaves with blue flowers, grows from two to four inches, and is considered to be a hardy species. Good in sun or shade, planted 6 to 12 inches apart.

Giant Ajuga (*Ajuga crispa*): A large Ajuga plant, this species is very hardy, has metallic colored leaves with blue flowers and will grow to nine inches in height. May be planted in sun or shade, space 12 to 18 inches apart.

Chamomile (*Anthemis nobilis*): A deep turf is produced by this plant and it can be mowed. Grows to a six inch height if not cut. Good around stepping stones and walkways. Produces a pleasant fragrance when leaves are crushed. Plant in sun, 6 to 12 inches apart.

Creeping Speedwell (*Veronica repens*): Dense green leaves with blue spring flowers. This hardy plant grows to a height of six inches. Prefers sun or light shade, plant 12 to 18 inches apart.

Creeping Thyme (*Thymus serpyllum*): Small, light green leaves with lavender, white, or pink flowers. Reaches four inches in height, prefers sunny areas and should be planted at ten inch intervals.

Dichondra (*Dichondra repens*): Familiar lawn plant can also be used as ground cover. Grows to three inches in height and withstands moderate traffic.

Germander (*Teucrium chamaedrys*): Bright green foliage, resembling mint. Spreads well. Lavender flowers appear in spring. Prefers sun and warm climate, spreads rapidly. Reaches 10 inches in height and should be planted at 10 to 12 inch intervals.

Goldmoss Stonecrop (*Sedum sp.*): This ground cover is a hardy, succulent evergreen which will do well in sun or shade. They will grow to three inches in height and should be planted 6 to 12 inches apart.

Hahns Ivy (*Hedera helix*): Good ground cover for erosion control. Grows well in sun or shade to a height of 12 inches. Should be spaced 12 to 18 inches apart.

Needle Point Ivy (*Hedera helix*): This subspecies of Hahns Ivy has the same characteristics, except the leaves are pointed. Plant the same as Hahns Ivy.

Mondo Grass (*Ophiopogon japonicum*): Evergreen and grass-like, this plant will reach 10 inches in height. Plant's appearance improves with age, and is very hardy. Space 6 to 8 inches apart.

Sand Strawberry (*Fragaria chiloensis*): Popular ornamental plant in Orange County. Very hardy and rapid spreading. Reaches a height of eight inches. Plant 12 to 14 inches apart.

Snow-in-Summer (*Cerastium tomentosum*): A low spreading perennial with grayish foliage. Does well in hot, dry areas. Grows to six inches in height and should be spaced 18 to 24 inches apart.

Spring Cinquefoil (*Potentilla verna*): Has attractive palmate, strawberry-like foliage, dark green in color. Spreads rapidly and produces a bright yellow flower. Grows to six inches in height and should be spaced a foot apart. Very hardy.

Trailing African Daisy (*Osteospermum fruticosus*): A good erosion control ground cover. This popular plant blooms through spring and summer. It will reach a height of 18 inches and is very hardy. Plant 12 to 18 inches apart.

Woolly Yarrow (*Achillea tomentosa*): Olive-green foliage, spreads rapidly and is good for erosion control. Produces yellow flowers in the spring and is hardy. Grows to nine inches high and should be planted 6 to 12 inches apart.



ORANGE COUNTY VECTOR CONTROL DISTRICT

13001 Garden Grove Boulevard, Garden Grove, CA 92644 • Mailing Address: P.O. Box 87, Santa Ana, CA 92702
(714) 971-2421 • 1-800-734-2421

1998-F

ROOF RATS NEST IN BACKYARD PLANTS

The Orange County Vector Control District has developed a list of backyard plants that are known to harbor roof rats in Orange County. These plants are common plants that you will find at your local nursery. Consideration should be taken when planting these ornamentals as they provide both food and nesting sites for these rats.

- Algerian Ivy (*Hedera canariensis*)
- Bougainvillea (*Bougainvillea* spp.)
- California Fan Palm (*Washingtonia filifera*)
- Canary Island Date Palm (*Phoenix canariensis*)
- Creeping Fig Vine (*Ficus pumila* or *repens*)
- Italian Cypress (*Cupressus sempervirens*)
- Natal Plum (*Carissa macrocarpa* or *grandiflora*)
- Oleander (*Nerium oleander*)
- Sydney Golden Wattle (*Acacia longifolia*)
- Yucca (*Yucca* spp.)
- Cape Honeysuckle (*Tecomaria capensis*)



ORANGE COUNTY VECTOR CONTROL DISTRICT
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1997-LL



ORANGE COUNTY FIRE AUTHORITY

P. O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, CA 92602

Chip Prather, Fire Chief

(714) 573-6000

www.ocfa.org

July 27, 2004

City of Stanton
Steven Harris
Community Development Director
7800 Katella Ave
Stanton, CA 90680

RECEIVED

AUG 12 2004

Ref: Stanton Plaza Specific Plan

COMMUNITY DEVELOPMENT

Dear Sir,

Thank you for the information provided in the document. The Orange County Fire Authority will review the call loading in the area, as well as the potential impacts of this project. The following are comments that we recommend being addressed in the EIR:

Response time targets: The OCFA response goal is for the first engine to reach the emergency scene within 5 minutes 80% of the time and a paramedic to reach the scene within 8 minutes 90% of the time.

Suppression/Prevention services: The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to the project area. Services include: structural fire protection, emergency medical and rescue services, hazardous inspections and response, and public education activities. OCFA also participates in disaster planning as it relates to emergency operations, which includes high occupant areas and schools sites and may participate in community disaster drills planned by others. Resources are deployed based upon a regional service delivery system, assigning personnel and equipment to emergency incidents without regard to jurisdictional boundaries. The equipment used by the department has the versatility to respond to both urban and wildland emergency conditions.

Will expansion of existing facilities or additional staff be needed to serve future development anticipated by the GP?

We would like to note that Fire Station 46 was built in 1960. We are currently in the process of expanding the facility to include personnel dorms and locker room facilities. Over the next several years the plumbing, roof, and electrical systems will need to be upgraded. The station itself may need to be re-constructed if the research on the infrastructure proves that it would be more efficient than remodeling. As a mitigation we would like to reserve the ability for the City/OCFA to require a Secured Fire Protection Agreement.

Mitigation: Prior to approval of any subdivision or comprehensive plan approval for the project, the designated site developer may be required to enter into a Secured Fire Protection Agreement with the Orange County Fire Authority and/or city.

This Agreement shall specify the developer's pro-rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel. Said agreement shall be reached as early as possible in the planning process, preferably for each phase or land use sector of the project, rather than on a parcel by parcel basis.

This agreement is typically entered into with developers on a project specific basis to contribute a pro rata share towards funding capital improvements necessary to establish adequate fire protection facilities and equipment. The Secured Fire Protection Agreement is not related to the provision of an "adequate tax base directed to offset short and long range costs", but rather to mitigating the impact of a project on OCFA as it impacts capital and infrastructure needs.

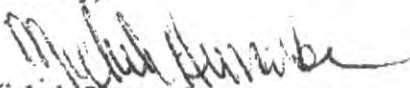
In order to insure a fire safe project, the following items should be considered:

- Structures should have automatic fire sprinkler systems.
- A supervised fire alarm system per the requirements of the California Fire Code in an accessible location with annunciator.
- Access to and around structures to meet OCFA and California Fire Code requirements
- A water supply system to supply fire hydrants and automatic fire sprinkler systems. Fire hydrant spacing is 300 feet between fire hydrants.
- Turning radius and access in and around the project site and buildings shall be designed to accommodate large fire department vehicles and their weight.
- Please ensure all roadways that have medians do not exceed 1000' without a turnaround. If medians are planned greater than 1000', please provide emergency turnaround access for heavy fire equipment.
- All traffic signals on public access ways should include the installation of optical preemption devices.
- All electric gates within the project area shall install emergency opening devices as approved by the Orange County Fire Authority.

In addition, we would like to point out that all standard conditions with regard to development, including water supply, built in fire protection systems, road grades and width, access, building materials, and the like will be applied to this project at the time of plan submittal.

Thank you for providing us with this information. Please contact me at 714-573-6199 if you have any questions.

Sincerely,


Michele Hernandez
Management Analyst
Strategic Services Section
micheleherandez@ocfa.org
714-573-6199



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

August 11, 2004

Mr. Steven Harris, AICP
Community Development Director
City of Stanton
7800 Katella Avenue
Stanton, CA 90680

RECEIVED

AUG 16 2004

COMMUNITY DEVELOPMENT

Dear Mr. Harris:

Notice of Preparation of a Draft Environmental Impact Report for Stanton Plaza Specific Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips

should be included in the analysis. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

ORC040806-13L1
Control Number

Appendices

C. AIR QUALITY DATA



Appendices

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URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\STA-14 2005.urb
 Project Name: STA-14 future
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2005 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	605.27	322.13	307.22	0.14	52.61	14.59	38.02

Page: 2

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\STA-14 2005.urb
 Project Name: STA-14 future
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

*** 2005 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	605.27	322.13	307.22	0.14	52.61	14.59	38.02

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\STA-14 2005.urb
 Project Name: STA-14 future
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Winter)

Construction Start Month and Year: January, 2005
 Construction Duration: 12
 Total Land Use Area to be Developed: 14.7 acres
 Maximum Acreage Disturbed Per Day: 3.8 acres
 Single Family Units: 0 Multi-Family Units: 230
 Retail/Office/Institutional/Industrial Square Footage: 70600

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	2.53	-	2.53
Off-Road Diesel	25.84	216.29	177.01	-	10.08	10.08	0.00
On-Road Diesel	0.46	10.24	1.70	0.14	0.25	0.21	0.04
Worker Trips	0.19	0.49	4.69	0.00	0.03	0.01	0.02
Maximum lbs/day	26.49	227.02	183.40	0.14	12.89	10.30	2.59
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	38.00	-	38.00
Off-Road Diesel	34.45	288.39	236.02	-	13.44	13.44	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.39	0.73	7.86	0.00	0.03	0.01	0.02
Maximum lbs/day	34.84	289.12	243.88	0.00	51.47	13.45	38.02
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	36.11	292.07	255.16	-	13.42	13.42	0.00
Bldg Const Worker Trips	0.71	0.40	8.48	0.00	0.12	0.01	0.11
Arch Coatings Off-Gas	562.61	-	-	-	-	-	-
Arch Coatings Worker Trips	0.71	0.40	8.48	0.00	0.12	0.01	0.11
Asphalt Off-Gas	0.88	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.00	25.08	33.99	-	1.05	1.05	0.00
Asphalt On-Road Diesel	0.21	4.16	0.78	0.06	0.10	0.10	0.00
Asphalt Worker Trips	0.03	0.02	0.32	0.00	0.00	0.00	0.00
Maximum lbs/day	605.27	322.13	307.22	0.06	14.82	14.59	0.23
Max lbs/day all phases	605.27	322.13	307.22	0.14	52.61	14.59	38.02

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Jan '05
 Phase 1 Duration: 0.6 months
 Building Volume Total (cubic feet): 1953125
 Building Volume Daily (cubic feet): 6027.392
 On-Road Truck Travel (VMT): 336
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
6	Rubber Tired Dozers	352	0.590	8.0
6	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jan '05
 Phase 2 Duration: 1.2 months
 On-Road Truck Travel (VMT): 0
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
8	Rubber Tired Dozers	352	0.590	8.0
8	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Feb '05
 Phase 3 Duration: 10.2 months
 Start Month/Year for SubPhase Building: Feb '05
 SubPhase Building Duration: 10.2 months
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
6	Concrete/Industrial saws	84	0.730	8.0
12	Other Equipment	190	0.620	8.0

6 Rough Terrain Forklifts 94 0.475 8.0
 Start Month/Year for SubPhase Architectural Coatings: Dec '05
 SubPhase Architectural Coatings Duration: 1 months
 Start Month/Year for SubPhase Asphalt: Dec '05
 SubPhase Asphalt Duration: 0.5 months
 Acres to be Paved: 3.7
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\STA-14 2005.urb
 Project Name: STA-14 future
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\STA-14 2025.urb
 Project Name: STA-14 2025
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	11.60	2.43	2.18	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	14.05	13.50	154.27	0.34	59.03

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	25.65	15.93	156.45	0.34	59.04

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\STA-14 2025.urb
 Project Name: STA-14 2025
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES					
	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	11.44	2.42	1.01	0.00	0.00
OPERATIONAL (VEHICLE) EMISSION ESTIMATES					
	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	13.24	19.26	145.24	0.31	59.03
SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES					
	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	24.68	21.68	146.25	0.31	59.04

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\STA-14 2025.urb
 Project Name: STA-14 2025
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.18	2.42	1.01	-	0.00
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions	-	-	-	-	-
Consumer Prdcts	11.25	-	-	-	-
TOTALS (lbs/day, unmitigated)	11.44	2.42	1.01	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	3.19	4.34	33.57	0.07	13.49
Commercial Retail	10.05	14.93	111.67	0.23	45.54
TOTAL EMISSIONS (lbs/day)	13.24	19.26	145.24	0.31	59.03

Does not include correction for passby trips.
Includes a double counting reduction for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2025 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Condo/townhouse general	5.86 trips / dwelling units	230.00	1,347.80
Commercial Retail	76.71 trips / 1000 sq. ft.	70.60	5,415.73

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.50	0.00	100.00	0.00
Light Truck < 3,750 lbs	15.70	0.00	99.40	0.60
Light Truck 3,751- 5,750	16.50	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.50	0.00	98.70	1.30
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.90	0.00	22.20	77.80
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.50	40.00	60.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	2.00	0.00	90.00	10.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Commercial Retail				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove option switch changed from on to off.
 The fireplace option switch changed from on to off.
 The fireplace percentage of residential units changed from 10 to 2.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2025.
 The double counting internal work trip limit changed from to 108.31452.
 The double counting work trip default changed from to 5.
 The double counting work trip factor 1 changed from 0 to 4.01819706187862E-03.
 The double counting work trip factor 2 changed from 0 to 0.001.
 The double counting shopping trip limit changed from to 54.15726.
 The double counting shopping trip default percentage changed from to 5.
 The double counting shopping trip factor 1 changed from 0 to 2.00909853093931E-03.
 The double counting shopping trip factor 2 changed from 0 to 0.0005.
 The double counting other trip limit changed from to 579.554.
 The double counting other trip default changed from to 5.
 The double counting other trip factor 1 changed from 0 to 0.0215.
 The travel mode environment settings changed from both to: none

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\STA-14 2025.urb
 Project Name: STA-14 2025
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.18	2.42	1.01	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.16	0.01	1.17	0.00	0.00
Consumer Prdcts	11.25	-	-	-	-
TOTALS (lbs/day, unmitigated)	11.60	2.43	2.18	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	4.31	3.03	36.49	0.08	13.49
Commercial Retail	9.74	10.47	117.78	0.26	45.54
TOTAL EMISSIONS (lbs/day)	14.05	13.50	154.27	0.34	59.03

Does not include correction for passby trips.
Includes a double counting reduction for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2025 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Condo/townhouse general	5.86 trips / dwelling units	230.00	1,347.80
Commercial Retail	76.71 trips / 1000 sq. ft.	70.60	5,415.73

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.50	0.00	100.00	0.00
Light Truck < 3,750 lbs	15.70	0.00	99.40	0.60
Light Truck 3,751- 5,750	16.50	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.50	0.00	98.70	1.30
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.90	0.00	22.20	77.80
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.50	40.00	60.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	2.00	0.00	90.00	10.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Commercial Retail	2.0	1.0	97.0
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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplace option switch changed from on to off.
The fireplace percentage of residential units changed from 10 to 2.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2025.
The double counting internal work trip limit changed from 108.31452.
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The double counting work trip factor 1 changed from 0 to 4.01819706187862E-03.
The double counting work trip factor 2 changed from 0 to 0.001.
The double counting shopping trip limit changed from 54.15726.
The double counting shopping trip default percentage changed from 5.
The double counting shopping trip factor 1 changed from 0 to 2.00909853093931E-03.
The double counting shopping trip factor 2 changed from 0 to 0.0005.
The double counting other trip limit changed from 579.554.
The double counting other trip default changed from 5.
The double counting other trip factor 1 changed from 0 to 0.0215.
The travel mode environment settings changed from both to: none

Appendices

D. NOISE STUDY



Appendices

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Methodology

Alliance Acoustical Consultants, Inc. (AAC) performed the noise monitoring using a Larson Davis Model 814 Type 1 Integrating/logging Sound Level Meter (SLM). The unit meets the American National Standards Institute (ANSI) Standard S1.4-1983 for Type 1 sound level meters. The SLM was field calibrated before and after the measurement survey with a hand-held acoustic calibrator and there was no "drift" observed. The accuracy of the calibrator is maintained through a program established through the manufacturer and is traceable to the National Bureau of Standards. The unit meets the requirements of ANSI Standard S1.4-1984 and IEC Standard 942: 1988 for Class 1 equipment.

Existing Noise Environment

A field survey was performed on August 20, 2004 by Alliance Acoustical Consultants, Inc., to determine existing noise levels at and adjacent to the project site. The survey revealed that noise in the vicinity of the proposed project area is generally characterized by roadway noise, activities at adjacent commercial businesses, residential activities, and people talking.

The field survey included five noise readings. Per the City of Stanton Noise Criteria, the L_{eq} , L_{02} , L_{08} , L_{25} , L_{50} and L_{90} values were recorded. Additionally, the L_{min} and L_{max} values were recorded. As discussed above, the L_{eq} value is representative of the equivalent noise level or logarithmic average noise level obtained over the measurement period. The L_{min} and L_{max} represent the minimum and maximum root-mean-square noise levels obtained over a period of one second. The L_{02} , L_{08} , L_{25} , L_{50} and L_{90} represent the values that are exceeded 1, 5, 15, 30 and 54 minutes per hour if the readings were extrapolated out to an hour's duration. All readings were taken approximately five feet above ground and no closer than 20 feet to any reflective surfaces (e.g., walls). Monitoring locations are shown in Figure N-1 and the readings are included in Table N-1. Each reading is summarized below.

NR-1 – This measurement was conducted near the northeast corner of the Project Site, next to the mobile home park and the Orco Block Facility. The SLM was placed at a distance of approximately 40-feet west of the 6-foot high block wall along the east property line and 2-feet south of the north property line. Traffic noise and operations at the Orco facility dominated the measurement at this location.

NR-2 – This position was located at the Plaza Woods Apartment Complex directly adjacent to the Project Site. The apartment complex is located on Plaza Way, which bisects the project site and represents the nearest multi-family residential landuses directly to the east of the site. The sources at this location were comprised of noise from vehicular traffic on Plaza Way, activities at the existing commercial retail center, and distant traffic on Beach Boulevard.

NR-3 – This measurement was conducted at the Orange Creek Apartment Complex located along the south side of Orangewood Avenue directly facing the project site. The noise profile was dominated by passing vehicular traffic on Orangewood Avenue and on-site gardening activities.

NR-4 – This position was located at the residential side yard at 1951 Davmor. This residential area is located directly west of the Project Site and is currently shielded from the Project Site with a 9-foot high soundwall. Noise at this location is representative of vehicular traffic noise from Beach Boulevard as well as internal traffic on Davmor and Stanton. Noise from residential activities also can be heard at this location.

NR-5 – This measurement was conducted at the park directly west of the Project Site. The SLM was located approximately 60-feet west of Beach Boulevard and 70-feet north of the southern property line. The noise profile was dominated by passing traffic on Beach Boulevard, operations at the Orco facility, and retail operations directly north and south of the park.

**TABLE N-1
NOISE LEVEL MEASUREMENTS¹**

<i>Monitoring Location</i>	<i>Leq (dBA)</i>	<i>L₀₂ (dBA)</i>	<i>L₀₈ (dBA)</i>	<i>L₂₅ (dBA)</i>	<i>L₅₀ (dBA)</i>	<i>L₉₀ (dBA)</i>	<i>Lmin (dBA)</i>	<i>Lmax (dBA)</i>
NR-1	58.9	64.3	62.2	60.3	57.0	52.8	48.7	69.5
NR-2	57.9	64.5	60.5	57.1	55.5	53.1	51.4	76.9
NR-3	64.9	72.4	68.9	65.1	61.1	52.3	46.4	81.0
NR-4	59.7	67.1	62.5	60.1	57.6	52.1	47.6	76.2
NR-5	63.5	68.6	67.4	64.3	61.9	58.8	56.7	68.9

SOURCE: ALLIANCE ACOUSTICAL CONSULTANTS, INC., 2004

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. The L02, L08, L25, L50 and L90 are the levels that are exceeded 2, 8, 25, 50 and 90 percent of the time, respectively. Alternatively, these values represent the noise level that would be exceeded for 1, 5, 15, 30 and 54 minutes during a 1-hour period. The Lmin and Lmax represent the minimum and maximum root-mean-square noise levels obtained over a period of 1 second.

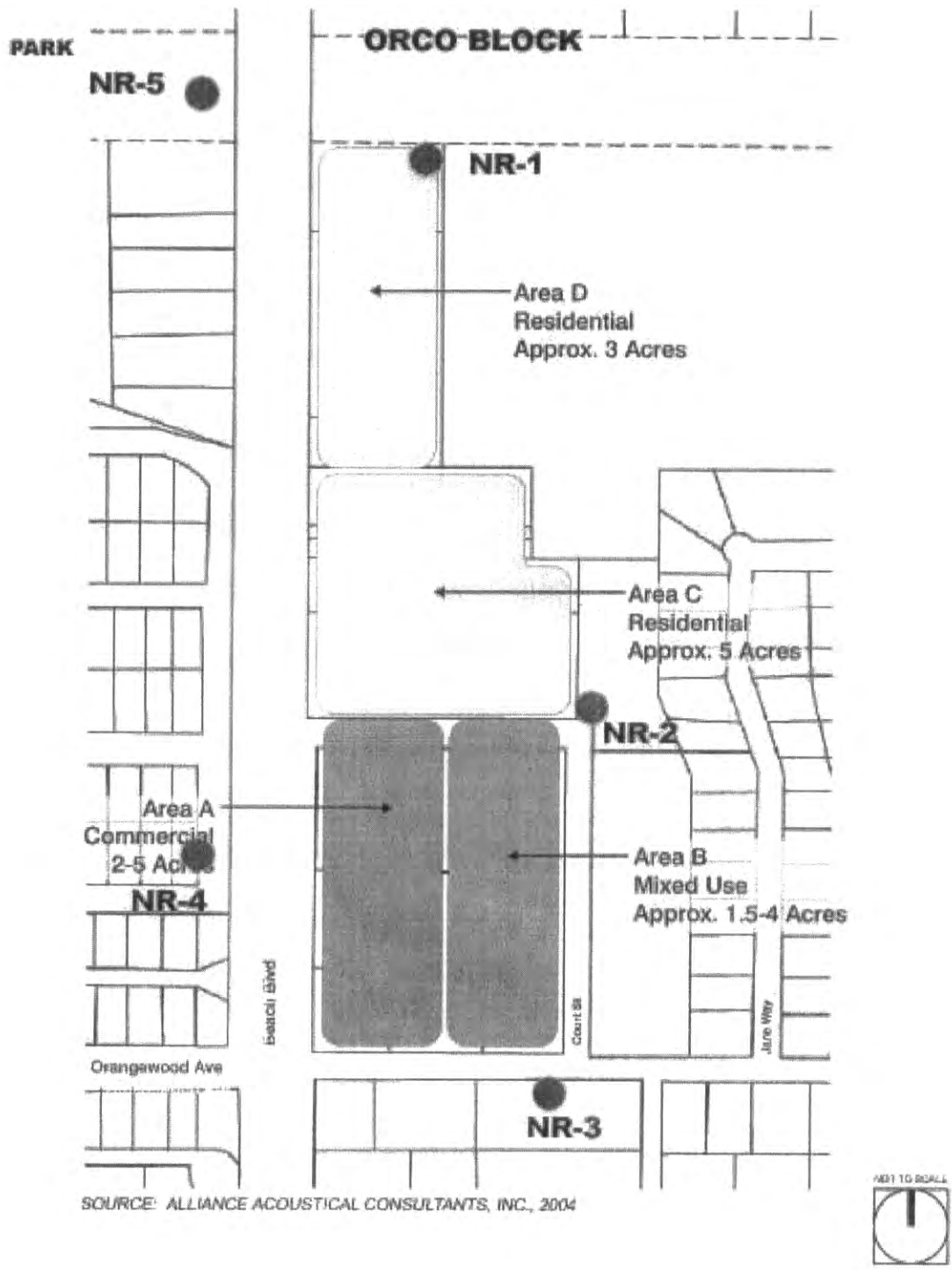


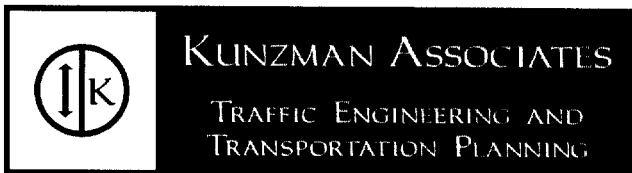
Figure N-1. Noise Monitoring Locations.

E. TRAFFIC AND CIRCULATION



Appendices

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OVER 25 YEARS OF EXCELLENT SERVICE

CITY OF STANTON

STANTON PLAZA SPECIFIC PLAN

TRAFFIC IMPACT ANALYSIS

1111 TOWN & COUNTRY ROAD, SUITE 34
ORANGE, CA 92868-4667
PHONE: (714) 973-8383
FAX: (714) 973-8821
EMAIL: MAIL@TRAFFIC-ENGINEER.COM

CITY OF STANTON
STANTON PLAZA SPECIFIC PLAN
TRAFFIC IMPACT ANALYSIS

Prepared by:

**Carl Ballard and
William Kunzman, P.E.**

William Kunzman



August 16, 2004

KUNZMAN ASSOCIATES

1111 TOWN & COUNTRY ROAD, SUITE 34
ORANGE, CA 92868-4667

PHONE: (714) 973-8383

FAX: (714) 973-8821

EMAIL: MAIL@TRAFFIC-ENGINEER.COM

WEB: WWW.TRAFFIC-ENGINEER.COM

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City of Stanton

Stanton Plaza Specific Plan

Traffic Impact Analysis

This report contains the traffic impact analysis for the Stanton Plaza Specific Plan project. The project site is located east of Beach Boulevard (SR-39) and north of Orangewood Avenue in the City of Stanton. The approximately 15 acre project site is proposed for three alternatives. The alternative with the highest traffic generation has been analyzed within this traffic impact analysis. Alternative 1 – commercially intensive development generates the most traffic, as shown in Table 5.

The traffic report contains documentation of existing traffic conditions, traffic generated by the project, distribution of the project traffic to roads outside the project, and an analysis of future traffic conditions. Each of these topics is contained in a separate section of the report. The first section is "Findings", and subsequent sections expand upon the findings. In this way, information on any particular aspect of the study can be easily located by the reader.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

1. Findings

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures.

Existing Traffic Conditions

- a. The project site is currently occupied by a mix of approximately 97,571 square feet of commercial retail land uses.
- b. The existing commercial retail generates approximately 6,683 daily vehicle trips, 154 of which occur during the morning peak hour, and 616 of which occur during the evening peak hour.
- c. The project site currently has access to Beach Boulevard (SR-39) and Orangewood Avenue.
- d. The study area includes the following intersections:
 - Santa Rosalia Street (NS) at:
Orangewood Avenue (EW)
 - Beach Boulevard (NS) at:
Katella Avenue (EW)
Orangewood Avenue (EW)
Chapman Avenue (EW)
 - Dale Avenue (NS) at:
Orangewood Avenue (EW)
- e. Table 3 shows the existing Intersection Levels of Service. The intersections in the vicinity of the site currently operate at Level of Service C or better during the peak hours.
- f. The roadway segments in the vicinity of the site currently operate within acceptable Levels of Service for existing traffic conditions, as shown on Figure 5.

Traffic Impacts

- a. The Alternative 1 – commercially intensive development is proposed to be developed with 70,600 square feet of commercial retail and 230 multi-family attached residential dwelling units. The Alternative 2 – residentially

intensive development is proposed to be developed with 13,000 square feet of commercial retail and 330 multi-family attached residential dwelling units. The Alternative 3 – balanced development is proposed to be developed with 35,000 square feet of commercial retail and 292 multi-family attached residential dwelling units.

- b. Alternative 1 – commercially intensive development generates the most traffic, as shown in Table 5. The Alternative 1 – commercially intensive development is projected to generate a total of approximately 6,426 daily vehicle trips, 217 of which occur during the morning peak hour, and 587 of which occur during the evening peak hour. The Alternative 2 – residentially intensive development is projected to generate a total of approximately 3,550 daily vehicle trips, 181 of which occur during the morning peak hour, and 317 of which occur during the evening peak hour. The Alternative 3 – balanced development is projected to generate a total of approximately 4,886 daily vehicle trips, 201 of which occur during the morning peak hour, and 442 of which occur during the evening peak hour.
- c. Table 6 shows the existing plus project Intersection Levels of Service. For existing plus project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours.
- d. For existing plus project traffic conditions, the roadway segments in the vicinity of the site are projected to operate within acceptable Levels of Service, as shown on Figure 18.
- e. Table 7 shows the Year 2025 without project Intersection Levels of Service. For Year 2025 without project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours, except for the following study area intersection that is projected to operate at Level of Service E during the evening peak hour, without General Plan improvements:

Beach Boulevard (NS) at:
Orangewood Avenue (EW)

- f. For Year 2025 without project traffic conditions, the roadway segments in the vicinity of the site are projected to operate within acceptable Levels of Service (see Figure 23), except for the following roadway segment that is projected to operate at Level of Service F, without General Plan improvements:

Orangewood Avenue, east of Dale Avenue

- g. Table 8 shows the Year 2025 with project Intersection Levels of Service. For Year 2025 with project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours, except for the following study area intersection that is projected to operate at Level of Service E during the evening peak hour, without General Plan improvements:

Beach Boulevard (NS) at:
Orangewood Avenue (EW)

- h. For Year 2025 with project traffic conditions, the roadway segments in the vicinity of the site are projected to operate within acceptable Levels of Service (see Figure 24), except for the following roadway segment that is projected to operate at Level of Service F, without General Plan improvements:

Orangewood Avenue, east of Dale Avenue

- i. For Year 2025 without project traffic conditions, a traffic signal is projected to be warranted at the following study area intersection (see Appendix D):

Santa Rosalia Street (NS) at:
Orangewood Avenue (EW)

- j. In Orange County, mitigation is required if (1) the intersection operates at worse than Level of Service D, which corresponds to an ICU of 0.90 or more; and (2) the ICU increases by 0.01 or more. The project site **does not** increase the ICU's at the intersections in the vicinity of the project site operating at worse than Level of Service D by more than 0.01. The project increase is shown in Table 1 for the intersections in the vicinity of the site. However, the project site should contribute to the intersection of Beach Boulevard/Orangewood Avenue to provide General Plan improvements (see Table 8).

- k. As shown in Table 9, the project traffic contributions have been calculated for the intersections in the vicinity of the site. The project traffic contribution has been based on the proportion of project peak hour traffic contributed to the total new peak hour Year 2025 traffic volumes.

Mitigation Measures

The following measures are recommended to mitigate the impact of the project on traffic circulation:

- a. Site-specific circulation and access recommendations are depicted on Figure 29.

- b. The project site should contribute to the intersection of Beach Boulevard/Orangewood Avenue to provide General Plan improvements.
- c. On-site parking should be provided to meet City of Stanton parking code requirements.
- d. Sight distance at each project access should be reviewed with respect to Caltrans/City of Stanton standards in conjunction with preparation of final grading, landscape, and street improvement plans.
- e. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
- f. As is the case for any roadway design, the City of Stanton should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

2. Orange County Congestion Management Program (CMP) Methodology

This section discusses the Orange County Congestion Management Program (CMP). The purpose, prescribed methodology, and definition of a significant traffic impact are discussed.

County Congestion Management Program (CMP)

The CMP is a result of Proposition 111 which was a statewide initiative approved by the voters in June 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a five year period.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a Traffic Impact Analysis (TIA) be prepared for new development. The TIA is prepared to monitor and fix traffic problems caused by new development.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a TIA. To assure that adjacent jurisdictions use a standard methodology in preparing TIA's, one common procedure is that all cities within a county, and the county agency itself, adopt and use one standard methodology for conducting TIA's.

Although each county has developed standards for preparing TIA's, TIA requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting TIA's has common elements.

The general approach for conducting a TIA is that existing weekday peak hour traffic is counted and the percent of roadway capacity currently used is determined. Then growth in traffic is accounted for and added to existing traffic and the percent of roadway capacity used is again determined. Then the project traffic is added and the percent of roadway capacity used is again determined. If the new project adds traffic to an overcrowded facility, then the new project has to mitigate the traffic impact so that the facility operates at a level that is no worse than before the project traffic was added.

If the project size is below a certain minimum threshold level, then a project does not have to have a TIA prepared, once it is shown or agreed that the project is below the minimum threshold. In Orange County a project needs a TIA if it generates more than 200 daily trips.

If a project is bigger than the minimum threshold size, then a TIA is required.

Prescribed Methodology for A Traffic Impact Analysis (TIA)

The TIA must include all monitored intersections to which the project adds traffic above a certain minimum amount.

In Orange County, the monitored intersections are all arterial to arterial intersections.

If a project adds more traffic than the minimum threshold amount to an intersection, then that intersection has to be analyzed for deficiencies.

If the intersection has to be analyzed for deficiencies, then mitigation is required if the existing traffic plus anticipated traffic growth plus project traffic does cause the Intersection Capacity Utilization (ICU) to go above a certain point.

In Orange County, mitigation is required if (1) the intersection operates at worse than Level of Service D, which corresponds to an ICU of 0.90 or more; and (2) the ICU increases by 0.01 or more.

An intersection mitigation measure shall either fix the deficiency, or reduce the ICU so that it is below the level that occurs without the project.

In Orange County, the technique used to calculate Intersection Capacity Utilization (ICU) is as follows. Lane capacity is 1700 vehicles per lane per hour of green time for through and turn lanes. A total yellow clearance time of 5 percent is added.

Project traffic is generated using rates and procedures contained in the Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003. The project traffic distribution is provided by the reviewing agency or is agreed to in advance of the TIA being prepared. The TIA has to be prepared by a licensed Traffic Engineer.

Mitigation Measures

If a project is large enough to require that a TIA be prepared, and if the project adds traffic to an intersection above a minimum threshold, and if the intersection is operating at above an acceptable level of operation, then the project must mitigate its traffic impact.

The project site **does not** increase the ICU's at the intersections in the vicinity of the project site operating at worse than Level of Service D by more than 0.01. The project increase is shown in Table 1 for the intersections in the vicinity of the site. However, the project site should contribute to the intersection of Beach Boulevard/Orangewood Avenue to provide General Plan improvements (see Table 8).

Table 1**Summary of Intersection Levels of Service (LOS)**

Intersection	Scenario	ICU-LOS ¹	
		Morning	Evening
Santa Rosalia Street (NS) at: Orangewood Avenue (EW)	Existing	0.12-A	0.15-A
	Existing Plus Project	0.12-A	0.16-A
	Project Increase	0.000	0.010
	Year 2025 Without Project	0.31-A	0.38-A
	Year 2025 With Project	0.32-A	0.40-A
	Project Increase	0.010	0.020
Beach Boulevard (NS) at: Katella Avenue (EW)	Existing	0.73-C	0.80-C
	Existing Plus Project	0.73-C	0.83-D
	Project Increase	0.000	0.030
	Year 2025 Without Project	0.79-C	0.86-D
	Year 2025 With Project	0.80-C	0.88-D
	Project Increase	0.010	0.020
Beach Boulevard (NS) at: Orangewood Avenue (EW)	Existing	0.53-A	0.67-B
	Existing Plus Project	0.54-A	0.70-B
	Project Increase	0.010	0.030
	Year 2025 Without Project	0.80-C	0.86-D
	Year 2025 With Project	0.82-D	0.89-D
	Project Increase	0.020	0.030
Beach Boulevard (NS) at: Chapman Avenue (EW)	Existing	0.70-B	0.80-C
	Existing Plus Project	0.71-C	0.81-D
	Project Increase	0.010	0.010
	Year 2025 Without Project	0.75-C	0.84-D
	Year 2025 With Project	0.75-C	0.86-D
	Project Increase	0.000	0.020
Dale Avenue (NS) at: Orangewood Avenue (EW)	Existing	0.33-A	0.57-A
	Existing Plus Project	0.34-A	0.61-B
	Project Increase	0.010	0.040
	Year 2025 Without Project	0.51-A	0.77-C
	Year 2025 With Project	0.53-A	0.79-C
	Project Increase	0.020	0.020

¹ ICU-LOS = Intersection Capacity Utilization - Level of Service

3. Project Description

This section discusses the project's location, proposed development, and traffic characteristics of such a development. Figure 1 shows the project location map and Figure 2 illustrates the site plan.

Location

The project site is located east of Beach Boulevard (SR-39) and north of Orangewood Avenue in the City of Stanton. The project site is currently occupied by a mix of approximately 97,571 square feet of commercial retail land uses.

Proposed Development

The Alternative 1 – commercially intensive development is proposed to be developed with 70,600 square feet of commercial retail and 230 multi-family attached residential dwelling units. The Alternative 2 – residentially intensive development is proposed to be developed with 13,000 square feet of commercial retail and 330 multi-family attached residential dwelling units. The Alternative 3 – balanced development is proposed to be developed with 35,000 square feet of commercial retail and 292 multi-family attached residential dwelling units.

The following describes the proposed land uses from a traffic engineering viewpoint:

Commercial Retail: Neighborhood or community shopping centers of this type are characterized by a large number of short duration trips throughout the day. Their typical late morning opening times produce only minor traffic volumes during the morning peak hour.

Multi-Family Attached Residential: Peak traffic volumes occur in the morning and evening when inhabitants are going to and from work. Mid-day volumes are often shopping oriented or child related, such as home-to-school and home-to-Little League.

Figure 1
Project Location Map

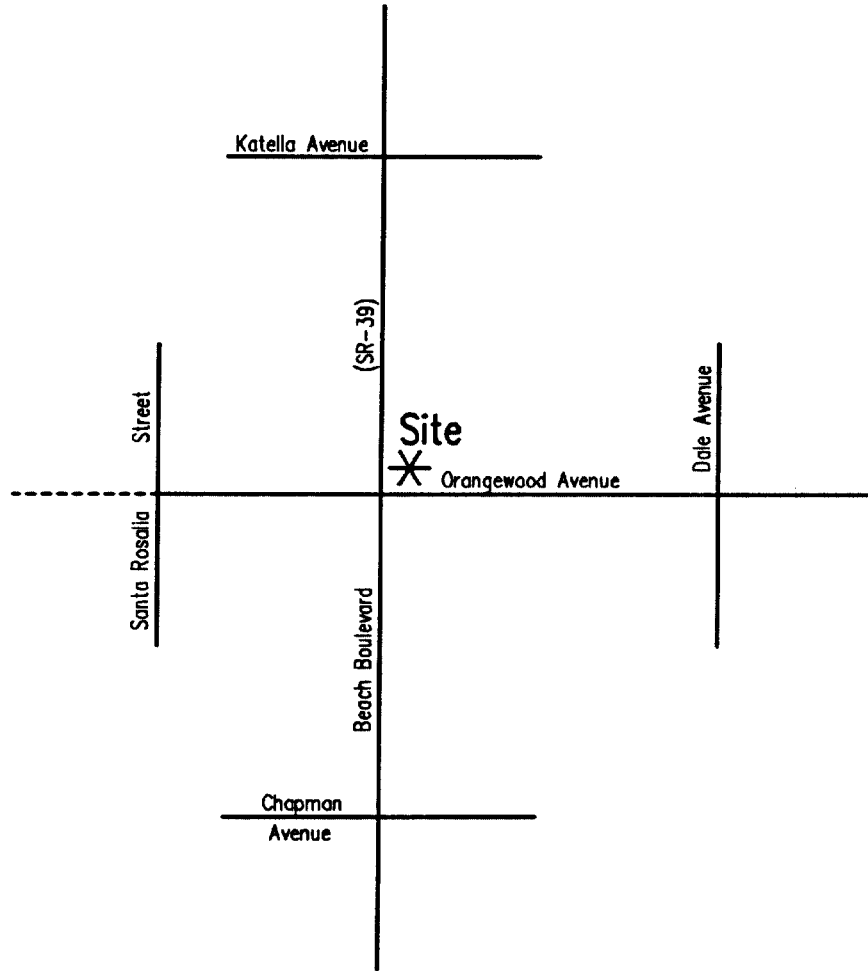
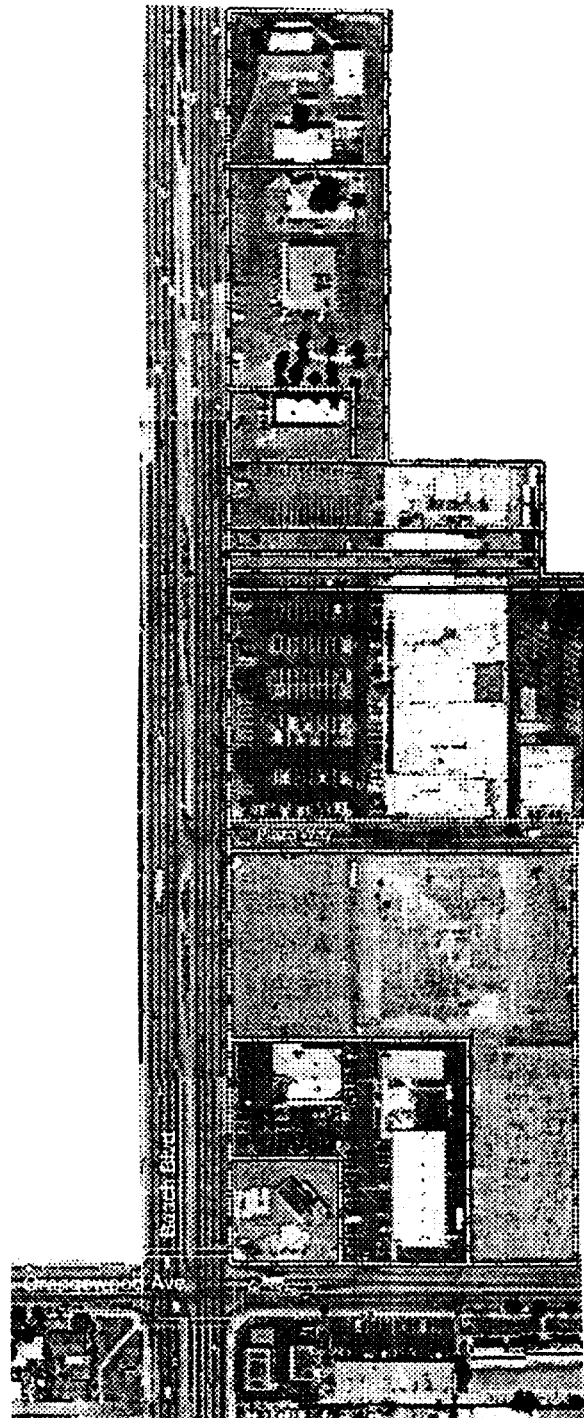


Figure 2
Site Plan



4. Existing Traffic Conditions

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 8.

Surrounding Street System

Roadways that will be utilized by the development include Santa Rosalia Street, Beach Boulevard (SR-39), Dale Avenue, Katella Avenue, Oranewood Avenue, and Chapman Avenue. In the vicinity of the project site, the following roadway conditions exist:

Santa Rosalia Street: This north-south two lane undivided is not classified on the City of Stanton General Plan Circulation Element. It currently carries approximately 1,500 to 1,900 vehicles per day in the study area.

Beach Boulevard (SR-39): This north-south eight lane divided roadway is classified as a Superstreet on the City of Stanton General Plan Circulation Element. It currently carries approximately 49,600 to 53,800 vehicles per day in the study area.

Dale Avenue: This north-south two lane undivided to four lane divided roadway is classified as a Secondary on the City of Stanton General Plan Circulation Element. It currently carries approximately 9,700 to 10,700 vehicles per day in the study area.

Katella Avenue: This east-west four lane divided to six lane divided roadway is classified as a Major on the City of Stanton General Plan Circulation Element. It currently carries approximately 25,900 to 28,800 vehicles per day in the study area.

Oranewood Avenue: This east-west two lane undivided to four lane undivided roadway is classified as a Secondary on the City of Stanton General Plan Circulation Element. It currently carries approximately 5,000 to 6,800 vehicles per day in the study area.

Chapman Avenue: This east-west four lane divided to five lane divided roadway is classified as a Primary on the City of Stanton General Plan Circulation Element. It currently carries approximately 17,800 to 18,200 vehicles per day in the study area.

Existing Travel Lanes and Intersection Controls

Figure 3 identifies the existing roadway conditions for arterials near the site. The number of through lanes for existing roadways and the existing intersection controls are identified.

Existing Average Daily Traffic (ADT) Volumes

Figure 4 depicts the existing average daily traffic (ADT) volumes. Traffic volumes were obtained from the 2003 Traffic Volumes by California State Highways by Caltrans and estimated by Kunzman Associates using the following formula for each intersection leg:

$$\text{PM Peak Hour (Approach Volume + Exit Volume)} \times 10 = \text{Daily Leg Volume.}$$

Existing Volume to Capacity Ratios

Roadway capacity is generally defined as the number of vehicles that can be reasonably expected to pass over a given section of road in a given time period. Congestion, high accident rates, the quality of traffic flow (Level of Service), and environmental acceptability all come into play in defining a particular roadway's effective capacity. It is possible to identify maximum desirable volumes for typical roadway types based on the number of roadway travel lanes. These daily volumes reflect estimates of the amount of daily traffic that will result in peak hour traffic volumes equal to the maximum desirable capacity of each roadway type.

By dividing existing ADT volumes by the daily roadway capacities listed in Table 2, existing volume to capacity ratios have been calculated and are shown on Figure 5. As shown on Figure 5, the roadway segments in the vicinity of the site currently operate within acceptable Levels of Service.

Existing Intersection Levels of Service (LOS)

The technique used to assess the operation of an intersection is known as Intersection Capacity Utilization (ICU). To calculate an ICU value the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to calculate Intersection Capacity Utilization (ICU) is as follows. Lane capacity is 1,700 vehicles per lane per hour of green time for through and turn lanes. A total yellow clearance time of 5 percent is added.

The Levels of Service for the existing traffic conditions have been calculated and are shown in Table 3. Existing Levels of Service are based upon manual morning

and evening peak hour intersection turning movement counts made for Kunzman Associates in July 2004 (see Figures 6 and 7). Traffic count worksheets are provided in Appendix B.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15 minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15 minute periods have the highest combined volume.

The intersections in the vicinity of the site currently operate at Level of Service C or better during the peak hours. Existing Level of Service worksheets are provided in Appendix C.

Comparison of volume to capacity ratios and corresponding Level of Service, and peak hour Intersection Capacity Utilization and corresponding Level of Service reveals significant differences. The differences between link volume to capacity ratios and peak hour ICU values is particularly pronounced when cross traffic is light. Volume to capacity ratios assume that all cross streets require 50 percent of the time to satisfy their demand, and assume that the subject street has 50 percent of the time available to it. The link volume to capacity ratios are a generalized indicator while peak hour ICU actually represents what can be expected in the peak hour at intersections. Of the two indicators, the peak hour ICU value and corresponding LOS is by far the best measure of roadway performance.

Existing Master Plan of Arterial Highways

Figure 8 exhibits the current City of Stanton General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 8. This figure shows the nature and extent of arterial highways that are needed to serve adequately the ultimate development depicted by the Land Use Element of the General Plan.

Transit Service

The project site is currently served by OCTA Routes 29, 50, and 54 along Beach Boulevard (SR-39), Katella Avenue, and Chapman Avenue.

The traffic reducing potential of public transit has not been considered in this report. Essentially, the traffic projections are "worst case" in that public transit might be able to reduce the traffic volumes.

Table 2

**City of Stanton
Roadway Capacities**

Classification	Maximum Volume
8 Lanes Divided	75,000
6 Lanes Divided	56,300
4 Lanes Divided	37,500
4 Lanes Undivided	25,000
2 Lanes Undivided	12,500

Table 3

Existing Intersection Levels of Service (LOS)

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Santa Rosalia Street (NS) at: Orangewood Avenue (EW)	AWS	0	1	0	0	1	0	0	0	0	1	0	1	0.12-A	0.15-A
Beach Boulevard (NS) at: Katella Avenue (EW)	TS	2	4	0	2	4	0	1	3	1	1	3	0	0.73-C	0.80-C
Orangewood Avenue (EW)	TS	1	4	0	1	4	0	1	1	1	1	1	1	0.53-A	0.67-B
Chapman Avenue (EW)	TS	2	4	0	2	4	0	1	3	0	1	2	1	0.70-B	0.80-C
Dale Avenue (NS) at: Orangewood Avenue (EW)	TS	0	1	0	1	1	1	1	1	0	1	1	0	0.33-A	0.57-A

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right

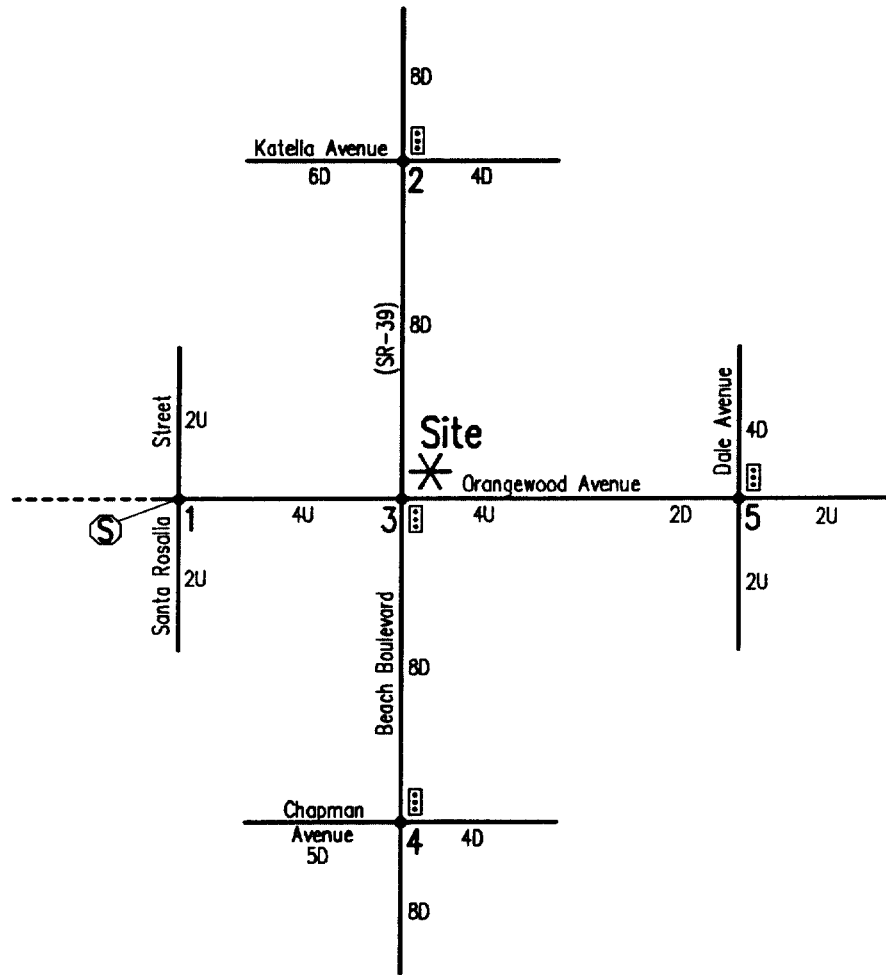
² ICU-LOS = Intersection Capacity Utilization - Level of Service

³ AWS = All Way Stop

TS = Traffic Signal

Figure 3

Existing Through Travel Lanes and Intersection Controls



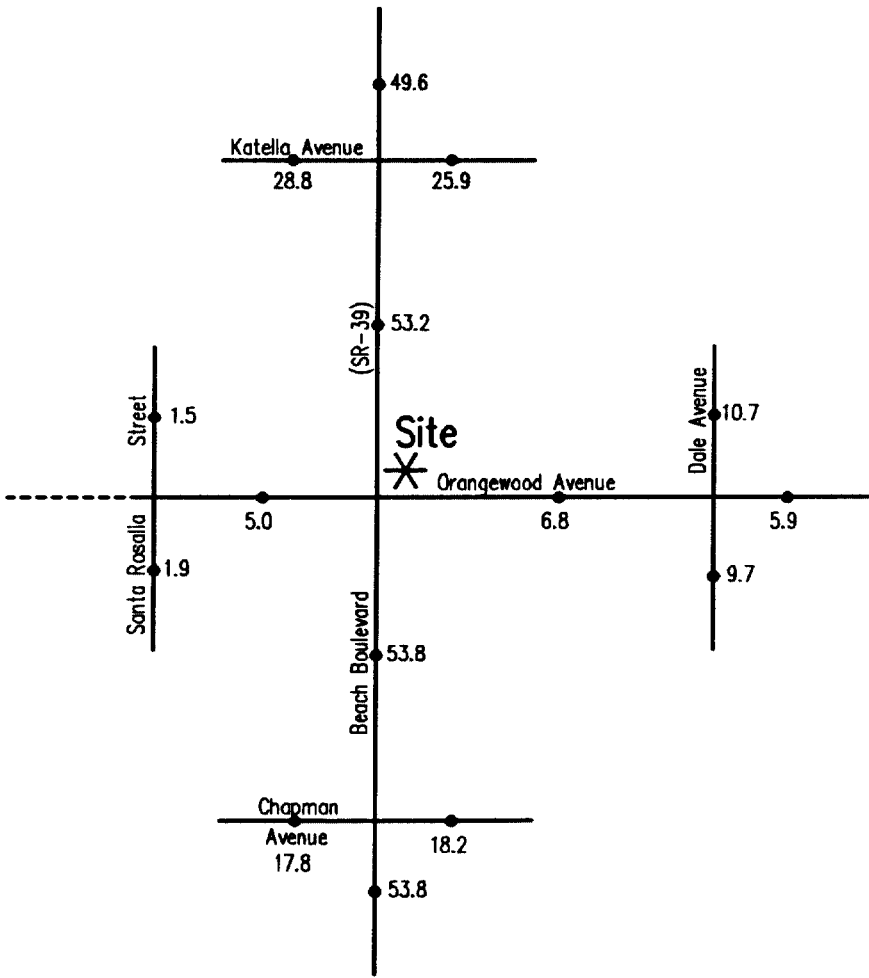
Legend

- = Traffic Signal
- = All Way Stop
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided



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Figure 4
Existing Average Daily Traffic (ADT) Volumes

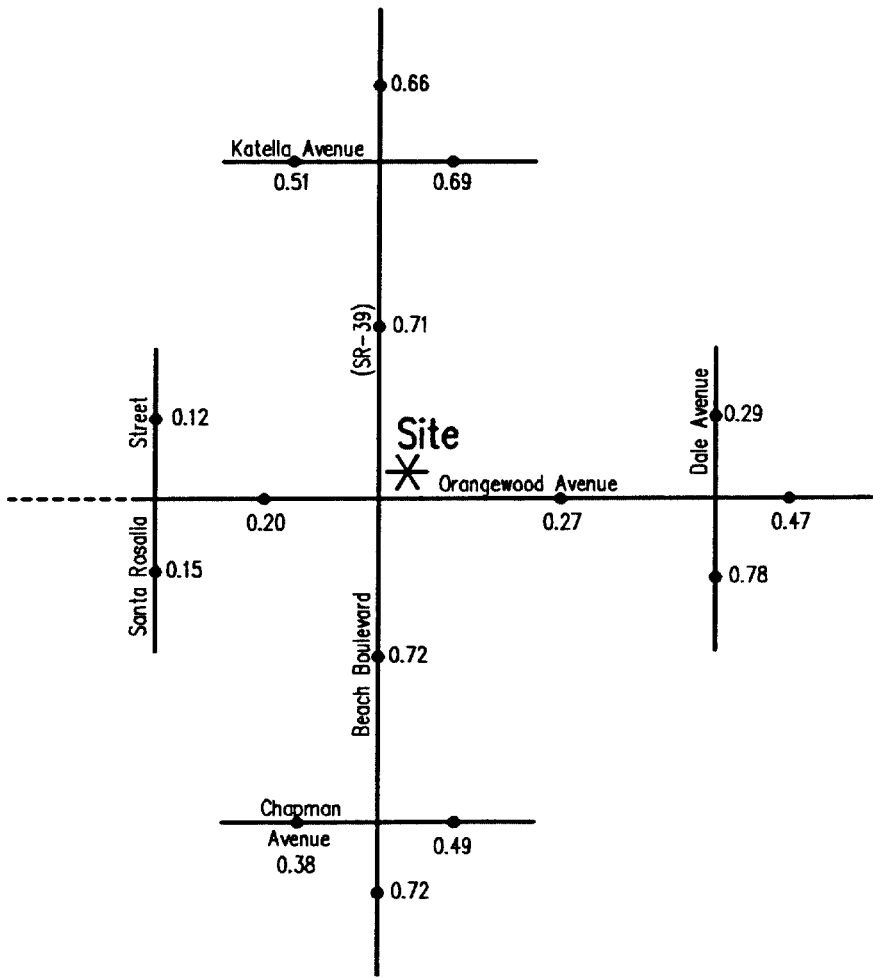


Legend

5.9 = Vehicles Per Day (1000's)



Figure 5
Existing Volume to Capacity Ratios



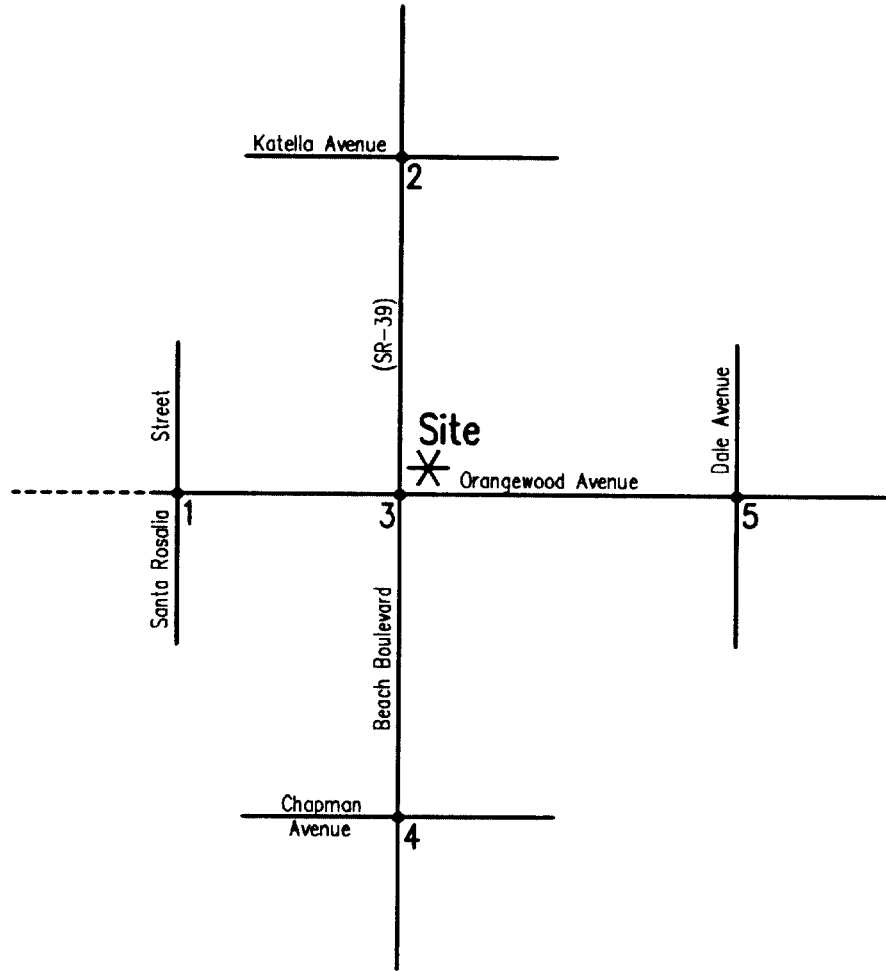
Legend

0.47 = Volume To Capacity Ratio



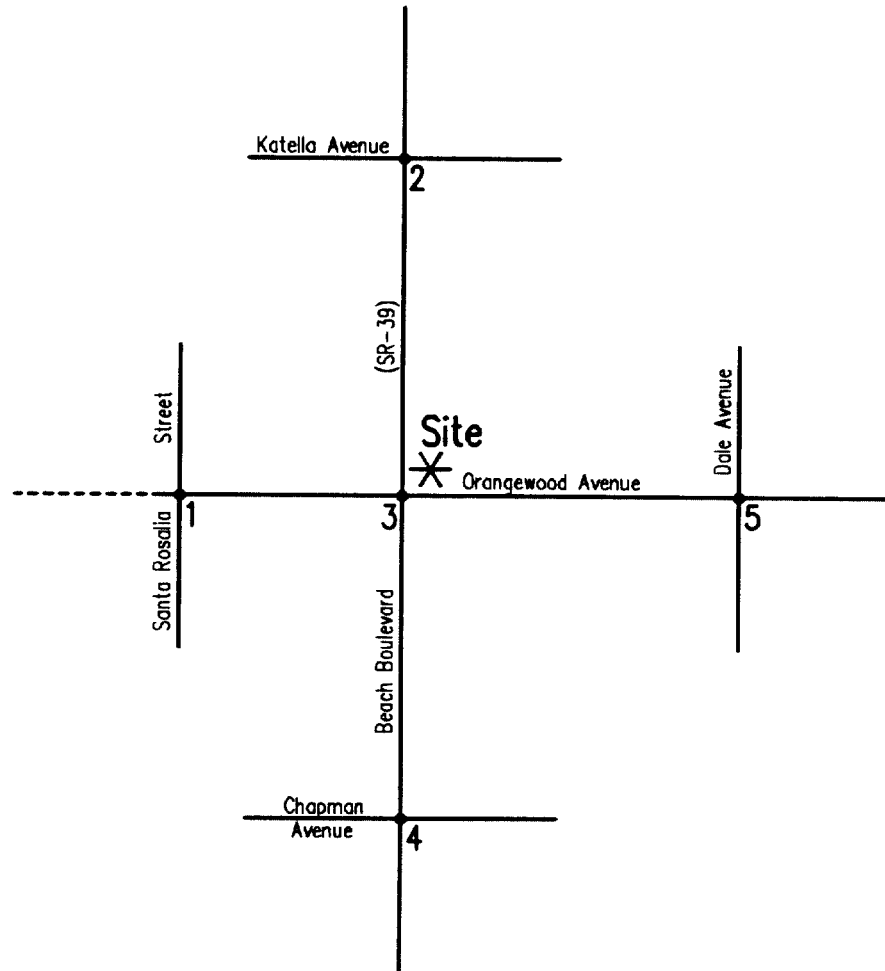
Figure 6

Existing Morning Peak Hour Intersection Turning Movement Volumes



<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4" style="text-align: right;">78</td></tr> <tr><td>← 0</td><td>← 25</td><td>← 53</td><td>↑</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>19</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>13</td></tr> <tr><td>0</td><td>11</td><td>21</td><td>→</td></tr> <tr><td colspan="3"></td><td style="text-align: right;">32</td></tr> </table>	78				← 0	← 25	← 53	↑	0	0	0	19	0	0	0	13	0	11	21	→				32	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4" style="text-align: right;">2488</td></tr> <tr><td>← 279</td><td>← 2067</td><td>← 192</td><td>↑</td></tr> <tr><td>180</td><td>187</td><td>172</td><td>107</td></tr> <tr><td>180</td><td>750</td><td>172</td><td>714</td></tr> <tr><td>234</td><td>188</td><td>191</td><td>191</td></tr> <tr><td colspan="3"></td><td style="text-align: right;">2134</td></tr> </table>	2488				← 279	← 2067	← 192	↑	180	187	172	107	180	750	172	714	234	188	191	191				2134	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4" style="text-align: right;">2437</td></tr> <tr><td>← 38</td><td>← 2337</td><td>← 61</td><td>↑</td></tr> <tr><td>67</td><td>182</td><td>113</td><td>108</td></tr> <tr><td>67</td><td>2337</td><td>113</td><td>81</td></tr> <tr><td>38</td><td>1975</td><td>51</td><td>113</td></tr> <tr><td colspan="3"></td><td style="text-align: right;">2064</td></tr> </table>	2437				← 38	← 2337	← 61	↑	67	182	113	108	67	2337	113	81	38	1975	51	113				2064	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4" style="text-align: right;">2541</td></tr> <tr><td>← 192</td><td>← 2719</td><td>← 130</td><td>↑</td></tr> <tr><td>154</td><td>104</td><td>138</td><td>128</td></tr> <tr><td>154</td><td>451</td><td>138</td><td>128</td></tr> <tr><td>223</td><td>1907</td><td>83</td><td>138</td></tr> <tr><td colspan="3"></td><td style="text-align: right;">2213</td></tr> </table>	2541				← 192	← 2719	← 130	↑	154	104	138	128	154	451	138	128	223	1907	83	138				2213	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="4" style="text-align: right;">571</td></tr> <tr><td>← 58</td><td>← 259</td><td>← 54</td><td>↑</td></tr> <tr><td>38</td><td>46</td><td>28</td><td>111</td></tr> <tr><td>38</td><td>153</td><td>28</td><td>111</td></tr> <tr><td>17</td><td>172</td><td>18</td><td>111</td></tr> <tr><td colspan="3"></td><td style="text-align: right;">207</td></tr> </table>	571				← 58	← 259	← 54	↑	38	46	28	111	38	153	28	111	17	172	18	111				207
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Figure 7
Existing Evening Peak Hour Intersection Turning Movement Volumes



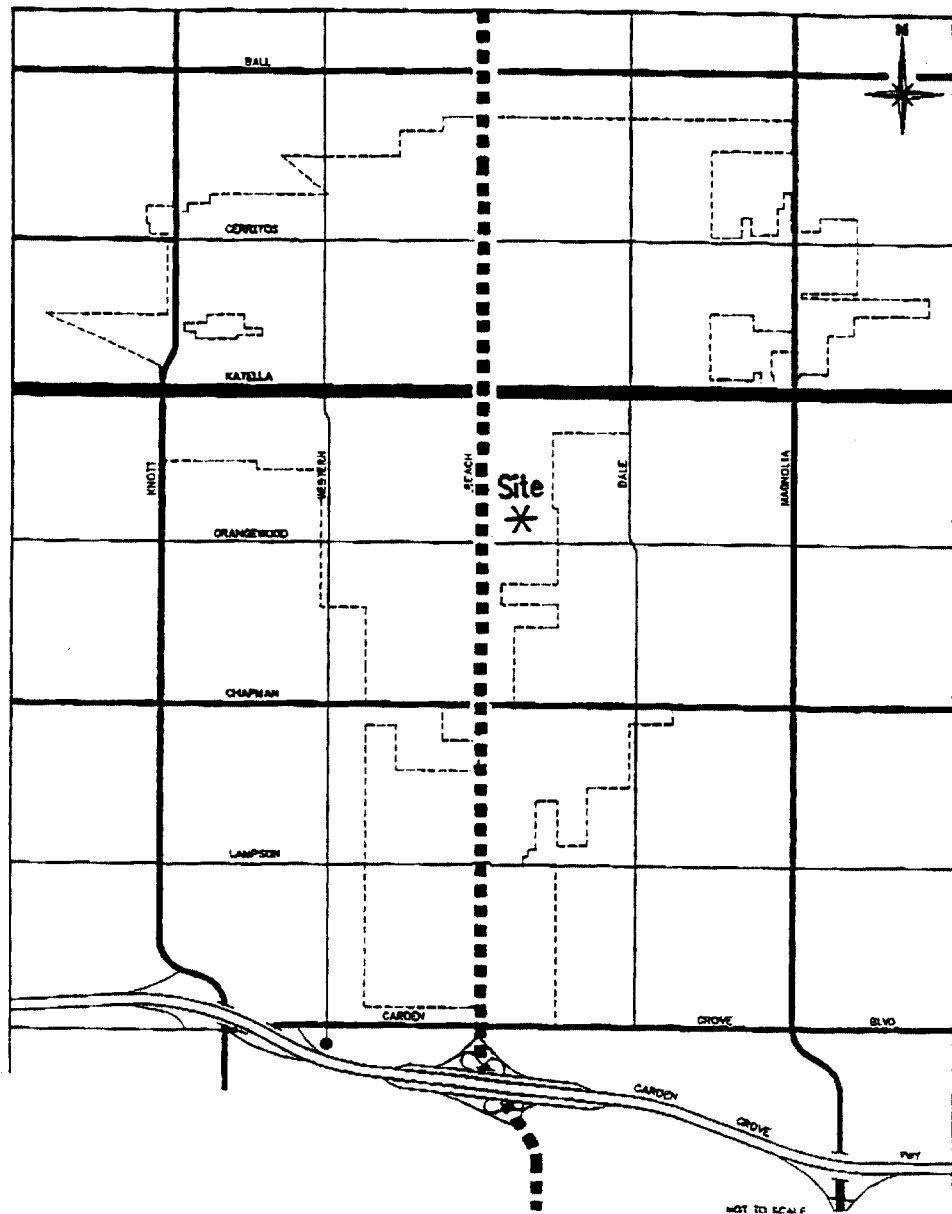
<table border="1"> <tr><td>63</td></tr> <tr><td>← 0</td></tr> <tr><td>← 29</td></tr> <tr><td>← 34</td></tr> <tr><td>→ 0</td></tr> <tr><td>→ 0</td></tr> <tr><td>→ 0</td></tr> <tr><td>↑ 0</td></tr> <tr><td>↑ 44</td></tr> <tr><td>↑ 56</td></tr> <tr><td>↓ 100</td></tr> </table>	63	← 0	← 29	← 34	→ 0	→ 0	→ 0	↑ 0	↑ 44	↑ 56	↓ 100	<table border="1"> <tr><td>2331</td></tr> <tr><td>← 178</td></tr> <tr><td>← 1971</td></tr> <tr><td>← 182</td></tr> <tr><td>→ 343</td></tr> <tr><td>→ 223</td></tr> <tr><td>→ 190</td></tr> <tr><td>↑ 805</td></tr> <tr><td>↑ 226</td></tr> <tr><td>↓ 1182</td></tr> </table>	2331	← 178	← 1971	← 182	→ 343	→ 223	→ 190	↑ 805	↑ 226	↓ 1182	<table border="1"> <tr><td>2454</td></tr> <tr><td>← 103</td></tr> <tr><td>← 2231</td></tr> <tr><td>← 100</td></tr> <tr><td>→ 77</td></tr> <tr><td>→ 2887</td></tr> <tr><td>→ 140</td></tr> <tr><td>↑ 116</td></tr> <tr><td>↑ 147</td></tr> <tr><td>↓ 357</td></tr> </table>	2454	← 103	← 2231	← 100	→ 77	→ 2887	→ 140	↑ 116	↑ 147	↓ 357	<table border="1"> <tr><td>2471</td></tr> <tr><td>← 108</td></tr> <tr><td>← 2144</td></tr> <tr><td>← 221</td></tr> <tr><td>→ 197</td></tr> <tr><td>→ 2559</td></tr> <tr><td>→ 145</td></tr> <tr><td>↑ 133</td></tr> <tr><td>↑ 53</td></tr> <tr><td>↓ 827</td></tr> </table>	2471	← 108	← 2144	← 221	→ 197	→ 2559	→ 145	↑ 133	↑ 53	↓ 827	<table border="1"> <tr><td>528</td></tr> <tr><td>← 125</td></tr> <tr><td>← 344</td></tr> <tr><td>← 60</td></tr> <tr><td>→ 36</td></tr> <tr><td>→ 120</td></tr> <tr><td>→ 74</td></tr> <tr><td>↑ 47</td></tr> <tr><td>↑ 135</td></tr> <tr><td>↓ 53</td></tr> <tr><td>↓ 530</td></tr> </table>	528	← 125	← 344	← 60	→ 36	→ 120	→ 74	↑ 47	↑ 135	↓ 53	↓ 530
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Intersection reference numbers are in upper left corner of turning movement boxes.

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Figure 8
 City of Stanton General Plan Circulation Element



Legend

-  Superstreet
-  Major (6 lanes)
-  Primary (4 lanes)
-  Secondary (4 or 2 lanes)

5. Project Traffic

The project site is currently occupied by a mix of approximately 97,571 square feet of commercial retail land uses. The Alternative 1 – commercially intensive development is proposed to be developed with 70,600 square feet of commercial retail and 230 multi-family attached residential dwelling units. The Alternative 2 – residentially intensive development is proposed to be developed with 13,000 square feet of commercial retail and 330 multi-family attached residential dwelling units. The Alternative 3 – balanced development is proposed to be developed with 35,000 square feet of commercial retail and 292 multi-family attached residential dwelling units.

Traffic Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the traffic volumes are determined. Table 4 exhibits the traffic generation rates. The trip generation rates are from the Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition, 2003.

Table 5 shows the project peak hour volumes and project daily traffic volumes for the three (3) alternatives. Alternative 1 – commercially intensive development generates the most traffic, as shown in Table 5. The Alternative 1 – commercially intensive development is projected to generate a total of approximately 6,426 daily vehicle trips, 217 of which occur during the morning peak hour, and 587 of which occur during the evening peak hour. The Alternative 2 – residentially intensive development is projected to generate a total of approximately 3,550 daily vehicle trips, 181 of which occur during the morning peak hour, and 317 of which occur during the evening peak hour. The Alternative 3 – balanced development is projected to generate a total of approximately 4,886 daily vehicle trips, 201 of which occur during the morning peak hour, and 442 of which occur during the evening peak hour.

The alternative with the highest traffic generation has been analyzed within this traffic impact analysis.

Traffic volumes shown in Table 4 consist of the total trips generated for each project land use. As a residential trip generated by the project will also be making trips to a commercial retail land use within the project, a double counting of those trips occurs. The trip generation for the project shows the internal interaction with the proposed land uses.

It should be noted that for the project land use, a portion of the traffic would come from pass-by trips from adjacent roadways, trips that are currently on the roadway system. In order to analyze a "conservative" scenario in terms of the assignment of traffic, the traffic volumes from the project have not been reduced as a result of pass-by trips (see Appendix E).

Traffic Distribution and Assignment

Traffic distribution is the determination of the directional orientation of traffic. It is based on the geographical location of employment centers, commercial centers, recreational areas, or residential area concentrations.

Traffic assignment is the determination of which specific route development traffic will use, once the generalized traffic distribution is determined. The basic factors affecting route selection are minimum time path and minimum distance path.

Figures 9 and 10 contain the directional distribution and assignment of the project traffic for the proposed land uses with the existing and future roadway networks, respectively.

Project-Related Traffic

Based on the identified traffic generation and distribution with the existing roadway network, project related ADT volumes are shown on Figure 11. The project related morning and evening peak hour intersection turning movement volumes with the existing roadway network are shown on Figures 12 and 13, respectively.

Based on the identified traffic generation and distribution with the future roadway network, project related ADT volumes are shown on Figure 14. The project related morning and evening peak hour intersection turning movement volumes with the existing roadway network are shown on Figures 15 and 16, respectively.

Table 4
Traffic Generation Rates¹

Land Use	Units ²	Peak Hour						Daily
		Morning			Evening			
		Inbound	Outbound	Total	Inbound	Outbound	Total	
Commercial Retail	TSF							
99.380 TSF		0.96	0.61	1.57	3.01	3.26	6.27	68.06
70.600 TSF		1.10	0.70	1.80	3.38	3.66	7.04	76.71
35.000 TSF		1.45	0.93	2.38	4.29	4.65	8.94	98.06
13.000 TSF		2.16	1.38	3.54	6.01	6.51	12.52	138.69
Multi-Family Attached Residential	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.86

¹ Source: Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition, 2003, Land Use Categories 820 and 230.

² TSF = Thousand Square Feet

DU = Dwelling Units

Table 5

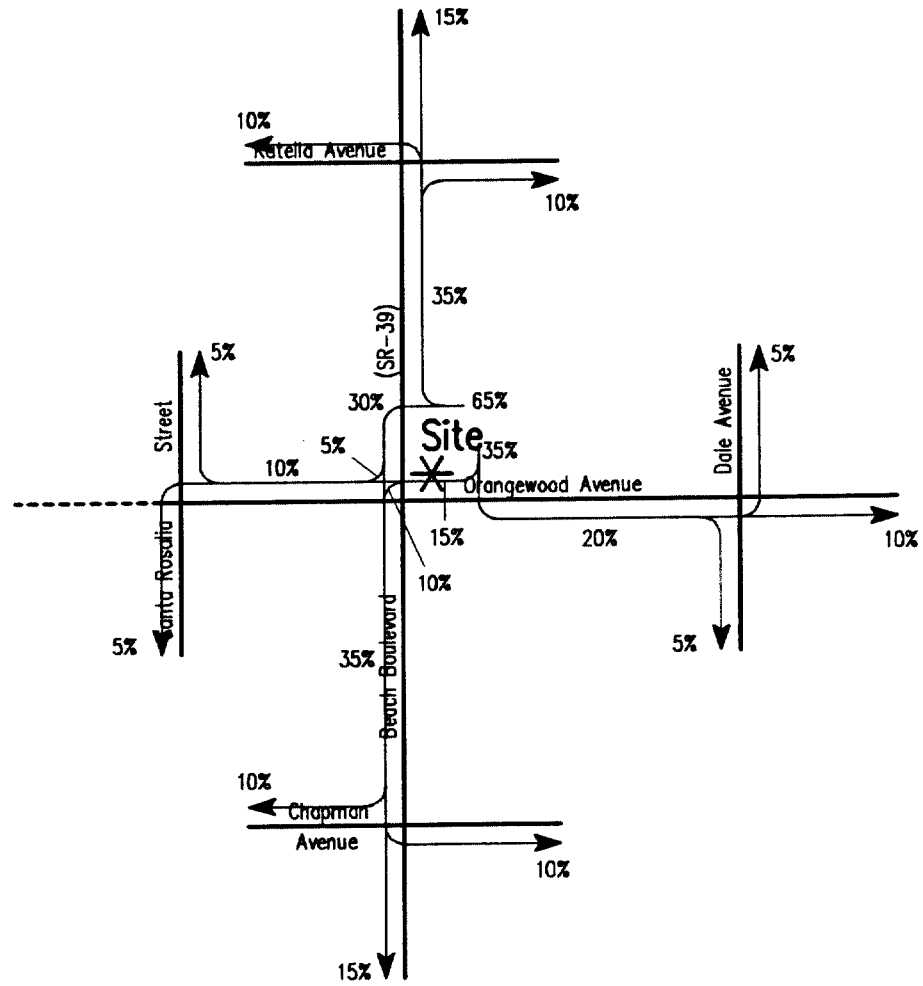
Project Traffic Generation Comparison

Land Use	Quantity	Units ¹	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Existing									
Commercial Retail	97.571	TSF	94	60	154	296	320	616	6,683
Alternative 1 - Commercially Intensive									
Commercial Retail	70.600	TSF	77	50	127	239	259	498	5,416
Multi-Family Attached Residential	230	DU	16	85	101	81	39	120	1,348
Subtotal			93	135	228	320	298	618	6,764
Internal (5%)			-5	-7	-11	-16	-15	-31	-338
Total			88	128	217	304	283	587	6,426
Difference			-6	68	63	8	-37	-29	-257
Alternative 2 - Residentially Intensive									
Commercial Retail	13.000	TSF	28	18	46	78	85	163	1,803
Multi-Family Attached Residential	330	DU	23	122	145	115	56	171	1,934
Subtotal			51	140	191	193	141	334	3,737
Internal (5%)			-3	-7	-10	-10	-7	-17	-187
Total			48	133	181	183	134	317	3,550
Difference			-46	73	27	-113	-186	-299	-3,133
Alternative 3 - Balanced									
Commercial Retail	35.000	TSF	51	33	84	150	163	313	3,432
Multi-Family Attached Residential	292	DU	20	108	128	102	50	152	1,711
Subtotal			71	141	212	252	213	465	5,143
Internal (5%)			-4	-7	-11	-13	-11	-23	-257
Total			67	134	201	239	202	442	4,886
Difference			-27	74	47	-57	-118	-174	-1,797

¹ TSF = Thousand Square Feet

DU = Dwelling Units

Figure 9
 Project Traffic Distribution
 With Existing Roadway Network

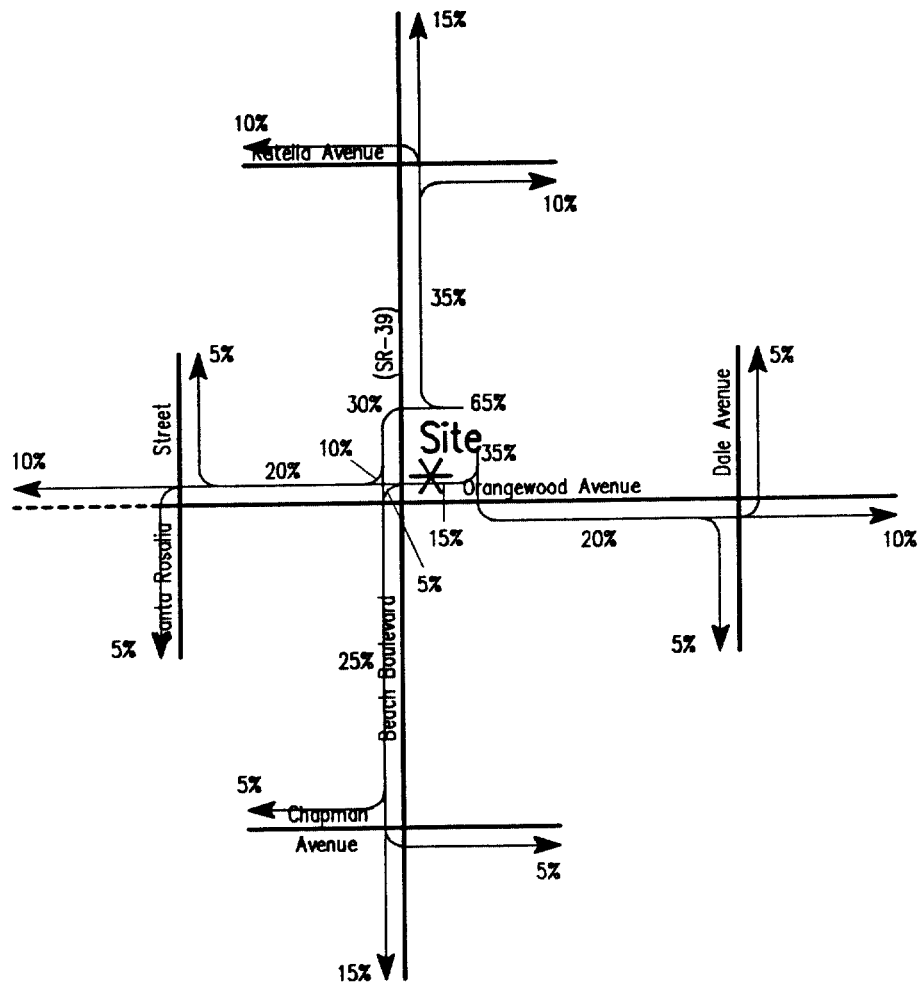


Legend

10% = Percent To/From Project



Figure 10
 Project Traffic Distribution
 With Future Roadway Network

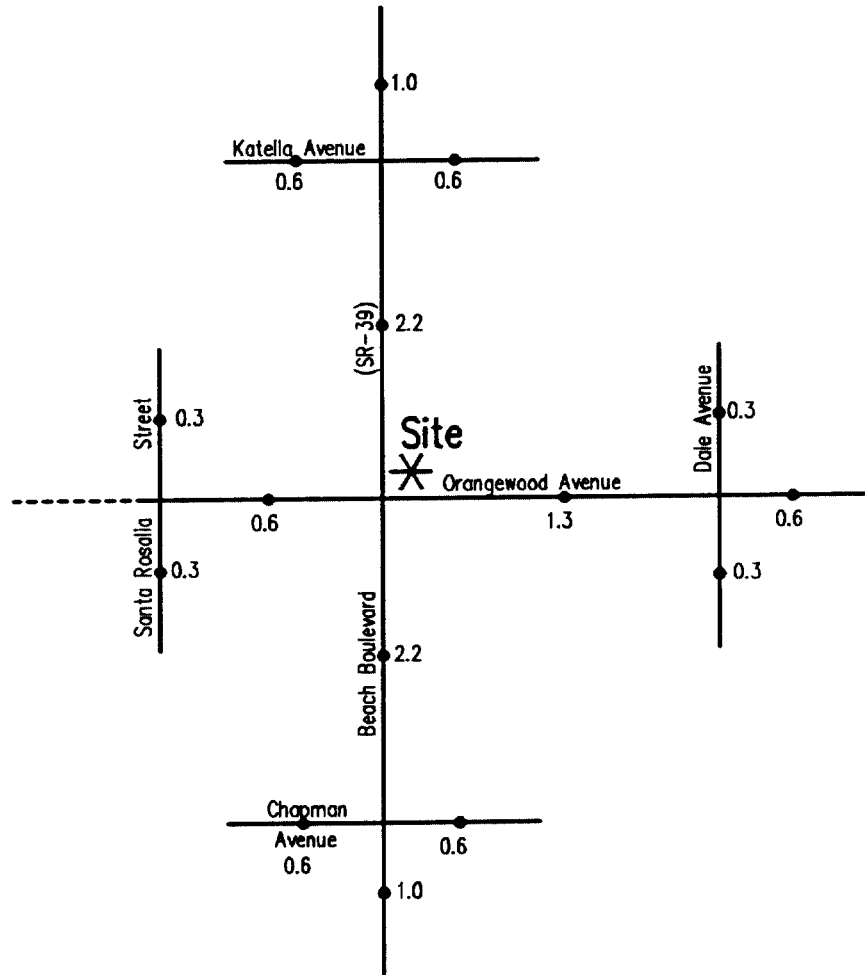


Legend

10% = Percent To/From Project



Figure 11
Project Average Daily Traffic (ADT) Volumes
With Existing Roadway Network



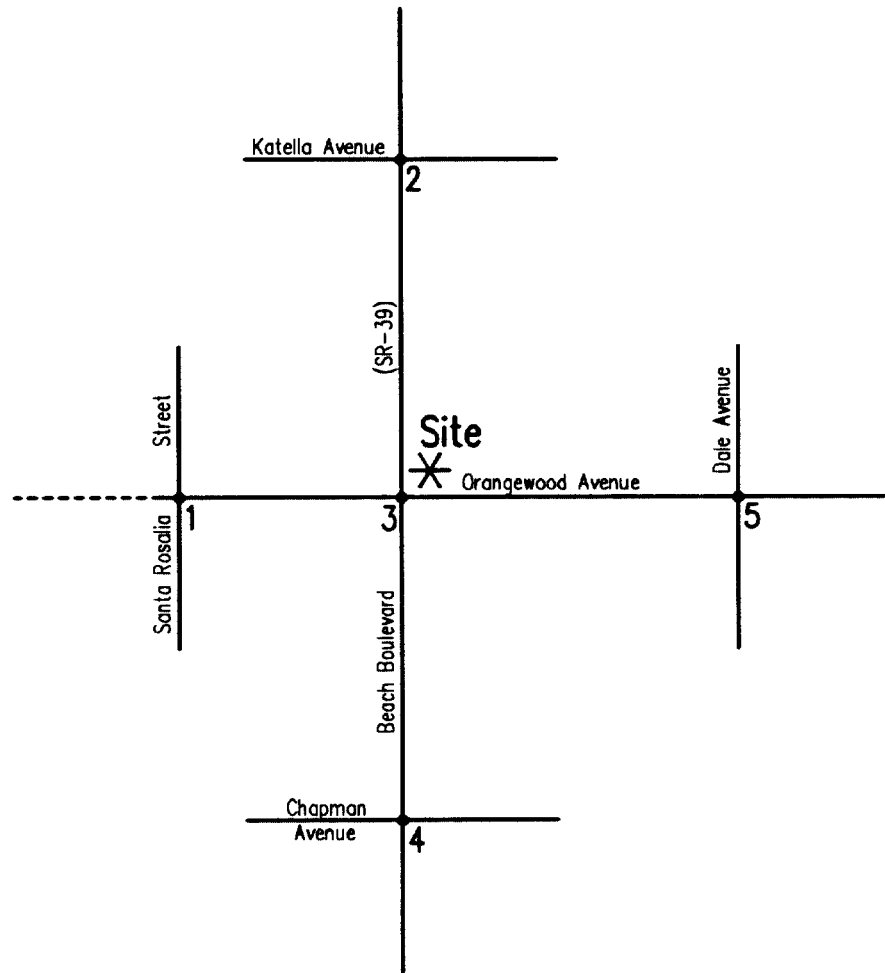
Legend

0.6 = Vehicles Per Day (1000's)



Figure 12

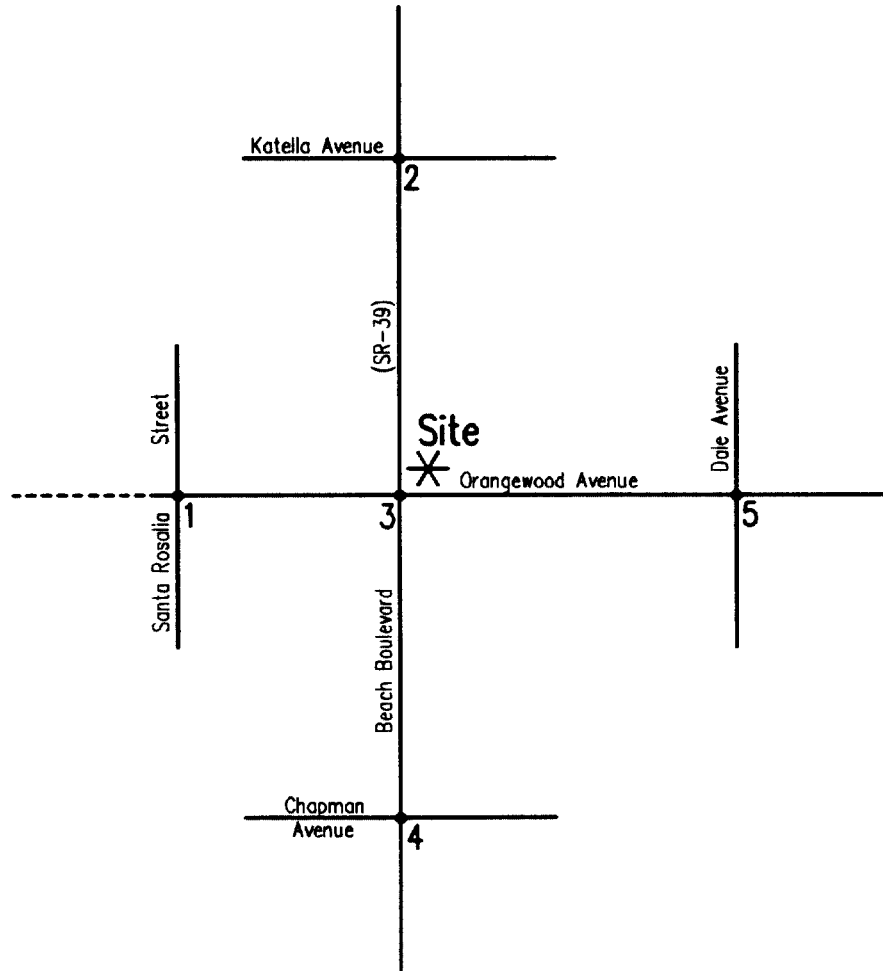
Project Morning Peak Hour Intersection Turning Movement Volumes With Existing Roadway Network



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Figure 13

Project Evening Peak Hour Intersection Turning Movement Volumes With Existing Roadway Network



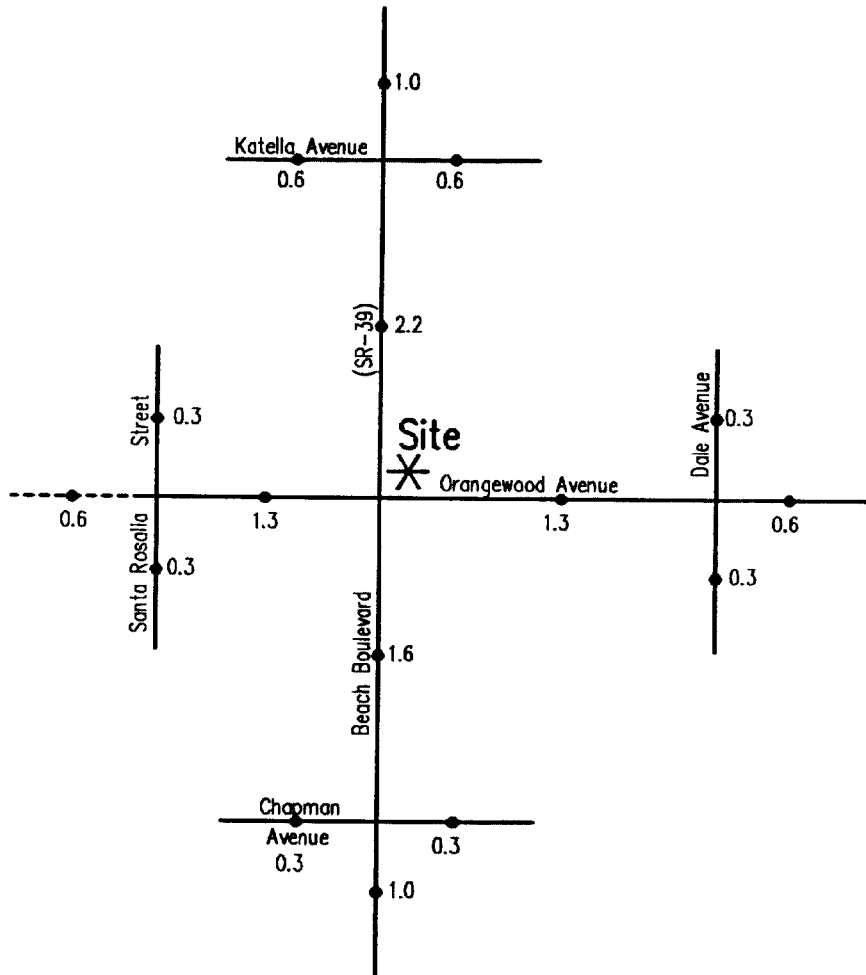
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Intersection reference numbers are in upper left corner of turning movement boxes.

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Figure 14
Project Average Daily Traffic (ADT) Volumes
With Future Roadway Network



Legend

0.6 = Vehicles Per Day (1000's)



6. Existing Plus Project Traffic Conditions

Once the project-related traffic is assigned to the existing street network and added to existing volumes, the traffic impact can be assessed. Figures 17 to 20 illustrate the existing plus project traffic conditions.

Existing Plus Project Average Daily Traffic (ADT) Volumes

Upon project completion and occupancy, the existing plus project ADT volumes are as illustrated on Figure 17.

Existing Plus Project Volume to Capacity Ratios

For existing plus project traffic conditions, volume to capacity ratios have been calculated and are as shown on Figure 18. Volume to capacity ratios are based on City of Stanton roadway capacities depicted in Table 2. For existing plus project traffic conditions, the roadway segments in the vicinity of the site are projected to operate within acceptable Levels of Service.

Existing Plus Project Intersection Levels of Service (LOS)

The technique used to assess the operation of an intersection is known as Intersection Capacity Utilization (ICU). To calculate an ICU value the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing plus project traffic conditions have been calculated and are shown in Table 6. Existing plus project morning and evening peak hour intersection turning movement volumes are shown on Figures 19 and 20, respectively.

For existing plus project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours. Existing plus project Level of Service worksheets are provided in Appendix C.

Comparison of volume to capacity ratios and corresponding Level of Service, and peak hour Intersection Capacity Utilization and corresponding Level of Service reveals significant differences. The differences between link volume to capacity ratios and peak hour ICU values is particularly pronounced when cross traffic is light. Volume to capacity ratios assume that all cross streets require 50 percent of the time to satisfy their demand, and assume that the subject street has 50

percent of the time available to it. The link volume to capacity ratios are a generalized indicator while peak hour ICU actually represents what can be expected in the peak hour at intersections. Of the two indicators, the peak hour ICU value and corresponding LOS is by far the best measure of roadway performance.

Table 6

Existing Plus Project Intersection Levels of Service (LOS)

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Santa Rosalia Street (NS) at: Orangewood Avenue (EW)	AWS	0	1	0	0	1	0	0	0	0	1	0	1	0.12-A	0.16-A
Beach Boulevard (NS) at: Katella Avenue (EW)	TS	2	4	0	2	4	0	1	3	1	1	3	0	0.73-C	0.83-D
Orangewood Avenue (EW)	TS	1	4	0	1	4	0	1	1	1	1	1	1	0.54-A	0.70-B
Chapman Avenue (EW)	TS	2	4	0	2	4	0	1	3	0	1	2	1	0.71-C	0.81-D
Dale Avenue (NS) at: Orangewood Avenue (EW)	TS	0	1	0	1	1	1	1	1	0	1	1	0	0.34-A	0.61-B

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

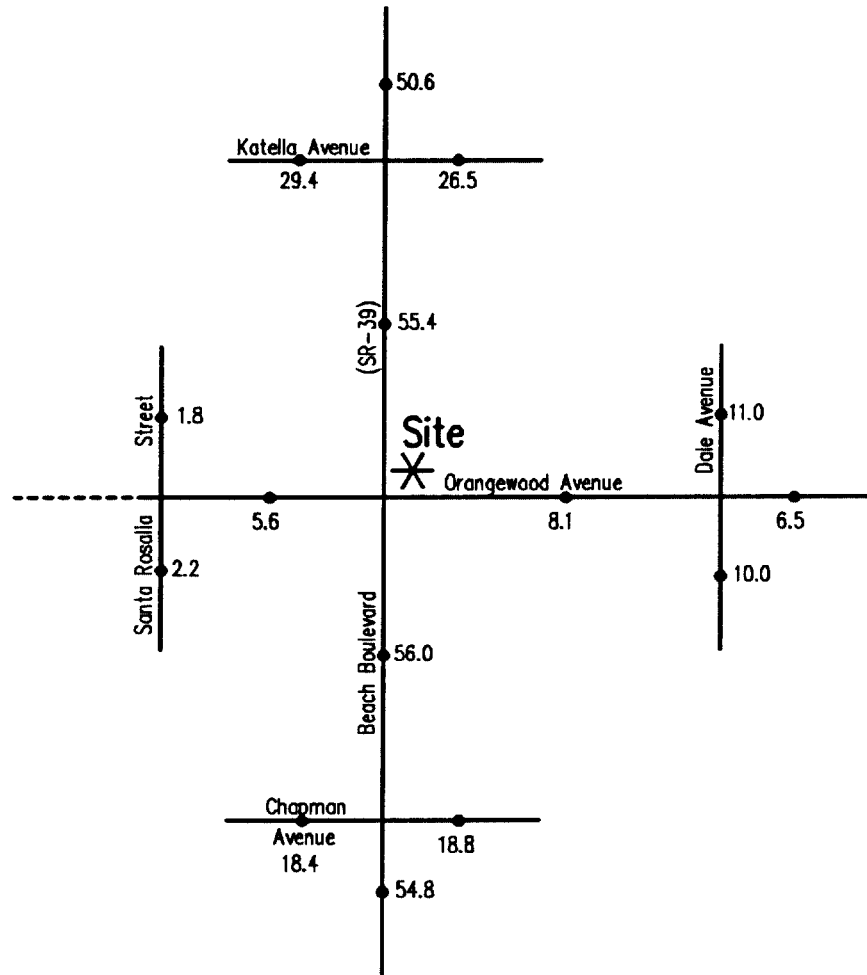
L = Left; T = Through; R = Right

² ICU-LOS = Intersection Capacity Utilization - Level of Service

³ AWS = All Way Stop

TS = Traffic Signal

Figure 17
Existing Plus Project Average Daily Traffic (ADT) Volumes

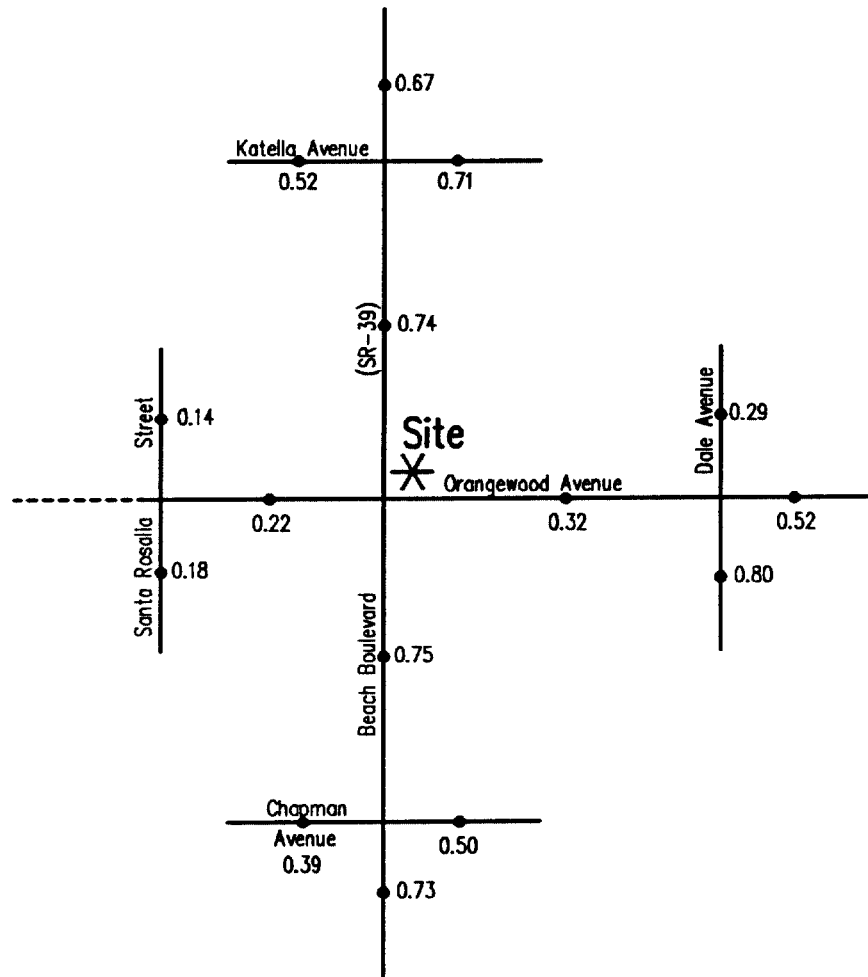


Legend

6.5 = Vehicles Per Day (1000's)



Figure 18
Existing Plus Project Volume to Capacity Ratios



Legend

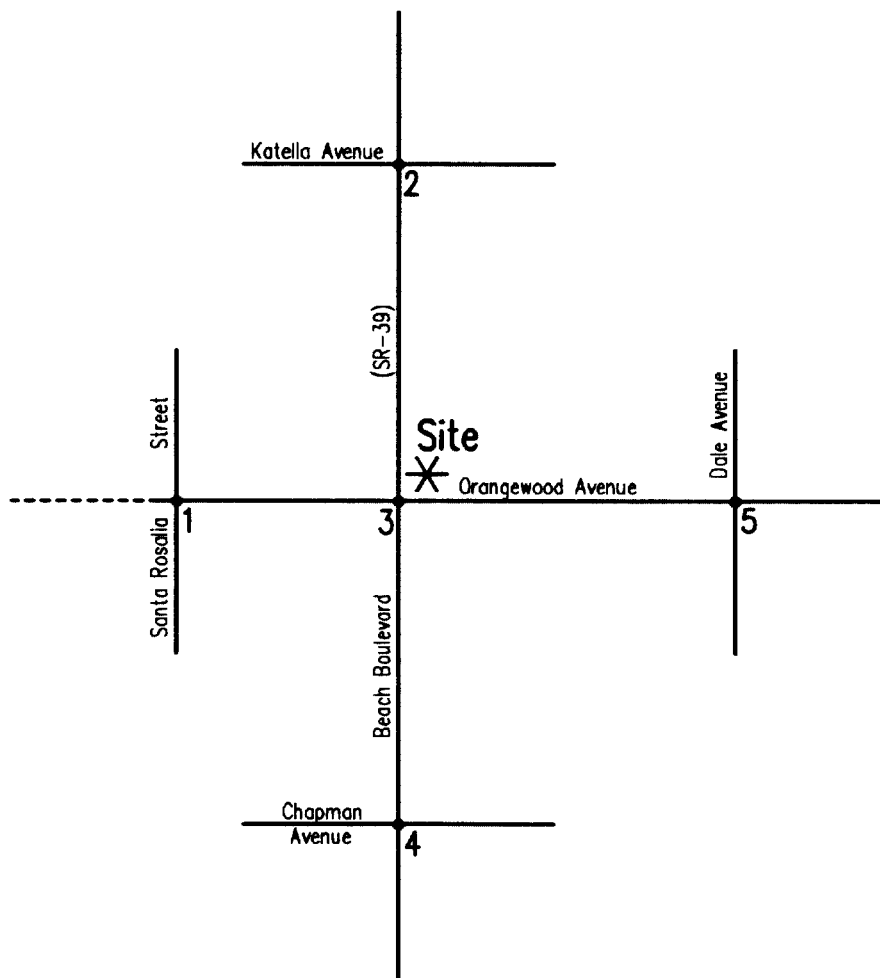
0.52 = Volume To Capacity Ratio



Figure 19

Existing Plus Project Morning Peak Hour

Intersection Turning Movement Volumes With Existing Roadway Network



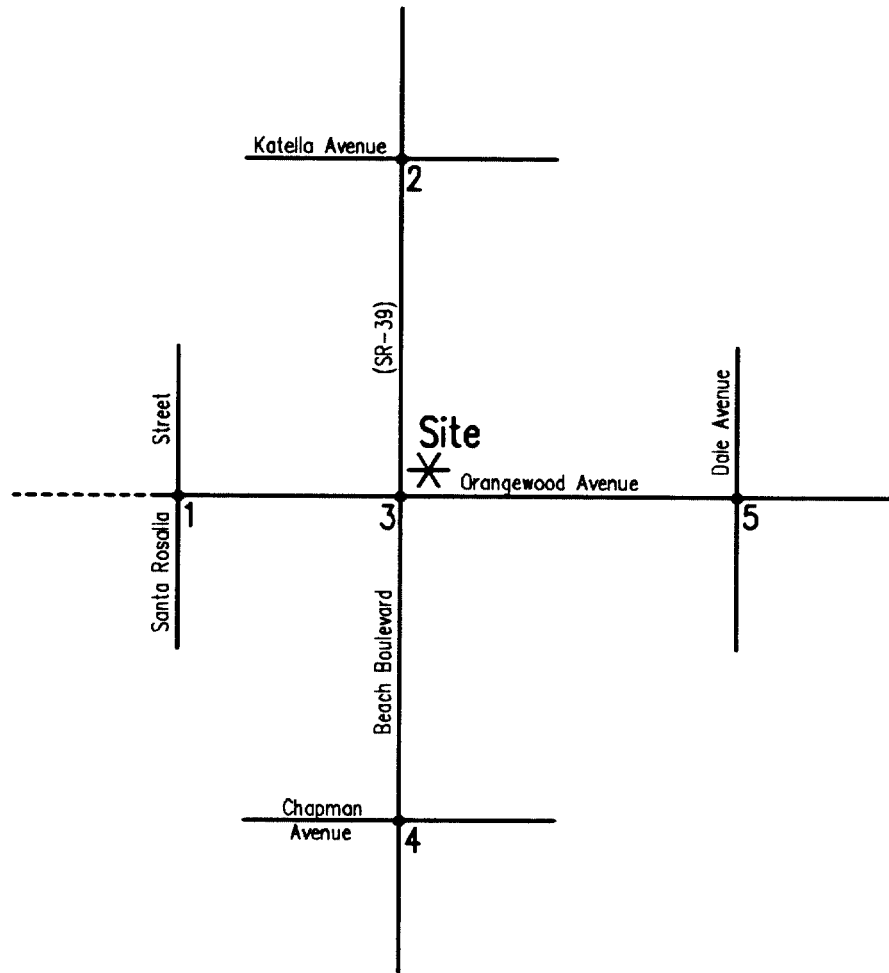
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Intersection reference numbers are in upper left corner of turning movement boxes.

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Figure 20
Existing Plus Project Evening Peak Hour
Intersection Turning Movement Volumes With Existing Roadway Network



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Intersection reference numbers are in upper left corner of turning movement boxes.

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7. Year 2025 Traffic Conditions

In this section, Year 2025 traffic conditions reflecting ultimate buildout of the existing General Plan without and with the project are discussed. Figures 21 to 28 illustrate the Year 2025 traffic conditions.

Method of Projection

The Year 2025 with project ADT volumes have been obtained from the subregional travel demand model currently being used for long range planning in the City of Stanton. This model is commonly referred to as the Orange County Traffic Analysis Model (OCTAM). Year 2025 peak hour forecast have been developed from the OCTAM using accepted procedures for model forecast refinement and smoothing.

The ADT volumes, particularly on the regional facilities, reflect the areawide growth anticipated between now and Year 2025. The Year 2025 peak hour forecasts were refined using the daily forecasts, along with existing peak hour traffic count data collected at each analysis location. The traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed.

The initial estimate of the Year 2025 peak hour turning movements has, therefore, been reviewed for reasonableness. The reasonableness checks performed include review of flow conservation in addition to comparisons to both the existing actual counted volume and the overall relationship between the forecast peak hour volume and daily volume on each individual intersection leg. Where necessary, the initial raw model estimates were adjusted to achieve flow conservation, reasonable growth, acceptable relationships between the peak hour and daily traffic volume forecasts, and reasonable diversion between parallel routes.

For Year 2025 with project traffic conditions, through traffic for the study area has been determined by utilizing the OCTAM described above. The project site has been manually subtracted from the study area network for Year 2025 without project traffic conditions.

Year 2025 Average Daily Traffic (ADT) Volumes

Year 2025 without project ADT volumes are depicted on Figure 21 and the Year 2025 with project ADT volumes are as illustrated on Figure 22.

Year 2025 Volume to Capacity Ratios

For Year 2025 without and with project traffic conditions, volume to capacity ratios have been calculated and are as shown on Figures 23 and 24, respectively. Volume to capacity ratios are based on City of Stanton roadway capacities depicted in Table 2. For Year 2025 without and with project traffic conditions, the roadway segments in the vicinity of the site are projected to operate within acceptable Levels of Service, except for the following roadway segment that is projected to operate at Level of Service F, without General Plan improvements:

Orangewood Avenue, east of Dale Avenue

Year 2025 Intersection Levels of Service (LOS)

The technique used to assess the operation of an intersection is known as Intersection Capacity Utilization (ICU). To calculate an ICU value the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for the Year 2025 without project traffic conditions have been calculated and are shown in Table 7. Year 2025 without project morning and evening peak hour intersection turning movement volumes are shown on Figures 25 and 26, respectively.

For Year 2025 without project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours, except for the following study area intersection that is projected to operate at Level of Service E during the evening peak hour, without General Plan improvements:

Beach Boulevard (NS) at:
Orangewood Avenue (EW)

Year 2025 without project Level of Service worksheets are provided in Appendix C.

The Levels of Service for the Year 2025 with project traffic conditions have been calculated and are shown in Table 8. Year 2025 with project morning and evening peak hour turning movement volumes are shown on Figures 27 and 28, respectively.

For Year 2025 with project traffic conditions, the intersections in the vicinity of the site are projected to operate at Level of Service D or better during the peak hours,

except for the following study area intersection that is projected to operate at Level of Service E during the evening peak hour, without General Plan improvements:

Beach Boulevard (NS) at:
Orangewood Avenue (EW)

Year 2025 with project Level of Service worksheets are provided in Appendix C.

Comparison of volume to capacity ratios and corresponding Level of Service, and peak hour Intersection Capacity Utilization and corresponding Level of Service reveals significant differences. The differences between link volume to capacity ratios and peak hour ICU values is particularly pronounced when cross traffic is light. Volume to capacity ratios assume that all cross streets require 50 percent of the time to satisfy their demand, and assume that the subject street has 50 percent of the time available to it. The link volume to capacity ratios are a generalized indicator while peak hour ICU actually represents what can be expected in the peak hour at intersections. Of the two indicators, the peak hour ICU value and corresponding LOS is by far the best measure of roadway performance.

Year 2025 Traffic Signal Warrant Analysis

For Year 2025 without project traffic conditions, a traffic signal is projected to be warranted at the following study area intersection (see Appendix D):

Santa Rosalia Street (NS) at:
Orangewood Avenue (EW)

Project Traffic Contribution

As shown in Table 9, the project traffic contributions have been calculated for the intersections in the vicinity of the site. The project traffic contribution has been based on the proportion of project peak hour traffic contributed to the total new peak hour Year 2025 traffic volumes.

Table 7

Year 2025 Without Project Intersection Levels of Service (LOS)

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Santa Rosalia Street (NS) at: Orangewood Avenue (EW)	TS	0	1	0	0	1	0	<u>1</u>	<u>2</u>	0	1	<u>2</u>	0	0.31-A	0.38-A
Beach Boulevard (NS) at: Katella Avenue (EW)	TS	2	4	0	2	4	0	1	3	1	1	3	0	0.79-C	0.86-D
Orangewood Avenue (EW) - Without Improvements	TS	1	4	0	1	4	0	1	1	1	1	1	1	0.84-D	0.93-E
- With Improvements	TS	1	4	0	1	4	0	1	<u>2</u>	0	1	<u>2</u>	0	0.80-C	0.86-D
Chapman Avenue (EW)	TS	2	4	0	2	4	0	1	3	0	1	2	1	0.75-C	0.84-D
Dale Avenue (NS) at: Orangewood Avenue (EW)	TS	0	1	0	1	1	1	1	1	0	1	1	0	0.51-A	0.77-C

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² ICU-LOS = Intersection Capacity Utilization - Level of Service

³ AWS = All Way Stop

TS = Traffic Signal

Table 8

Year 2025 With Project Intersection Levels of Service (LOS)

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Santa Rosalia Street (NS) at: Orangewood Avenue (EW)	TS	0	1	0	0	1	0	<u>1</u>	<u>2</u>	0	1	<u>2</u>	0	0.32-A	0.40-A
Beach Boulevard (NS) at: Katella Avenue (EW)	TS	2	4	0	2	4	0	1	3	1	1	3	0	0.80-C	0.88-D
Orangewood Avenue (EW) - Without Improvements	TS	1	4	0	1	4	0	1	1	1	1	1	1	0.86-D	0.97-E
- With Improvements	TS	1	4	0	1	4	0	1	<u>2</u>	0	1	<u>2</u>	0	0.82-D	0.89-D
Chapman Avenue (EW)	TS	2	4	0	2	4	0	1	3	0	1	2	1	0.75-C	0.86-D
Dale Avenue (NS) at: Orangewood Avenue (EW)	TS	0	1	0	1	1	1	1	1	0	1	1	0	0.53-A	0.79-C

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² ICU-LOS = Intersection Capacity Utilization - Level of Service

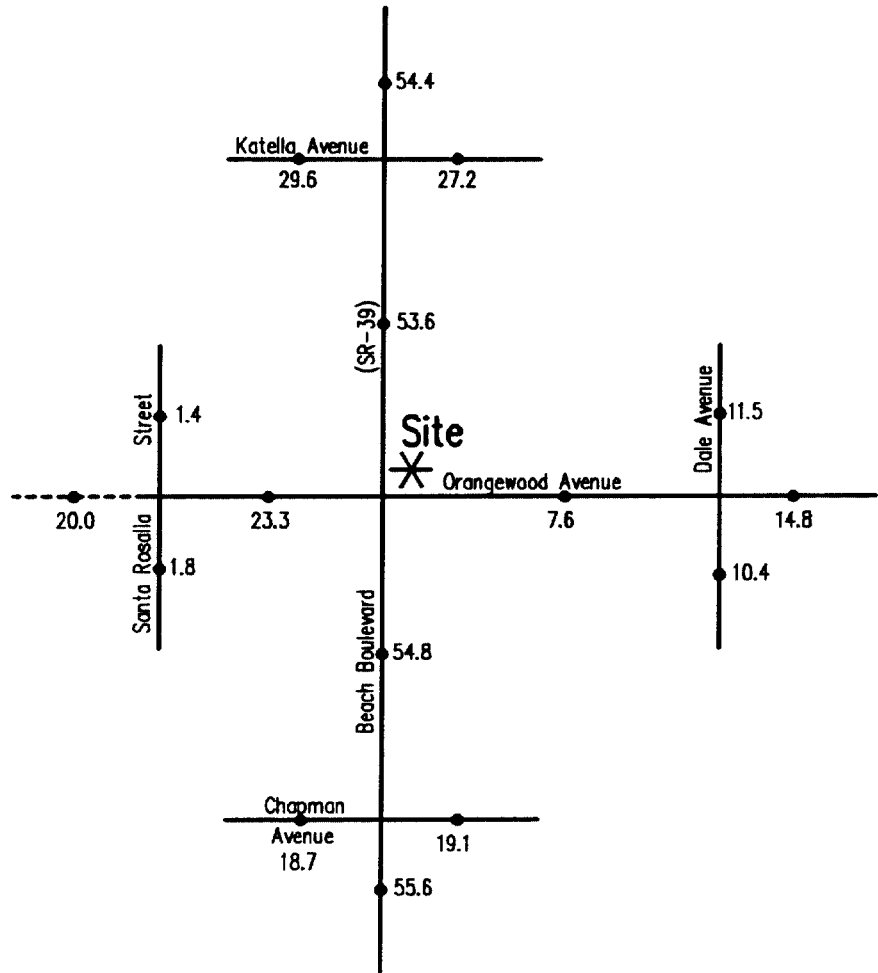
³ AWS = All Way Stop

TS = Traffic Signal

Table 9**Project Traffic Contribution**

Intersection	Peak Hour	Existing Traffic	Year 2025 With Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic
Santa Rosalia Street (NS) at: Orangewood Avenue (EW)	AM	162	1,334	42	1,172	3.6%
	PM	270	1,759	116	1,489	7.8%
	AVERAGE	216	1,547	79	1,331	5.9%
Beach Boulevard (NS) at: Katella Avenue (EW) Orangewood Avenue (EW) Chapman Avenue (EW)	AM	6,751	7,426	76	675	11.3%
	PM	7,833	8,617	204	784	26.0%
	AVERAGE	7,292	8,022	140	730	19.2%
	AM	5,027	6,349	98	1,322	7.4%
	PM	5,920	7,569	263	1,649	15.9%
	AVERAGE	5,474	6,959	181	1,486	12.2%
	AM	6,239	6,862	52	623	8.3%
	PM	7,172	7,889	146	717	20.4%
	AVERAGE	6,706	7,376	99	670	14.8%
Dale Avenue (NS) at: Orangewood Avenue (EW)	AM	989	1,475	42	486	8.6%
	PM	1,640	2,282	116	642	18.1%
	AVERAGE	1,315	1,879	79	564	14.0%

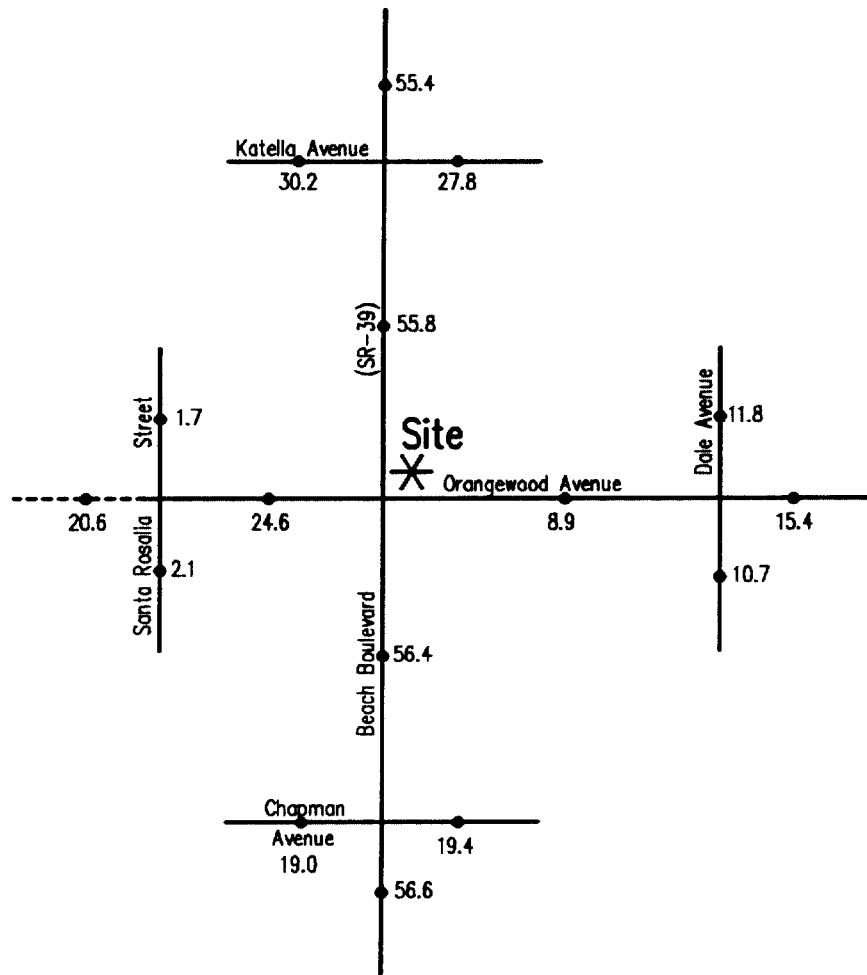
Figure 21
 Year 2025 Without Project Average Daily Traffic (ADT) Volumes



Legend
 14.8 = Vehicles Per Day (1000's)



Figure 22
 Year 2025 With Project Average Daily Traffic (ADT) Volumes

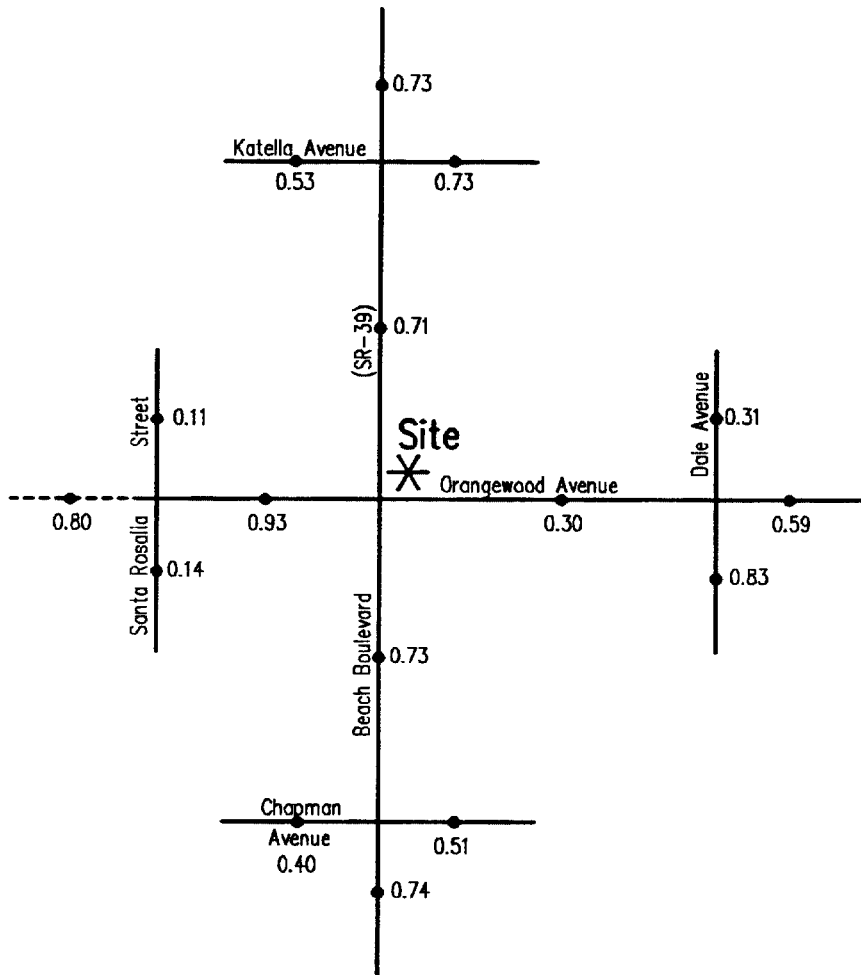


Legend

15.4 = Vehicles Per Day (1000's)



Figure 23
 Year 2025 Without Project Volume to Capacity Ratios

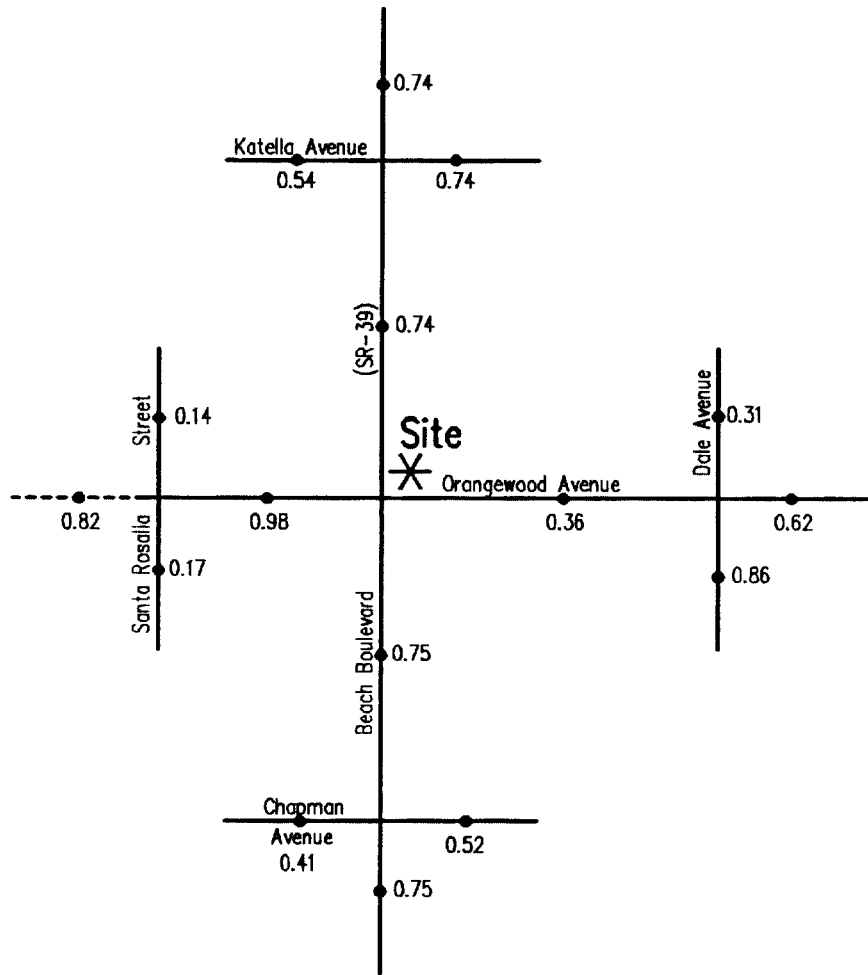


Legend

0.59 = Volume To Capacity Ratio



Figure 24
Year 2025 With Project Volume to Capacity Ratios

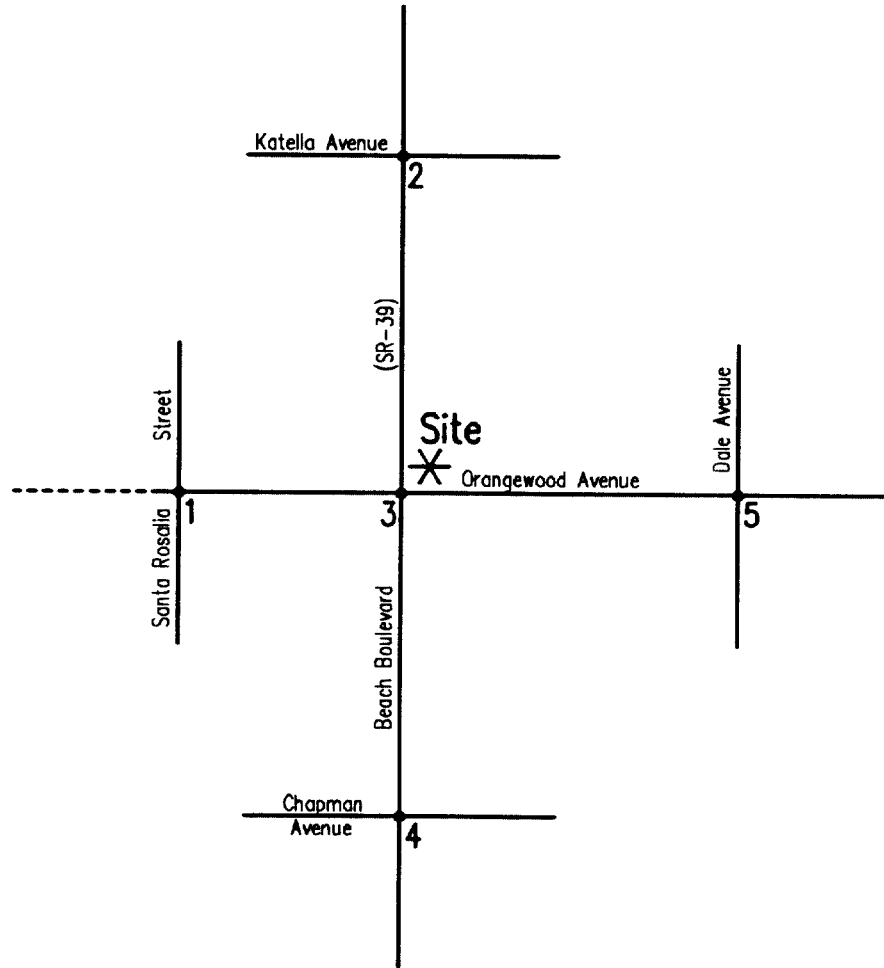


Legend

0.62 = Volume To Capacity Ratio



Figure 25
Year 2025 Without Project
Morning Peak Hour Intersection Turning Movement Volumes



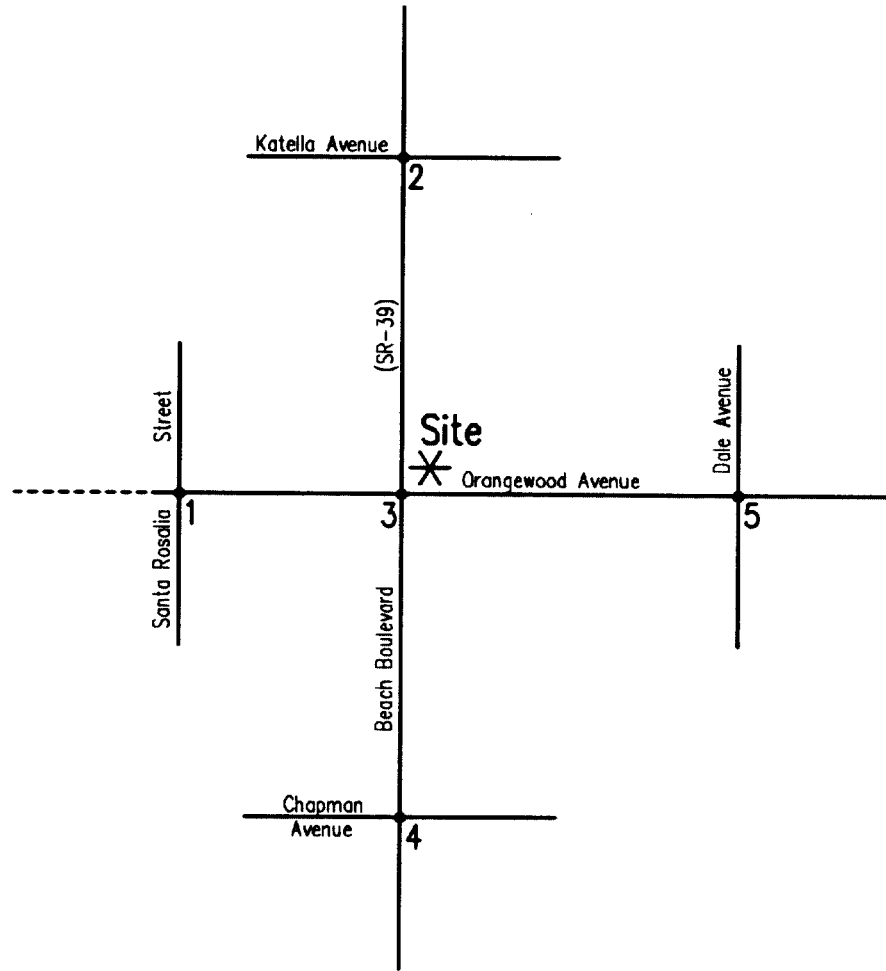
1	2	3	4	5
705 ← 30 ← 28 ← 21 → 11 → 675 → 19 ↑ 12 ↑ 12 ↑ 9 ↓ 33	2725 ← 252 ← 2282 ← 211 → 118 → 785 → 202 ↑ 245 ↑ 1865 ↑ 195 ↓ 2305	2727 ← 108 ← 2347 ← 72 → 118 → 248 → 128 ↑ 117 ↑ 2157 ↑ 57 ↓ 2331	2767 ← 206 ← 2423 ← 198 → 129 → 580 → 197 ↑ 245 ↑ 2086 ↑ 91 ↓ 2422	405 ← 202 ← 59 ← 64 → 44 → 420 → 32 ↑ 16 ↑ 188 ↑ 20 ↓ 225

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Intersection reference numbers are in upper left corner of turning movement boxes.

2925/bbas

Figure 26
Year 2025 Without Project
Evening Peak Hour Intersection Turning Movement Volumes

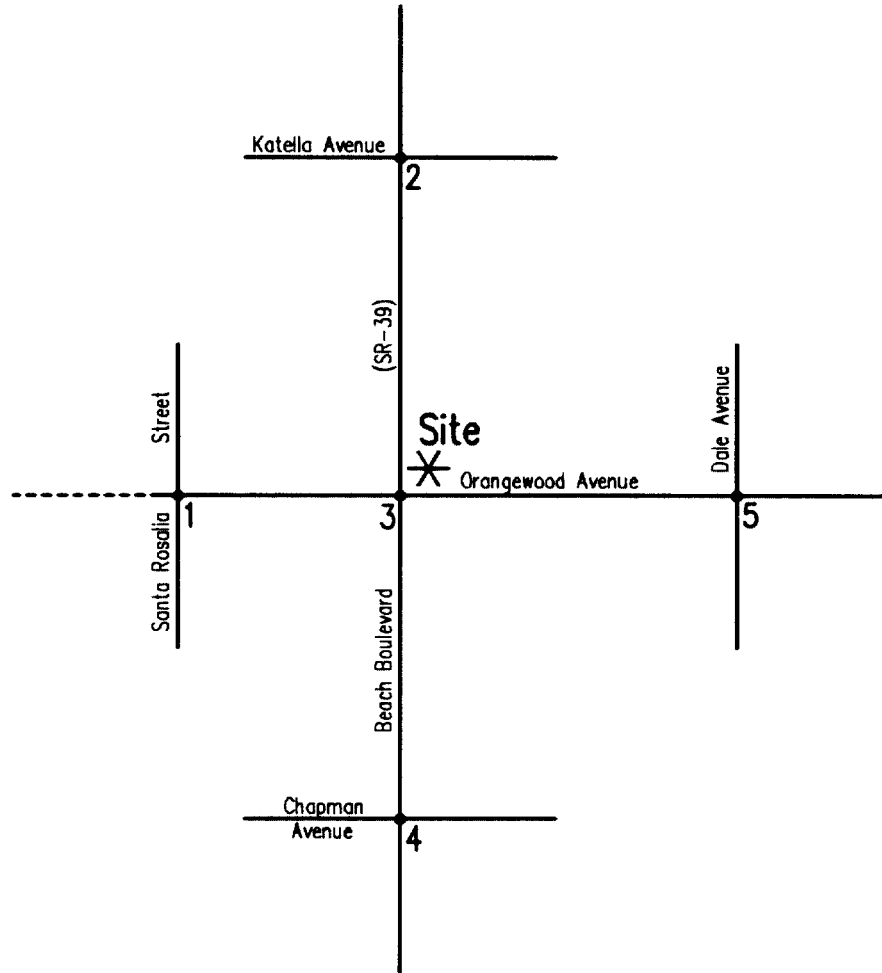


<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">1</td></tr> <tr><td style="text-align: right;">← 19</td></tr> <tr><td style="text-align: right;">← 32</td></tr> <tr><td style="text-align: right;">← 5</td></tr> <tr><td style="text-align: right;">↑ 12</td></tr> <tr><td style="text-align: right;">↑ 21</td></tr> <tr><td style="text-align: right;">↑ 84.2</td></tr> <tr><td style="text-align: right;">↓ 31</td></tr> <tr><td style="text-align: right;">↓ 48</td></tr> <tr><td style="text-align: right;">↓ 17</td></tr> <tr><td style="text-align: right;">↓ 96</td></tr> <tr><td style="text-align: left;">822</td></tr> </table>	1	← 19	← 32	← 5	↑ 12	↑ 21	↑ 84.2	↓ 31	↓ 48	↓ 17	↓ 96	822	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">2</td></tr> <tr><td style="text-align: right;">← 196</td></tr> <tr><td style="text-align: right;">← 2174</td></tr> <tr><td style="text-align: right;">← 200</td></tr> <tr><td style="text-align: right;">↑ 166</td></tr> <tr><td style="text-align: right;">↑ 220</td></tr> <tr><td style="text-align: right;">↑ 886</td></tr> <tr><td style="text-align: right;">↓ 350</td></tr> <tr><td style="text-align: right;">↓ 2420</td></tr> <tr><td style="text-align: right;">↓ 182</td></tr> <tr><td style="text-align: right;">↓ 2952</td></tr> <tr><td style="text-align: left;">1678</td></tr> </table>	2	← 196	← 2174	← 200	↑ 166	↑ 220	↑ 886	↓ 350	↓ 2420	↓ 182	↓ 2952	1678	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">3</td></tr> <tr><td style="text-align: right;">← 291</td></tr> <tr><td style="text-align: right;">← 2421</td></tr> <tr><td style="text-align: right;">← 118</td></tr> <tr><td style="text-align: right;">↑ 111</td></tr> <tr><td style="text-align: right;">↑ 346</td></tr> <tr><td style="text-align: right;">↑ 160</td></tr> <tr><td style="text-align: right;">↓ 237</td></tr> <tr><td style="text-align: right;">↓ 2897</td></tr> <tr><td style="text-align: right;">↓ 151</td></tr> <tr><td style="text-align: right;">↓ 3285</td></tr> <tr><td style="text-align: left;">584</td></tr> </table>	3	← 291	← 2421	← 118	↑ 111	↑ 346	↑ 160	↓ 237	↓ 2897	↓ 151	↓ 3285	584	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">4</td></tr> <tr><td style="text-align: right;">← 104</td></tr> <tr><td style="text-align: right;">← 2317</td></tr> <tr><td style="text-align: right;">← 230</td></tr> <tr><td style="text-align: right;">↑ 131</td></tr> <tr><td style="text-align: right;">↑ 55</td></tr> <tr><td style="text-align: right;">↑ 213</td></tr> <tr><td style="text-align: right;">↓ 217</td></tr> <tr><td style="text-align: right;">↓ 2771</td></tr> <tr><td style="text-align: right;">↓ 160</td></tr> <tr><td style="text-align: right;">↓ 3148</td></tr> <tr><td style="text-align: left;">1055</td></tr> </table>	4	← 104	← 2317	← 230	↑ 131	↑ 55	↑ 213	↓ 217	↓ 2771	↓ 160	↓ 3148	1055	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">5</td></tr> <tr><td style="text-align: right;">← 174</td></tr> <tr><td style="text-align: right;">← 378</td></tr> <tr><td style="text-align: right;">← 66</td></tr> <tr><td style="text-align: right;">↑ 52</td></tr> <tr><td style="text-align: right;">↑ 45</td></tr> <tr><td style="text-align: right;">↑ 81</td></tr> <tr><td style="text-align: right;">↓ 76</td></tr> <tr><td style="text-align: right;">↓ 462</td></tr> <tr><td style="text-align: right;">↓ 81</td></tr> <tr><td style="text-align: right;">↓ 545</td></tr> <tr><td style="text-align: left;">490</td></tr> </table>	5	← 174	← 378	← 66	↑ 52	↑ 45	↑ 81	↓ 76	↓ 462	↓ 81	↓ 545	490
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Figure 27

Year 2025 With Project

Morning Peak Hour Intersection Turning Movement Volumes



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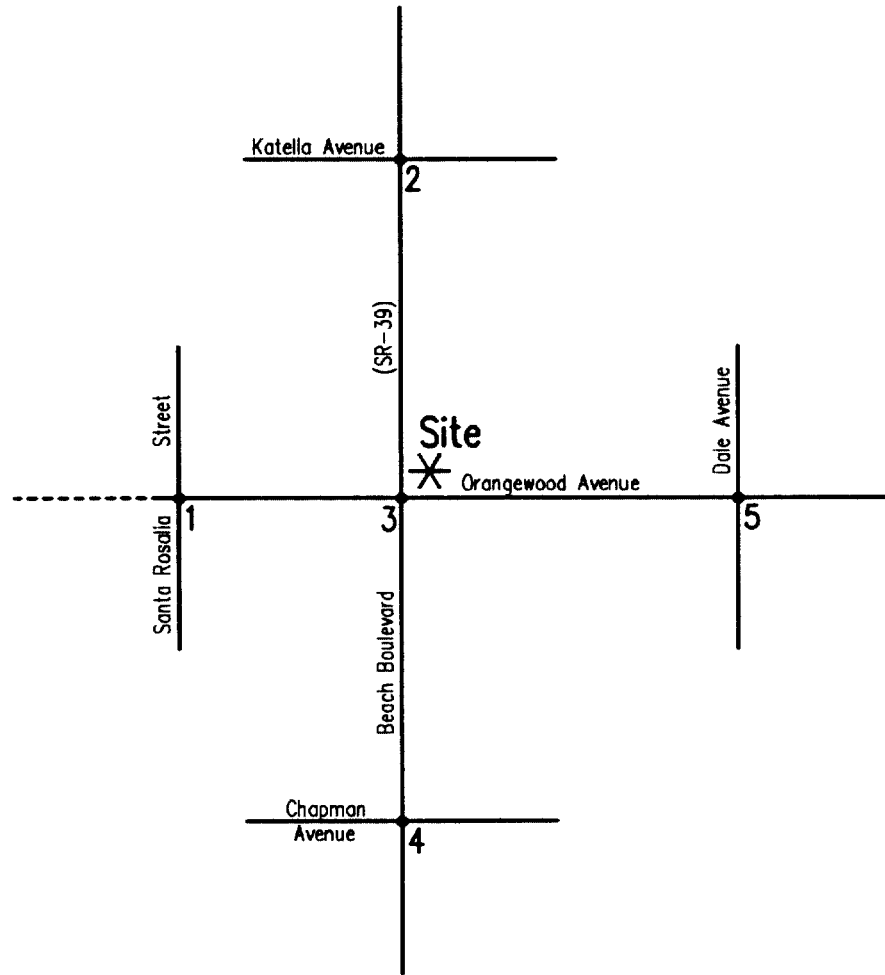
Intersection reference numbers are in upper left corner of turning movement boxes.

2925/bbas

Figure 28

Year 2025 With Project

Evening Peak Hour Intersection Turning Movement Volumes



1	70	196	2564	2912	2718	582
651	19	196	196	318	117	138
592	32	1141	2168	262	234	79
34	19	289	200	120	88	62
31	19	377	248	237	158	40
48	34	2461	88	288	217	462
31	25	208	166	163	213	81
110	31	3047	173	3358	160	583
928	328	1301	657	809	574	

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Intersection reference numbers are in upper left corner of turning movement boxes.

2925/bbas

8. Internal Circulation

Discussed below is site access.

Site Access

Site-specific circulation and access recommendations are depicted on Figure 29.

The project site should contribute to the intersection of Beach Boulevard/Orangewood Avenue to provide General Plan improvements.

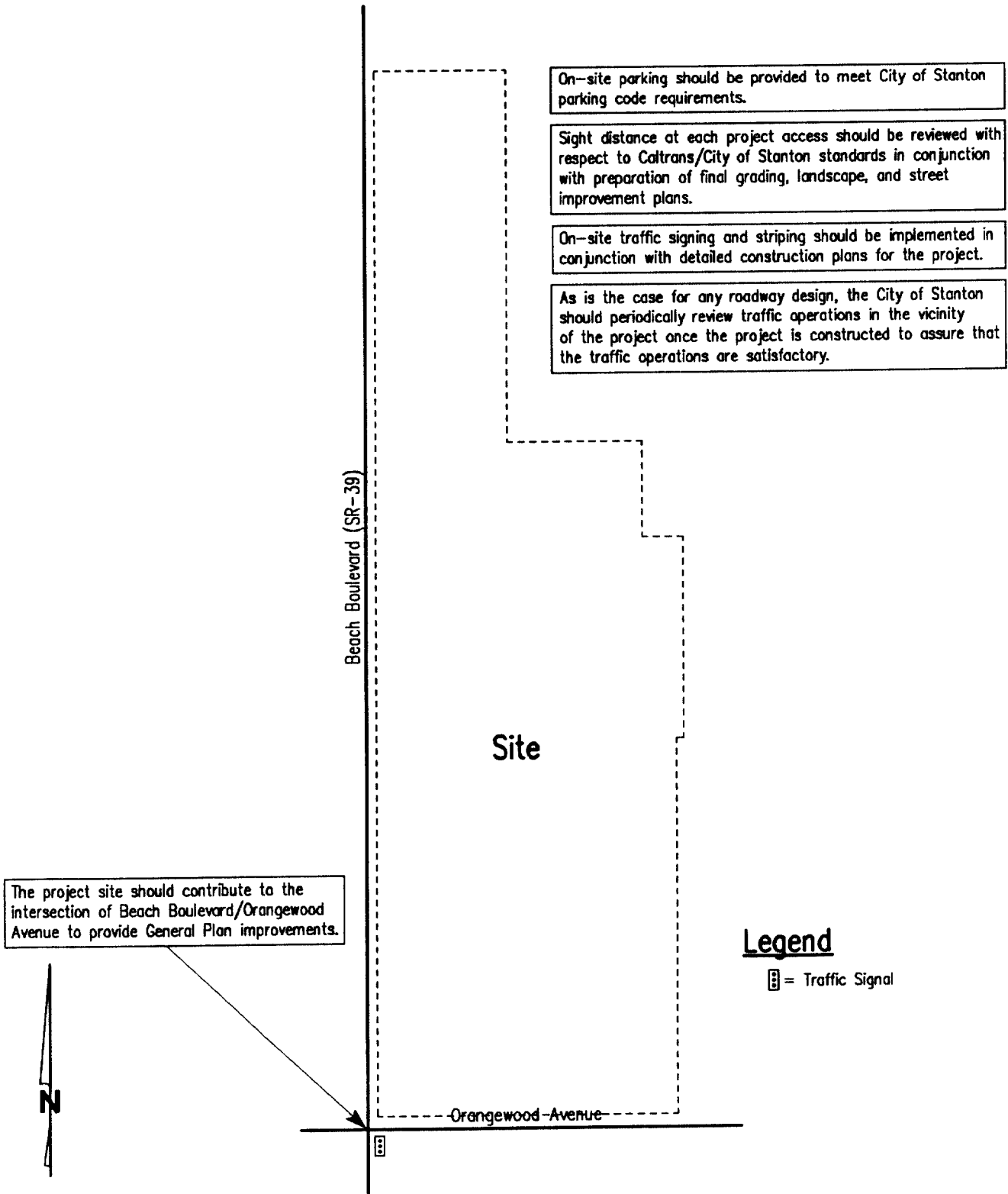
On-site parking should be provided to meet City of Stanton parking code requirements.

Sight distance at each project access should be reviewed with respect to Caltrans/City of Stanton standards in conjunction with preparation of final grading, landscape, and street improvement plans.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

As is the case for any roadway design, the City of Stanton should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Figure 29 Circulation Recommendations



Appendices

Appendix A	Glossary of Transportation Terms
Appendix B	Traffic Count Worksheets
Appendix C	Explanation and Calculation of Intersection Capacity Utilization (ICU)
Appendix D	Traffic Signal Warrant Worksheet
Appendix E	Pass-By Trips

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles which can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DAILY TRAFFIC: Same as average daily traffic.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FIXED TIME SIGNAL: Same as pretimed signal.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Santa Rosalia St

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Orangewood Ave

DAY: WEDNESDAY

PROJECT# 04-1454-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		1	2	17	3					3		1	27
7:15 AM		3	3	19	5					5		4	39
7:30 AM		4	7	12	6					7		4	40
7:45 AM		1	6	9	7					11		6	40
8:00 AM		3	5	13	7					10		5	43
8:15 AM		2	7	5	6					9		1	30
8:30 AM		4	3	4	4					5		4	24
8:45 AM		2	8	4	7					5		4	30
9:00 AM													
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11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	20	41	83	45	0	0	0	0	55	0	29	273

AM Peak Hr Begins at: 7:15 AM

PEAK VOLUMES =	0	11	21	53	25	0	0	0	0	33	0	19	162
PEAK HR. FACTOR:		0.727			0.813			0.000			0.765		0.942

CONTROL: 4-way stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Santa Rosalia St

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Orangewood Ave

DAY: WEDNESDAY

PROJECT# 04-1454-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		5	11	7	4					10		11	48
4:15 PM		10	6	7	1					17		11	52
4:30 PM		12	9	6	5					25		11	68
4:45 PM		9	12	8	2					14		16	61
5:00 PM		7	13	6	11					14		13	64
5:15 PM		11	12	11	3					16		11	64
5:30 PM		10	18	10	6					15		13	72
5:45 PM		16	13	7	9					16		9	70
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	80	94	62	41	0	0	0	0	127	0	95	499

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	44	56	34	29	0	0	0	0	61	0	46	270
PEAK HR. FACTOR:		0.862			0.926			0.000			0.955		0.938

CONTROL: 4-way stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Beach Blvd

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Katella Ave.

DAY: WEDNESDAY

PROJECT# 04-1454-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	4	0	2	4	0	1	3	0	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	43	327	48	42	411	41	46	153	31	39	139	24	1344
7:15 AM	49	403	50	41	592	50	27	172	56	49	147	19	1655
7:30 AM	45	398	43	54	504	43	58	232	34	47	192	27	1677
7:45 AM	78	510	44	47	559	78	50	182	39	53	200	30	1870
8:00 AM	62	401	51	50	412	58	52	164	51	42	175	31	1549
8:15 AM	56	428	58	36	489	57	28	127	44	3	121	38	1485
8:30 AM	34	319	38	28	422	54	45	162	43	49	124	23	1341
8:45 AM	65	392	46	52	437	61	37	95	42	31	120	24	1402
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	432	3178	378	350	3826	442	343	1287	340	313	1218	216	12323

AM Peak Hr Begins at: 7:15 AM

PEAK VOLUMES =	234	1712	188	192	2067	229	187	750	180	191	714	107	6751
PEAK HR. FACTOR:	0.844			0.909			0.862			0.894			0.903

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Beach Blvd

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Katella Ave.

DAY: WEDNESDAY

PROJECT# 04-1454-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	2	4	0	2	4	0	1	3	0	1	3	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	55	528	44	37	380	35	58	207	48	52	171	35	1650
4:15 PM	78	567	65	44	504	53	54	219	58	44	154	40	1880
4:30 PM	57	519	40	34	416	38	73	251	84	51	212	36	1811
4:45 PM	84	549	42	38	488	45	56	231	63	48	177	45	1866
5:00 PM	83	554	45	35	412	44	61	243	69	58	196	49	1849
5:15 PM	77	586	46	47	544	42	57	270	76	50	188	27	2010
5:30 PM	80	519	43	42	494	39	64	277	69	70	242	42	1981
5:45 PM	103	578	56	58	521	53	59	247	58	48	179	33	1993
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	617	4400	381	335	3759	349	482	1945	525	421	1519	307	15040

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	343	2237	190	182	1971	178	241	1037	272	226	805	151	7833
PEAK HR. FACTOR:		0.940			0.921			0.945			0.835		0.974

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Beach Blvd

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Orangewood Ave

DAY: WEDNESDAY

PROJECT# 04-1454-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	4	0	1	4	0	1	1	0	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	381	5	8	489	11	27	20	15	30	18	21	1032
7:15 AM	7	485	11	15	630	10	23	13	15	23	17	24	1273
7:30 AM	9	511	15	21	626	9	34	24	20	40	14	29	1352
7:45 AM	11	541	12	14	553	7	25	10	15	27	19	22	1256
8:00 AM	11	438	13	11	528	13	20	16	17	23	31	25	1146
8:15 AM	5	450	16	11	563	13	14	6	12	31	25	25	1171
8:30 AM	7	429	17	12	477	6	10	9	9	33	10	30	1049
8:45 AM	10	446	17	14	463	5	14	15	9	34	12	11	1050
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	67	3681	106	106	4329	74	167	113	112	241	146	187	9329

AM Peak Hr Begins at: 7:15 AM

PEAK VOLUMES =	38	1975	51	61	2337	39	102	63	67	113	81	100	5027
PEAK HR. FACTOR:		0.915			0.929			0.744			0.886		0.930

CONTROL: signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Beach Blvd

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Orangewood Ave

DAY: WEDNESDAY

PROJECT# 04-1454-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	4	0	1	4	0	1	1	0	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	12	568	34	23	466	21	19	13	3	18	16	20	1213
4:15 PM	22	650	37	24	504	34	11	17	9	39	16	21	1384
4:30 PM	19	577	25	30	532	28	18	12	8	43	25	32	1349
4:45 PM	17	712	26	22	522	14	17	17	10	31	28	17	1433
5:00 PM	26	646	37	29	566	25	16	18	7	42	26	25	1463
5:15 PM	19	733	32	23	614	33	24	22	10	35	31	24	1600
5:30 PM	15	596	45	26	549	31	28	24	12	39	31	28	1424
5:45 PM	19	640	36	26	515	22	23	22	10	30	31	32	1406
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	149	5122	272	203	4268	208	156	145	69	277	204	199	11272

PM Peak Hr Begins at: 4:45 PM

PEAK VOLUMES =	77	2687	140	100	2251	103	85	81	39	147	116	94	5920
PEAK HR. FACTOR:		0.926			0.916			0.801			0.911		0.925

CONTROL: signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Beach Blvd

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Chapman Ave

DAY: WEDNESDAY

PROJECT# 04-1454-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	4	0	2	4	0	1	3	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	24	301	12	24	424	11	15	128	28	33	140	26	1166
7:15 AM	51	402	20	37	515	34	25	132	26	48	153	22	1465
7:30 AM	62	516	18	29	623	38	31	124	17	47	99	24	1628
7:45 AM	53	487	17	30	554	78	31	114	34	45	154	49	1646
8:00 AM	57	502	28	34	527	42	17	81	27	39	121	25	1500
8:15 AM	38	395	16	29	477	22	31	86	24	64	125	18	1325
8:30 AM	51	414	31	34	589	29	19	66	18	38	75	24	1388
8:45 AM	72	275	21	45	327	12	29	114	16	46	101	17	1075
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	408	3292	163	262	4036	266	198	845	190	360	968	205	11193

AM Peak Hr Begins at: 7:15 AM

PEAK VOLUMES =	223	1907	83	130	2219	192	104	451	104	179	527	120	6239
PEAK HR. FACTOR:		0.928			0.921			0.900			0.833		0.948

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Beach Blvd

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Chapman Ave

DAY: WEDNESDAY

PROJECT# 04-1454-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	2	4	0	2	4	0	1	3	0	1	2	1	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	20	595	37	26	393	22	26	79	36	29	55	16	1334
4:15 PM	51	584	47	49	481	24	40	150	47	57	129	32	1691
4:30 PM	36	603	56	49	562	29	48	158	50	43	89	33	1756
4:45 PM	44	613	39	38	471	39	47	128	57	56	101	35	1668
5:00 PM	55	693	37	57	534	29	52	150	25	58	130	29	1849
5:15 PM	46	531	28	59	491	35	44	169	28	48	121	33	1633
5:30 PM	49	712	40	45	572	23	60	165	48	45	123	35	1917
5:45 PM	47	623	40	60	547	19	57	140	35	43	127	35	1773
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	348	4954	324	383	4051	220	374	1139	326	379	875	248	13621

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	197	2559	145	221	2144	106	213	624	136	194	501	132	7172
PEAK HR. FACTOR:		0.905			0.965			0.891			0.953		0.935

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Dale Ave

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Orangewood Ave

DAY: WEDNESDAY

PROJECT# 04-1454-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0.5	0.5	1	1	1	0.3	0.3	0.3	0.3	0.3	0.3	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	28	4	6	60	10	8	31	7	6	19	6	188
7:15 AM	1	39	3	7	68	12	6	44	7	5	19	10	221
7:30 AM	2	42	7	14	76	15	8	48	9	8	25	7	261
7:45 AM	7	42	6	15	57	19	16	36	15	7	36	16	272
8:00 AM	7	49	2	18	58	12	10	25	7	9	31	7	235
8:15 AM	3	37	5	9	58	11	4	23	8	13	23	7	201
8:30 AM	4	32	4	5	52	9	4	19	5	9	20	4	167
8:45 AM	2	26	2	5	55	7	2	22	6	10	24	4	165
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	29	295	33	79	484	95	58	248	64	67	197	61	1710

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	17	172	18	54	259	58	40	153	38	29	111	40	989
PEAK HR. FACTOR:		0.892			0.883			0.862			0.763		0.909

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Dale Ave

DATE: 7/28/2004

LOCATION: City of Stanton

E-W STREET: Orangewood Ave

DAY: WEDNESDAY

PROJECT# 04-1454-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0.5	0.5	1	1	1	0.3	0.3	0.3	0.3	0.3	0.3	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	84	10	9	56	15	11	40	10	6	27	11	285
4:15 PM	6	81	14	7	59	21	13	37	16	7	30	10	301
4:30 PM	8	89	16	14	63	34	15	46	19	8	38	17	367
4:45 PM	10	106	20	16	92	30	13	45	14	8	44	10	408
5:00 PM	12	110	22	16	97	42	12	44	15	12	41	12	435
5:15 PM	6	115	16	14	92	19	32	57	8	11	52	8	430
5:30 PM	8	96	14	10	79	17	22	48	7	6	46	7	360
5:45 PM	5	102	11	7	77	16	19	40	5	9	32	5	328
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	61	783	123	93	615	194	137	357	94	67	310	80	2914

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	36	420	74	60	344	125	72	192	56	39	175	47	1640
PEAK HR. FACTOR:	0.920			0.853			0.825			0.919			0.943

CONTROL: Signalized;

APPENDIX C

Explanation and Calculation of Intersection Capacity Utilization (ICU)

EXPLANATION AND CALCULATION OF INTERSECTION CAPACITY UTILIZATION (ICU)

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1600 times 50 percent times 3 lanes, or 2400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at an intersection is known as Intersection Capacity Utilization (ICU). ICU, usually expressed as a decimal, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity (i.e., an ICU of 80 percent), then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

ICU analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1600 vehicles per hour, the southbound traffic is 1200 vehicles per hour, and the capacity of either direction is 3200 vehicles per hour, then the northbound traffic is critical and requires $1600/3200$ or 50 percent of the signal time. If for east-west traffic, 30 percent of the signal time is required, then it can be seen that the ICU is 50 plus 30, or 80 percent. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The ICU technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

ICU Worksheets That Follow This Discussion

The ICU worksheet table contains the following information:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.
4. Capacity assumed per lane.
5. Capacity available to serve each movement (number of lanes times capacity per lane).
6. Volume to capacity ratio for each movement.
7. Whether the movement's volume to capacity ratio is critical and adds to the ICU value.
8. The yellow time or clearance interval assumed.
9. Adjustments for right turn movements.
10. The ICU and LOS.

The ICU Worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.

3. The approach and exit leg volumes.
4. The two-way leg volumes.
5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.
6. Percent of daily traffic in peak hours.
7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of ICU and LOS follows.

Level of Service (LOS)

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the ICU description, along with the relationship between ICU and Level of Service.

Signalized and Unsignalized Intersections

Although calculating an ICU value for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Signal Timing

The ICU calculation assumes that a signal is properly timed. It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of approximately 1750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. A capacity of 1600 vehicles per hour per lane with no yellow time penalty, or 1700 vehicles per hour with a 3 or 5 percent yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 10 percent of a signal cycle, and a penalty of 3 to 5 percent is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1600 capacity, and if one assumes that there are 1000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1600 vehicles (1000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1600 or 4800, and the amount of green time needed to serve the ramp is 1600 vehicles divided by 4800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1000 left turns are served by a capacity of 1.33 times 1600, or 2133. The volume to capacity ratio of the critical move is 1000 divided by 2133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the

left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates' software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 100 percent green time. A free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the ICU to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the ICU calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the signal cycle (40 percent of signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the signal cycle is green for the northbound through traffic, and that means that 15 percent of the signal cycle is available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the signal cycle is still needed to satisfy the northbound right turns (40 percent of the signal cycle minus the 15 percent of the signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the signal cycle. This 6 percent of the signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap left turn, 19 percent of the signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was

accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the signal cycle has been available for northbound right turns.

Because 40 percent of the signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the ICU to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

ICU parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection

operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an ICU calculation of 50 percent since $800/1600$ is 50 percent. It is our opinion that the Critical Lane Method is inferior to the ICU method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to ICU results. The correspondence is as follows, assuming a lane capacity of 1600 vehicles per hour and no clearance interval.

<u>Critical Lane Method Result</u>	<u>ICU Result</u>
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1120 vehicles per hour	70 percent
1280 vehicles per hour	80 percent
1440 vehicles per hour	90 percent
1600 vehicles per hour	100 percent
1760 vehicles per hour	110 percent

**INTERSECTION CAPACITY UTILIZATION (ICU)
LEVEL OF SERVICE (LOS) DESCRIPTION¹**

Level of Service	Description	Volume to Capacity Ratio
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	0.601 to 0.700
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

¹Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

Existing

INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

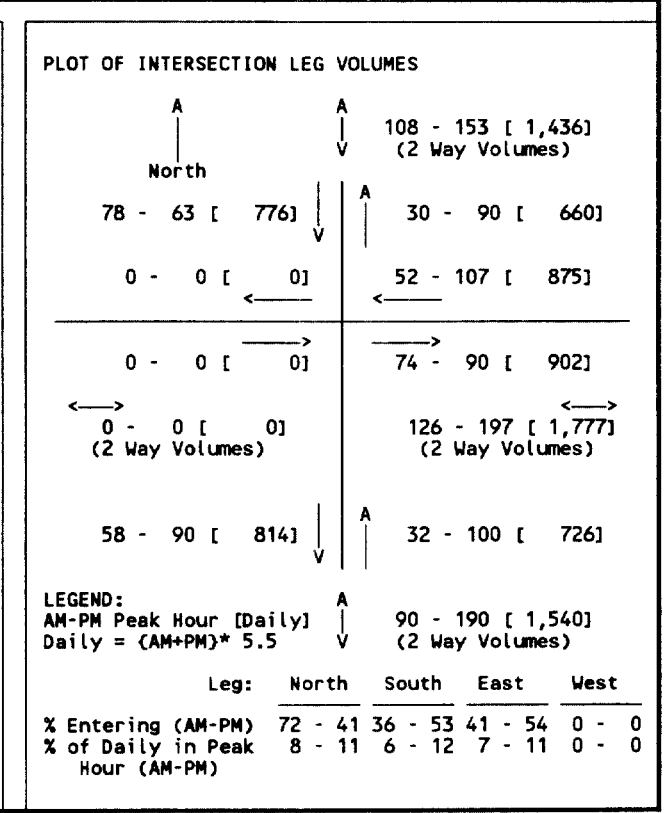
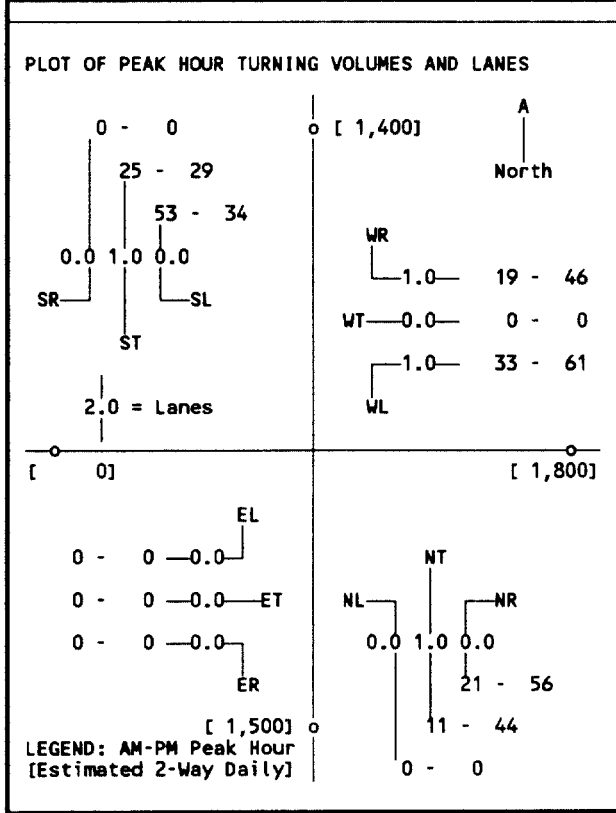
INTERSECTION: SANTA ROSALIA STREET (NS) and ORANGEWOOD AVENUE (EW) **COUNT DATE: 7-28-04**
LAND USE: EXISTING **GEOMETRICS: Existing**

MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	0	0	0	0	0	0	0	0	0.000*	0.000
Northbound Through	1	1700	11	44	0	0	11	44	0.020	0.060*
Northbound Right	0	0	21	56	0	0	21	56	0.000	0.000
Southbound Left	0	0	53	34	0	0	53	34	0.000	0.000*
Southbound Through	1	1700	25	29	0	0	25	29	0.050*	0.040
Southbound Right	0	0	0	0	0	0	0	0	0.000	0.000
Eastbound Left	0	0	0	0	0	0	0	0	0.000	0.000
Eastbound Through	0	0	0	0	0	0	0	0	0.000*	0.000*
Eastbound Right	0	0	0	0	0	0	0	0	0.000	0.000
Westbound Left	1	1700	33	61	0	0	33	61	0.020*	0.040*
Westbound Through	0	0	0	0	0	0	0	0	0.000	0.000
Westbound Right	1	1700	19	46	0	0	19	46	0.010	0.030

Northbound Right Turn Adjustment: 0.000*
 Southbound Right Turn Adjustment: 0.000*
 Eastbound Right Turn Adjustment: 0.000*
 Westbound Right Turn Adjustment: 0.000*
 Clearance Interval: 0.050*

0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.

INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) 0.12 0.15
LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+) A A



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and KATELLA AVENUE (EW)						COUNT DATE: 7-28-04				
LAND USE: EXISTING						GEOMETRICS: Existing				
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	2	3400	234	343	0	0	234	343	0.070*	0.100*
Northbound Through	4	6800	1712	2237	0	0	1712	2237	0.280	0.360
Northbound Right	0	0	188	190	0	0	188	190	0.000	0.000
Southbound Left	2	3400	192	182	0	0	192	182	0.060	0.050
Southbound Through	4	6800	2067	1971	0	0	2067	1971	0.340*	0.320*
Southbound Right	0	0	229	178	0	0	229	178	0.000	0.000
Eastbound Left	1	1700	187	241	0	0	187	241	0.110*	0.140*
Eastbound Through	3	5100	750	1037	0	0	750	1037	0.150	0.200
Eastbound Right	1	1700	180	272	0	0	180	272	0.110	0.160
Westbound Left	1	1700	191	226	0	0	191	226	0.110	0.130
Westbound Through	3	5100	714	805	0	0	714	805	0.160*	0.190*
Westbound Right	0	0	107	151	0	0	107	151	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted. 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.73	0.80
									C	C

PLOT OF PEAK HOUR TURNING VOLUMES AND LANES

LEGEND: AM-PM Peak Hour [Estimated 2-Way Daily]

PLOT OF INTERSECTION LEG VOLUMES

LEGEND:
 AM-PM Peak Hour [Daily] A
 Daily = (AM+PM)* 5.5 V
 (2 Way Volumes)

Leg: North South East West

% Entering (AM-PM) 55 - 47 47 - 53 47 - 46 49 - 54
 % of Daily in Peak Hour (AM-PM) 9 - 10 8 - 10 8 - 10 8 - 10

INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and ORANGEWOOD AVENUE (EW)				COUNT DATE: 7-28-04						
LAND USE: EXISTING				GEOMETRICS: Existing						
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	1	1700	38	77	0	0	38	77	0.020*	0.050
Northbound Through	4	6800	1975	2687	0	0	1975	2687	0.300	0.420*
Northbound Right	0	0	51	140	0	0	51	140	0.000	0.000
Southbound Left	1	1700	61	100	0	0	61	100	0.040	0.060*
Southbound Through	4	6800	2337	2251	0	0	2337	2251	0.350*	0.350
Southbound Right	0	0	39	103	0	0	39	103	0.000	0.000
Eastbound Left	1	1700	102	85	0	0	102	85	0.060*	0.050
Eastbound Through	1	1700	63	81	0	0	63	81	0.040	0.050*
Eastbound Right	1	1700	67	39	0	0	67	39	0.040	0.020
Westbound Left	1	1700	113	147	0	0	113	147	0.070	0.090*
Westbound Through	1	1700	81	116	0	0	81	116	0.050*	0.070
Westbound Right	1	1700	100	94	0	0	100	94	0.060	0.060
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted. 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.53	0.67
									A	B

PLOT OF PEAK HOUR TURNING VOLUMES AND LANES

LEGEND: AM-PM Peak Hour [Estimated 2-Way Daily]

PLOT OF INTERSECTION LEG VOLUMES

LEGEND:
 AM-PM Peak Hour [Daily] A
 Daily = (AM+PM)* 5.5 V
 (2 Way Volumes)

Leg: North South East West

% Entering (AM-PM) 53 - 46 45 - 54 63 - 53 59 - 41
 % of Daily in Peak Hour (AM-PM) 8 - 10 8 - 10 7 - 11 8 - 10

Kunzman Associates

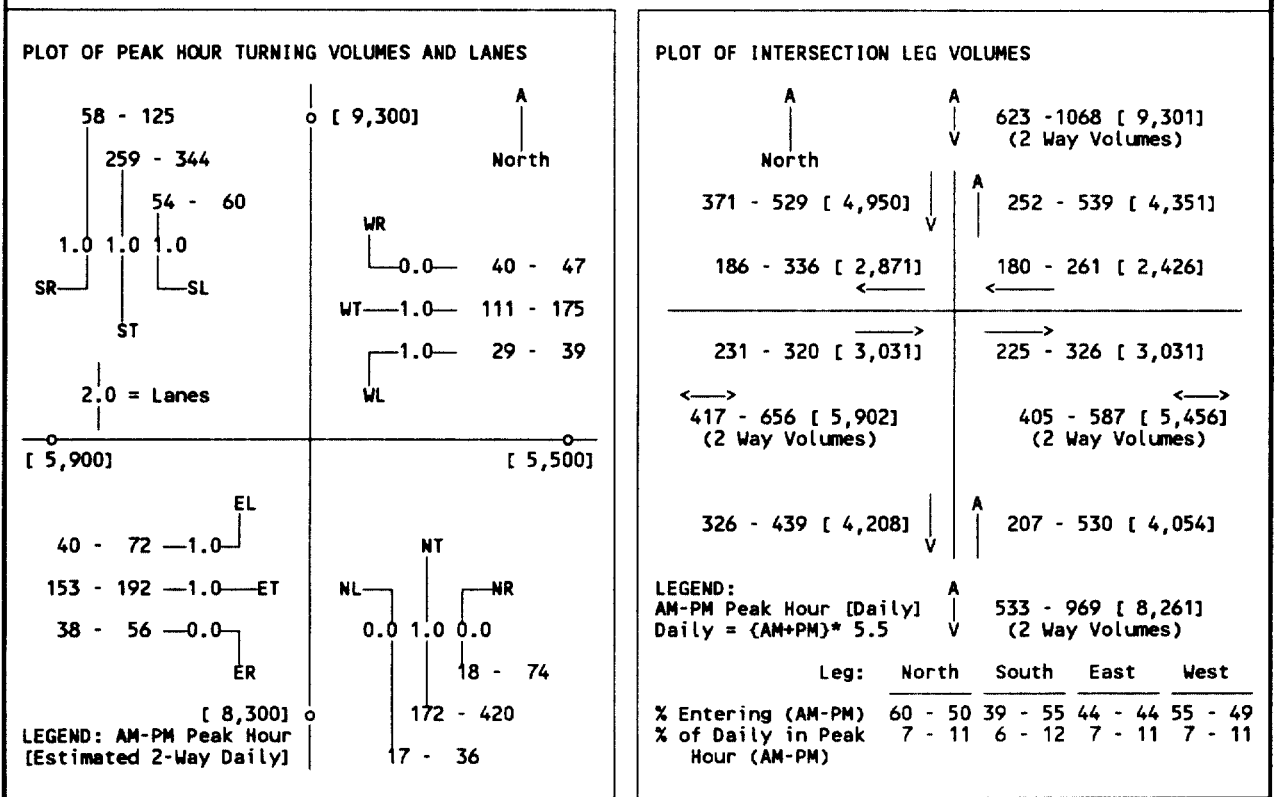
INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and CHAPMAN AVENUE (EW)				COUNT DATE: 7-28-04						
LAND USE: EXISTING				GEOMETRICS: Existing						
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	2	3400	223	197	0	0	223	197	0.070*	0.060
Northbound Through	4	6800	1907	2559	0	0	1907	2559	0.290	0.400*
Northbound Right	0	0	83	145	0	0	83	145	0.000	0.000
Southbound Left	2	3400	130	221	0	0	130	221	0.040	0.070*
Southbound Through	4	6800	2219	2144	0	0	2219	2144	0.360*	0.330
Southbound Right	0	0	192	106	0	0	192	106	0.000	0.000
Eastbound Left	1	1700	104	213	0	0	104	213	0.060*	0.130*
Eastbound Through	3	5100	451	624	0	0	451	624	0.110	0.150
Eastbound Right	0	0	104	136	0	0	104	136	0.000	0.000
Westbound Left	1	1700	179	194	0	0	179	194	0.110	0.110
Westbound Through	2	3400	527	501	0	0	527	501	0.160*	0.150*
Westbound Right	1	1700	120	132	0	0	120	132	0.070	0.080
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted. 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.70	0.80
									B	C

PLOT OF PEAK HOUR TURNING VOLUMES AND LANES	PLOT OF INTERSECTION LEG VOLUMES
<p>192 - 106 2219 - 2144 130 - 221 0.0 4.0 2.0 SR ST SL 2.0 = Lanes [18,600] [18,200]</p> <p>WR 1.0 120 - 132 WT 2.0 527 - 501 WL 1.0 179 - 194</p> <p>EL 1.0 104 - 213 ET 3.0 451 - 624 ER 0.0 104 - 136</p> <p>[55,500] NT 2.0 4.0 0.0 NL NR 1907 - 2559 223 - 197</p> <p>LEGEND: AM-PM Peak Hour [Estimated 2-Way Daily]</p>	<p>North: 2541 - 2471 [27,566] South: 4672 - 5375 [55,259] (2 Way Volumes) East: 942 - 804 [9,603] West: 2131 - 2904 [27,693]</p> <p>North: 659 - 973 [8,976] South: 826 - 827 [9,092] East: 1601 - 1777 [18,579] (2 Way Volumes) West: 664 - 990 [9,097]</p> <p>North: 2502 - 2474 [27,368] South: 4715 - 5375 [55,495] (2 Way Volumes) East: 2213 - 2901 [28,127]</p> <p>LEGEND: AM-PM Peak Hour [Daily] A Daily = (AM+PM)* 5.5 V</p> <p>Leg: North South East West</p> <p>% Entering (AM-PM) 54 - 46 47 - 54 55 - 46 41 - 55 % of Daily in Peak Hour (AM-PM) 8 - 10 8 - 10 8 - 10 9 - 10</p>

INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: DALE AVENUE (NS) and ORANGEWOOD AVENUE (EW)				COUNT DATE: 7-28-04						
LAND USE: EXISTING				GEOMETRICS: Existing						
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	0	0	17	36	0	0	17	36	0.000*	0.000
Northbound Through	1	1700	172	420	0	0	172	420	0.120	0.310*
Northbound Right	0	0	18	74	0	0	18	74	0.000	0.000
Southbound Left	1	1700	54	60	0	0	54	60	0.030	0.040*
Southbound Through	1	1700	259	344	0	0	259	344	0.150*	0.200
Southbound Right	1	1700	58	125	0	0	58	125	0.030	0.070
Eastbound Left	1	1700	40	72	0	0	40	72	0.020	0.040*
Eastbound Through	1	1700	153	192	0	0	153	192	0.110*	0.150
Eastbound Right	0	0	38	56	0	0	38	56	0.000	0.000
Westbound Left	1	1700	29	39	0	0	29	39	0.020*	0.020
Westbound Through	1	1700	111	175	0	0	111	175	0.090	0.130*
Westbound Right	0	0	40	47	0	0	40	47	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted. 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.33 0.57 A A	



Existing Plus Project

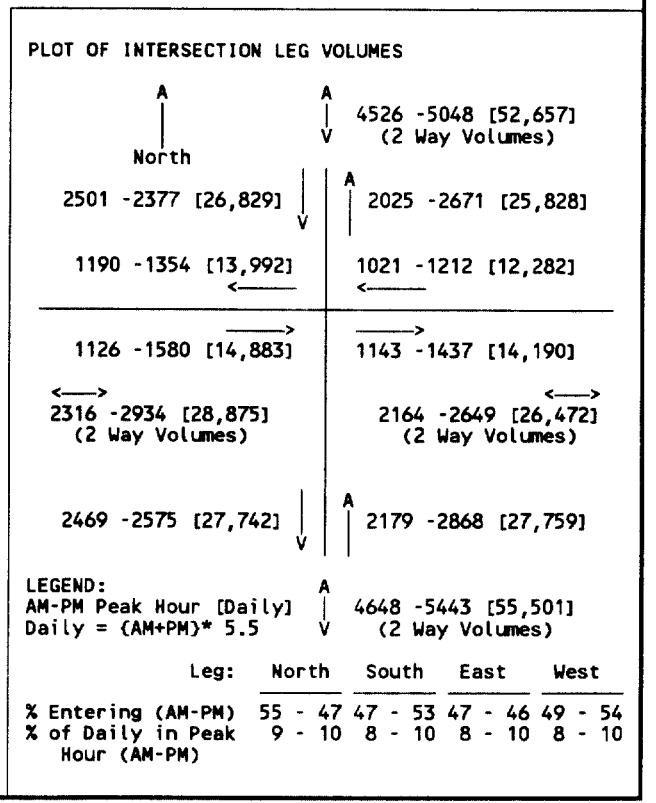
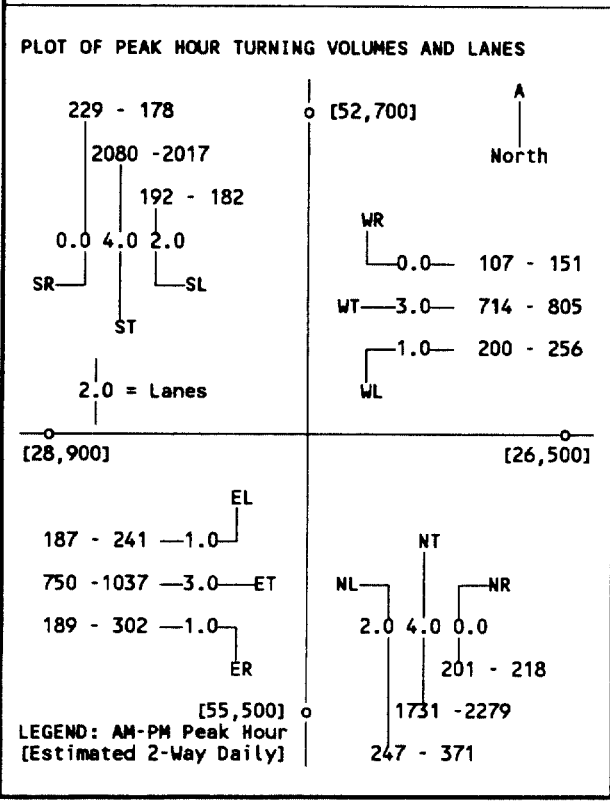
INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: SANTA ROSALIA STREET (NS) and ORANGEWOOD AVENUE (EW)				COUNT DATE: 7-28-04								
LAND USE: EXISTING PLUS PROJECT				GEOMETRICS: Existing								
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO			
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)		
Northbound Left	0	0	0	0	0	0	0	0	0.000*	0.000		
Northbound Through	1	1700	11	44	0	0	11	44	0.020	0.070*		
Northbound Right	0	0	21	56	4	15	25	71	0.000	0.000		
Southbound Left	0	0	53	34	4	15	57	49	0.000	0.000*		
Southbound Through	1	1700	25	29	0	0	25	29	0.050*	0.050		
Southbound Right	0	0	0	0	0	0	0	0	0.000	0.000		
Eastbound Left	0	0	0	0	0	0	0	0	0.000	0.000		
Eastbound Through	0	0	0	0	0	0	0	0	0.000*	0.000*		
Eastbound Right	0	0	0	0	0	0	0	0	0.000	0.000		
Westbound Left	1	1700	33	61	6	14	39	75	0.020*	0.040*		
Westbound Through	0	0	0	0	0	0	0	0	0.000	0.000		
Westbound Right	1	1700	19	46	6	14	25	60	0.020	0.040		
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval			0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.						0.000*	0.000*	0.000*	0.000*
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *)			—————>						0.12	0.16		
LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									A	A		

<p>PLOT OF PEAK HOUR TURNING VOLUMES AND LANES</p> <p>LEGEND: AM-PM Peak Hour [Estimated 2-Way Daily]</p>	<p>PLOT OF INTERSECTION LEG VOLUMES</p> <p>LEGEND: AM-PM Peak Hour [Daily] Daily = (AM+PM)* 5.5 Leg: North South East West % Entering (AM-PM) 69 - 43 36 - 53 44 - 53 0 - 0 % of Daily in Peak Hour (AM-PM) 7 - 11 6 - 12 7 - 12 0 - 0</p>
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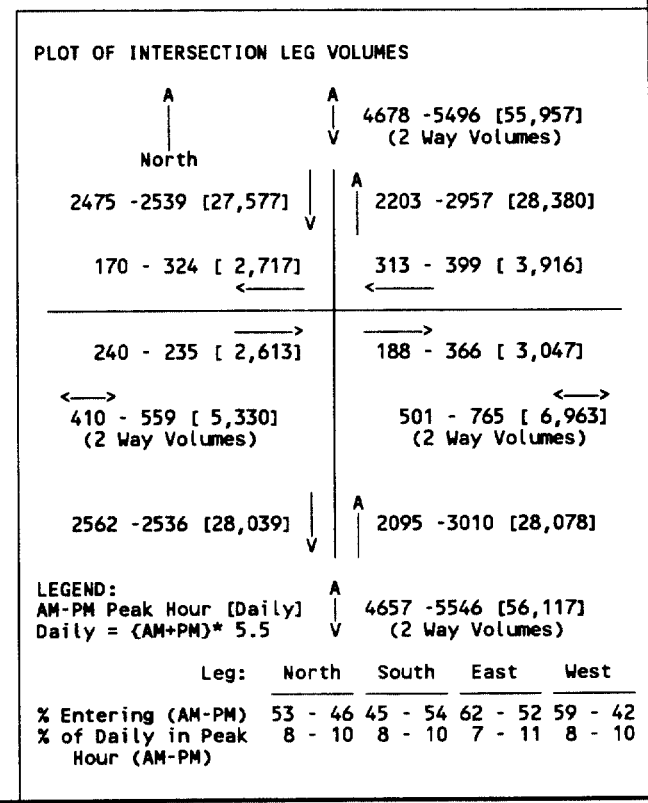
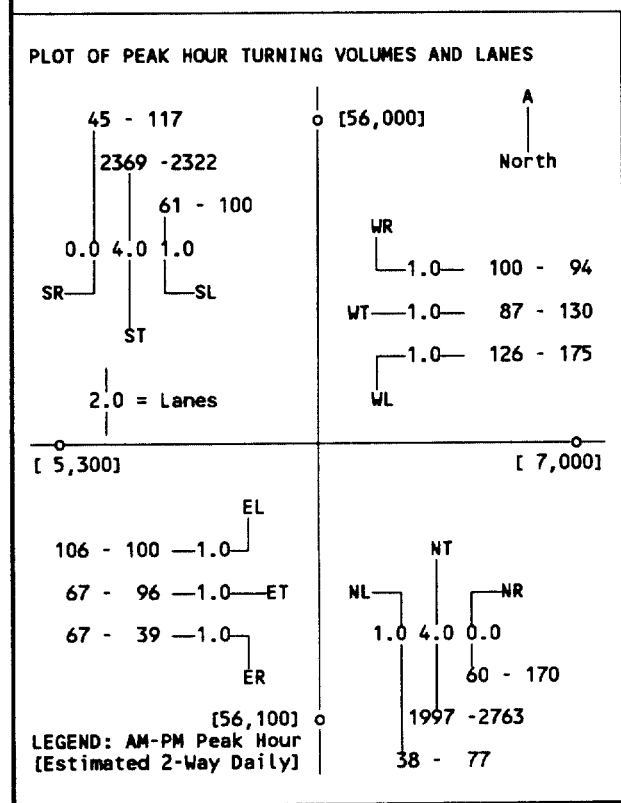
INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and KATELLA AVENUE (EW)				COUNT DATE: 7-28-04						
LAND USE: EXISTING PLUS PROJECT				GEOMETRICS: Existing						
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	2	3400	234	343	13	28	247	371	0.070*	0.110*
Northbound Through	4	6800	1712	2237	19	42	1731	2279	0.280	0.370
Northbound Right	0	0	188	190	13	28	201	218	0.000	0.000
Southbound Left	2	3400	192	182	0	0	192	182	0.060	0.050
Southbound Through	4	6800	2067	1971	13	46	2080	2017	0.340*	0.320*
Southbound Right	0	0	229	178	0	0	229	178	0.000	0.000
Eastbound Left	1	1700	187	241	0	0	187	241	0.110*	0.140
Eastbound Through	3	5100	750	1037	0	0	750	1037	0.150	0.200*
Eastbound Right	1	1700	180	272	9	30	189	302	0.110	0.180
Westbound Left	1	1700	191	226	9	30	200	256	0.120	0.150*
Westbound Through	3	5100	714	805	0	0	714	805	0.160*	0.190
Westbound Right	0	0	107	151	0	0	107	151	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted. 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.73	0.83
									C	D



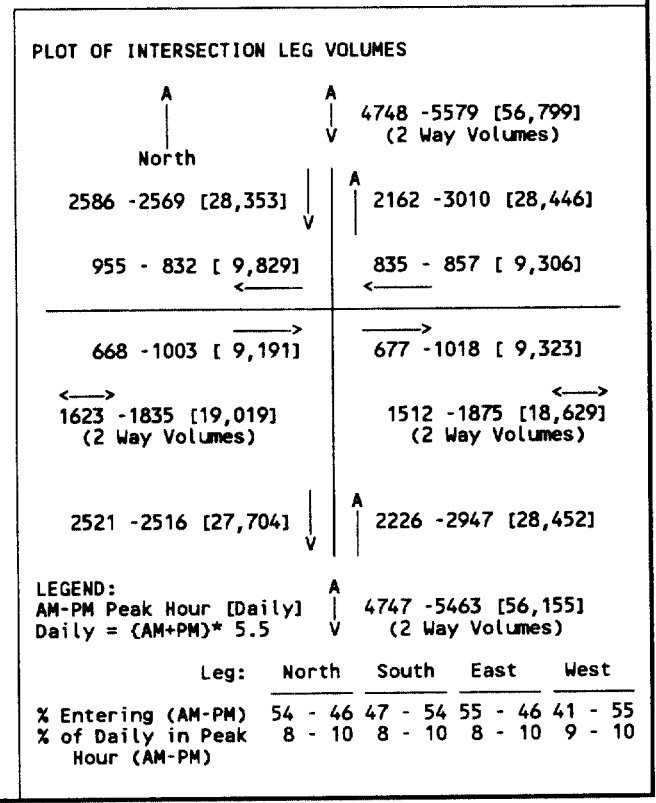
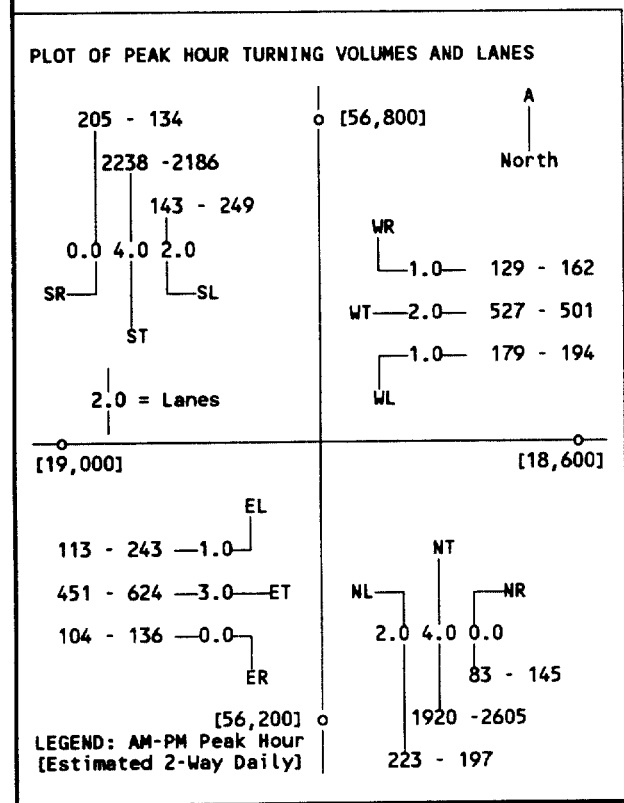
INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and ORANGEWOOD AVENUE (EW)			COUNT DATE: 7-28-04							
LAND USE: EXISTING PLUS PROJECT			GEOMETRICS: Existing							
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	1	1700	38	77	0	0	38	77	0.020*	0.050
Northbound Through	4	6800	1975	2687	22	76	1997	2763	0.300	0.430*
Northbound Right	0	0	51	140	9	30	60	170	0.000	0.000
Southbound Left	1	1700	61	100	0	0	61	100	0.040	0.060*
Southbound Through	4	6800	2337	2251	32	71	2369	2322	0.360*	0.360
Southbound Right	0	0	39	103	6	14	45	117	0.000	0.000
Eastbound Left	1	1700	102	85	4	15	106	100	0.060*	0.060
Eastbound Through	1	1700	63	81	4	15	67	96	0.040	0.060*
Eastbound Right	1	1700	67	39	0	0	67	39	0.040	0.020
Westbound Left	1	1700	113	147	13	28	126	175	0.070	0.100*
Westbound Through	1	1700	81	116	6	14	87	130	0.050*	0.080
Westbound Right	1	1700	100	94	0	0	100	94	0.060	0.060
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) —————> LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.54 0.70 A B	



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and CHAPMAN AVENUE (EW)		COUNT DATE: 7-28-04								
LAND USE: EXISTING PLUS PROJECT		GEOMETRICS: Existing								
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	2	3400	223	197	0	0	223	197	0.070*	0.060
Northbound Through	4	6800	1907	2559	13	46	1920	2605	0.300	0.400*
Northbound Right	0	0	83	145	0	0	83	145	0.000	0.000
Southbound Left	2	3400	130	221	13	28	143	249	0.040	0.070*
Southbound Through	4	6800	2219	2144	19	42	2238	2186	0.360*	0.340
Southbound Right	0	0	192	106	13	28	205	134	0.000	0.000
Eastbound Left	1	1700	104	213	9	30	113	243	0.070*	0.140*
Eastbound Through	3	5100	451	624	0	0	451	624	0.110	0.150
Eastbound Right	0	0	104	136	0	0	104	136	0.000	0.000
Westbound Left	1	1700	179	194	0	0	179	194	0.110	0.110
Westbound Through	2	3400	527	501	0	0	527	501	0.160*	0.150*
Westbound Right	1	1700	120	132	9	30	129	162	0.080	0.100
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.71 0.81 C D	



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

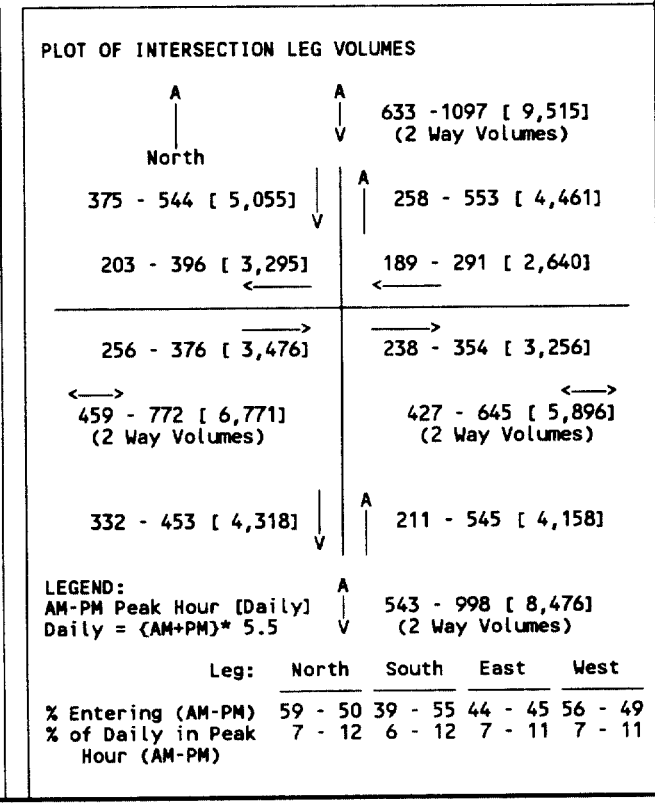
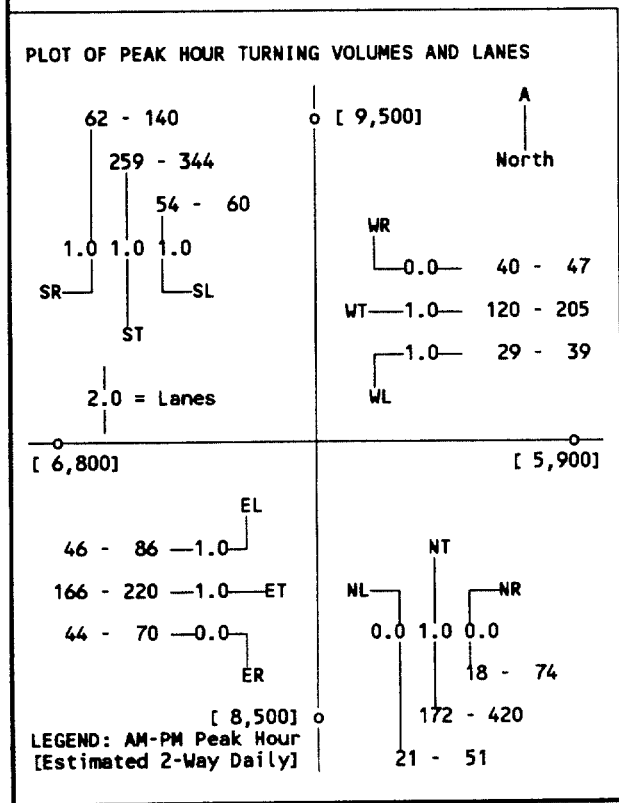
INTERSECTION: DALE AVENUE (NS) and ORANGEWOOD AVENUE (EW)
LAND USE: EXISTING PLUS PROJECT
COUNT DATE: 7-28-04
GEOMETRICS: Existing

MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	0	0	17	36	4	15	21	51	0.000*	0.000
Northbound Through	1	1700	172	420	0	0	172	420	0.120	0.320*
Northbound Right	0	0	18	74	0	0	18	74	0.000	0.000
Southbound Left	1	1700	54	60	0	0	54	60	0.030	0.040*
Southbound Through	1	1700	259	344	0	0	259	344	0.150*	0.200
Southbound Right	1	1700	58	125	4	15	62	140	0.040	0.080
Eastbound Left	1	1700	40	72	6	14	46	86	0.030	0.050*
Eastbound Through	1	1700	153	192	13	28	166	220	0.120*	0.170
Eastbound Right	0	0	38	56	6	14	44	70	0.000	0.000
Westbound Left	1	1700	29	39	0	0	29	39	0.020*	0.020
Westbound Through	1	1700	111	175	9	30	120	205	0.090	0.150*
Westbound Right	0	0	40	47	0	0	40	47	0.000	0.000

Northbound Right Turn Adjustment: 0.000*
 Southbound Right Turn Adjustment: 0.000*
 Eastbound Right Turn Adjustment: 0.000*
 Westbound Right Turn Adjustment: 0.000*
 Clearance Interval: 0.050*

0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.

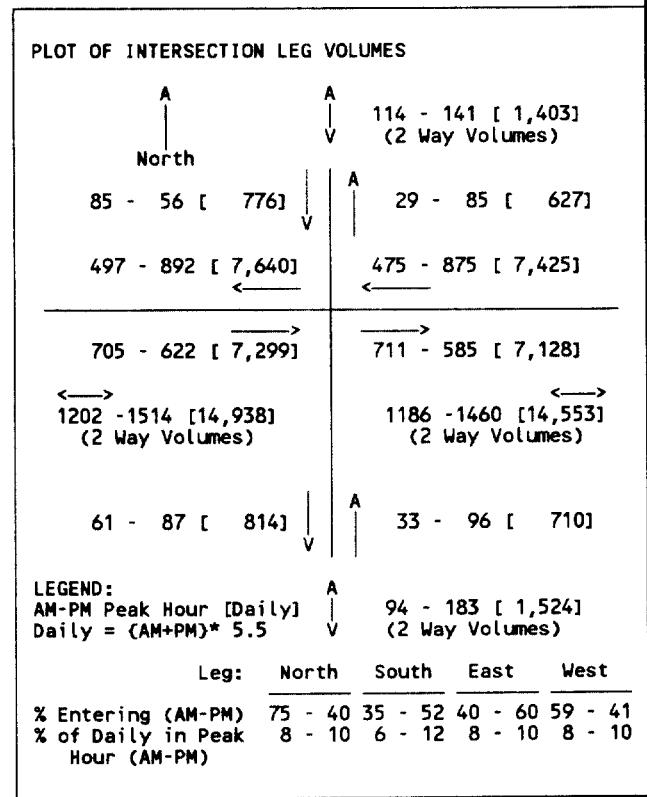
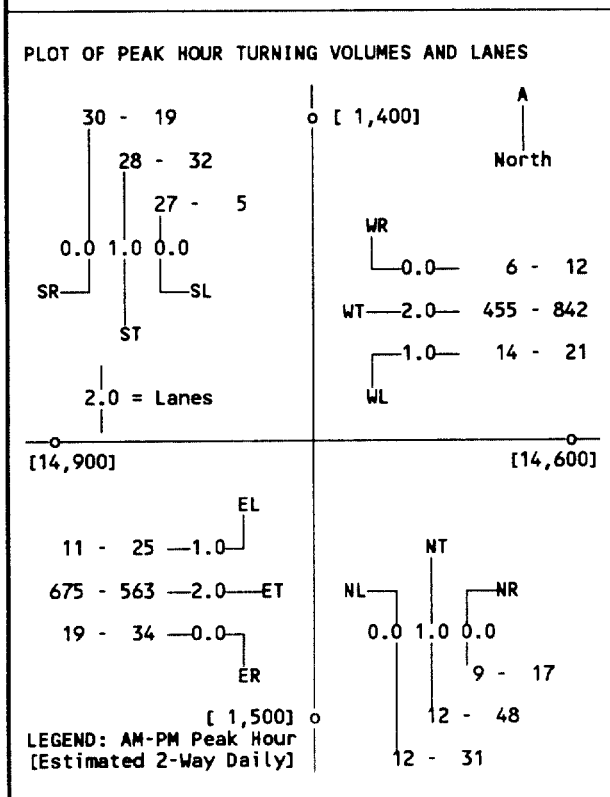
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) → 0.34 0.61
 LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+) A B



Year 2025 Without Project

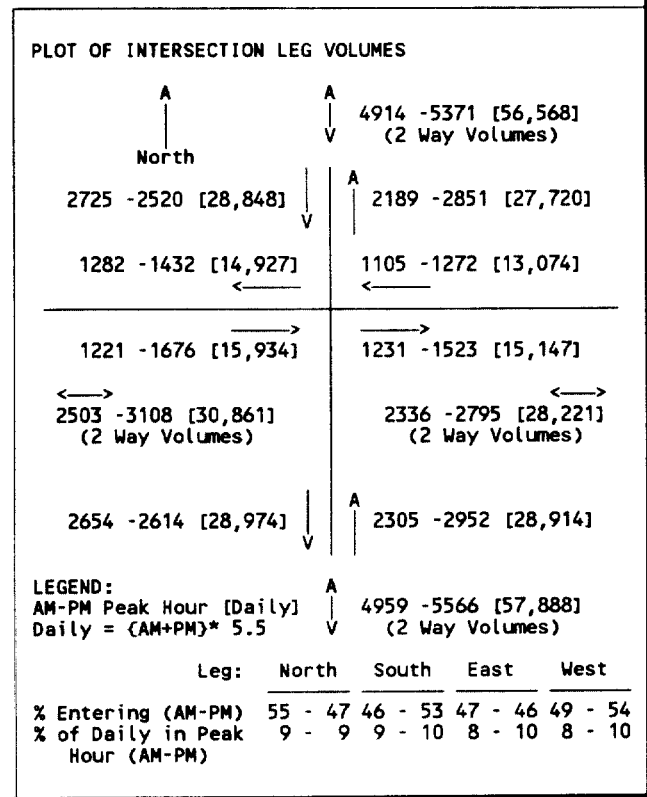
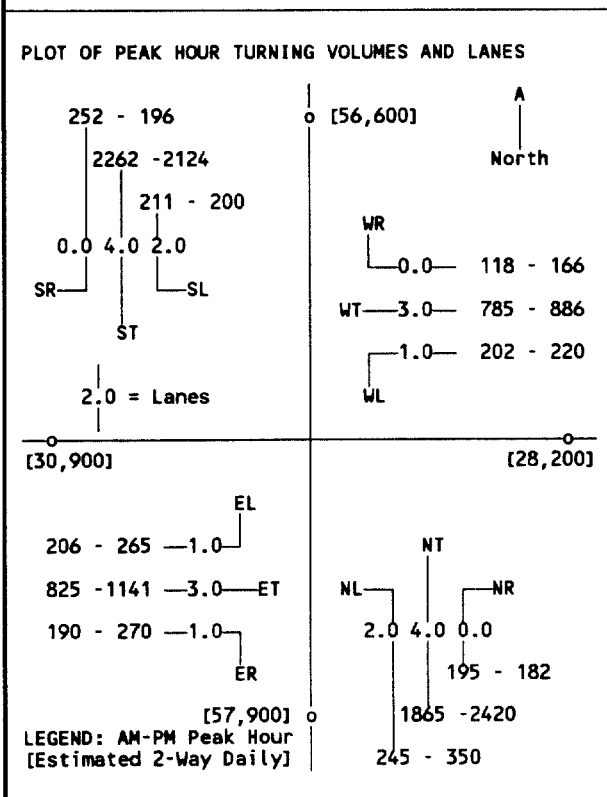
INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: SANTA ROSALIA STREET (NS) and ORANGEWOOD AVENUE (EW)				COUNT DATE: 7-28-04						
LAND USE: YEAR 2025 WITHOUT PROJECT				GEOMETRICS: Existing						
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	0	0	12	31	0	0	12	31	0.000*	0.000
Northbound Through	1	1700	12	48	0	0	12	48	0.020	0.060*
Northbound Right	0	0	12	31	-3	-14	9	17	0.000	0.000
Southbound Left	0	0	30	19	-3	-14	27	5	0.000	0.000*
Southbound Through	1	1700	28	32	0	0	28	32	0.050*	0.030
Southbound Right	0	0	30	19	0	0	30	19	0.000	0.000
Eastbound Left	1	1700	11	25	0	0	11	25	0.010	0.020*
Eastbound Through	2	3400	683	592	-8	-29	675	563	0.200*	0.180
Eastbound Right	0	0	19	34	0	0	19	34	0.000	0.000
Westbound Left	1	1700	19	34	-5	-13	14	21	0.010*	0.010
Westbound Through	2	3400	467	869	-12	-27	455	842	0.140	0.250*
Westbound Right	0	0	11	25	-5	-13	6	12	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.31	0.38
									A	A



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and KATELLA AVENUE (EW)						COUNT DATE: 7-28-04				
LAND USE: YEAR 2025 WITHOUT PROJECT						GEOMETRICS: Existing				
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	2	3400	257	377	-12	-27	245	350	0.070*	0.100*
Northbound Through	4	6800	1883	2461	-18	-41	1865	2420	0.300	0.380
Northbound Right	0	0	207	209	-12	-27	195	182	0.000	0.000
Southbound Left	2	3400	211	200	0	0	211	200	0.060	0.060
Southbound Through	4	6800	2274	2168	-12	-44	2262	2124	0.370*	0.340*
Southbound Right	0	0	252	196	0	0	252	196	0.000	0.000
Eastbound Left	1	1700	206	265	0	0	206	265	0.120*	0.160*
Eastbound Through	3	5100	825	1141	0	0	825	1141	0.160	0.220
Eastbound Right	1	1700	198	299	-8	-29	190	270	0.110	0.160
Westbound Left	1	1700	210	249	-8	-29	202	220	0.120	0.130
Westbound Through	3	5100	785	886	0	0	785	886	0.180*	0.210*
Westbound Right	0	0	118	166	0	0	118	166	0.000	0.000
Northbound Right Turn Adjustment			0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.						0.000*	0.000*
Southbound Right Turn Adjustment									0.000*	0.000*
Eastbound Right Turn Adjustment									0.000*	0.000*
Westbound Right Turn Adjustment									0.000*	0.000*
Clearance Interval									0.050*	0.050*
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____>								0.79	0.86	
LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)								C	D	



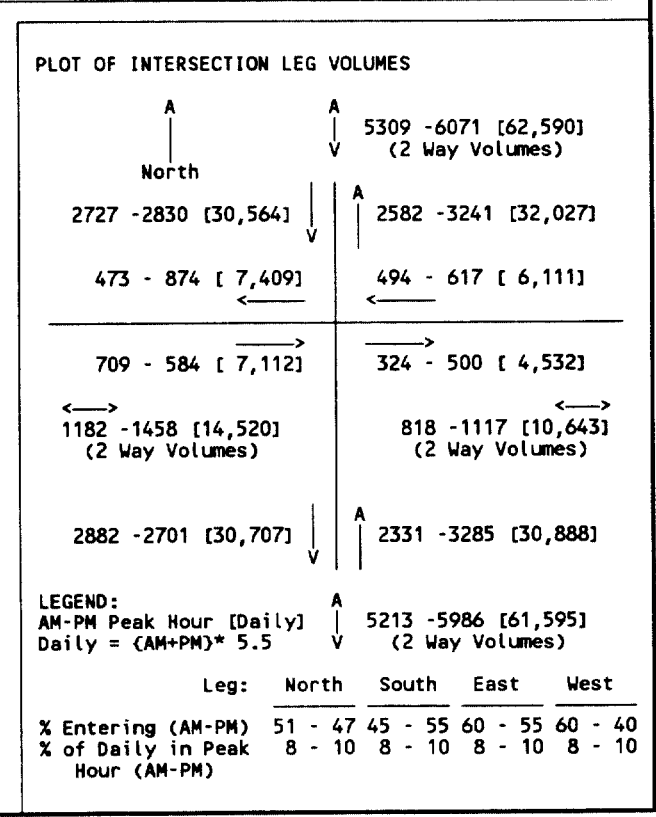
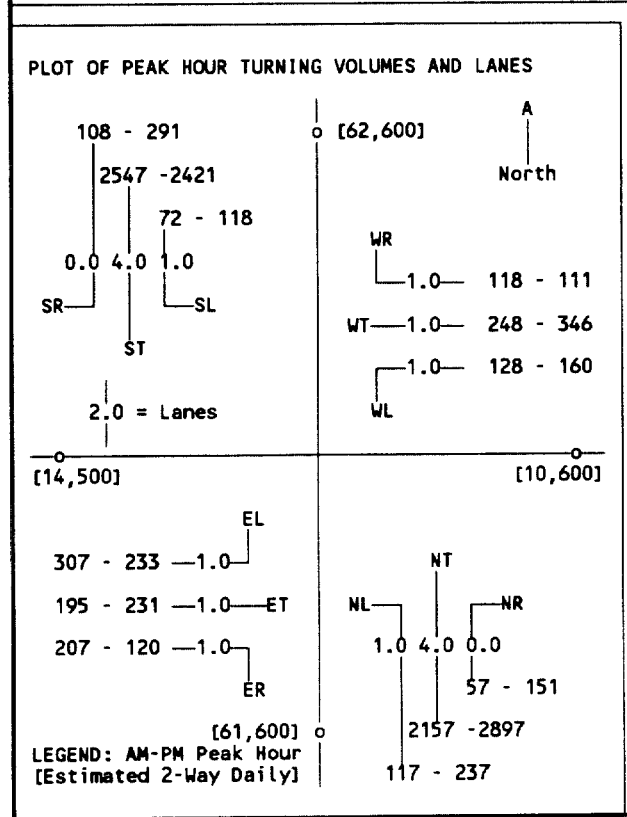
INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and ORANGEWOOD AVENUE (EW)
LAND USE: YEAR 2025 WITHOUT PROJECT **COUNT DATE:** 7-28-04
GEOMETRICS: Existing

MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	1	1700	117	237	0	0	117	237	0.070*	0.140*
Northbound Through	4	6800	2173	2956	-16	-59	2157	2897	0.330	0.450
Northbound Right	0	0	60	165	-3	-14	57	151	0.000	0.000
Southbound Left	1	1700	72	118	0	0	72	118	0.040	0.070
Southbound Through	4	6800	2571	2476	-24	-55	2547	2421	0.390*	0.400*
Southbound Right	0	0	120	318	-12	-27	108	291	0.000	0.000
Eastbound Left	1	1700	315	262	-8	-29	307	233	0.180*	0.140*
Eastbound Through	1	1700	203	260	-8	-29	195	231	0.120	0.140
Eastbound Right	1	1700	207	120	0	0	207	120	0.120	0.070
Westbound Left	1	1700	133	173	-5	-13	128	160	0.080	0.090
Westbound Through	1	1700	260	373	-12	-27	248	346	0.150*	0.200*
Westbound Right	1	1700	118	111	0	0	118	111	0.070	0.070

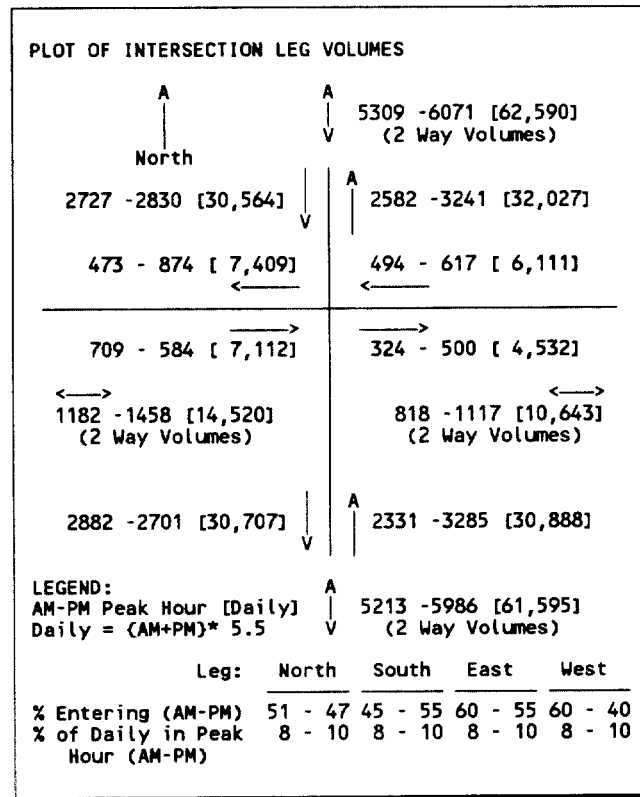
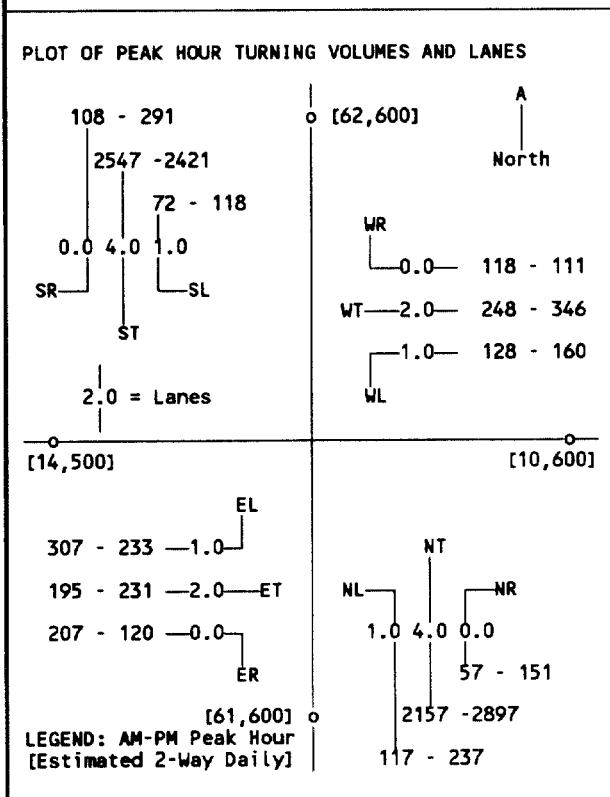
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval	0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.	0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*
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INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)	0.84 0.93 D E
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INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and ORANGEWOOD AVENUE (EW)						COUNT DATE: 7-28-04				
LAND USE: YEAR 2025 WITHOUT PROJECT						GEOMETRICS: Improved				
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	1	1700	117	237	0	0	117	237	0.070*	0.140*
Northbound Through	4	6800	2173	2956	-16	-59	2157	2897	0.330	0.450
Northbound Right	0	0	60	165	-3	-14	57	151	0.000	0.000
Southbound Left	1	1700	72	118	0	0	72	118	0.040	0.070
Southbound Through	4	6800	2571	2476	-24	-55	2547	2421	0.390*	0.400*
Southbound Right	0	0	120	318	-12	-27	108	291	0.000	0.000
Eastbound Left	1	1700	315	262	-8	-29	307	233	0.180*	0.140*
Eastbound Through	2	3400	203	260	-8	-29	195	231	0.120	0.100
Eastbound Right	0	0	207	120	0	0	207	120	0.000	0.000
Westbound Left	1	1700	133	173	-5	-13	128	160	0.080	0.090
Westbound Through	2	3400	260	373	-12	-27	248	346	0.110*	0.130*
Westbound Right	0	0	118	111	0	0	118	111	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.80	0.86
									C	D



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and CHAPMAN AVENUE (EW)
LAND USE: YEAR 2025 WITHOUT PROJECT

COUNT DATE: 7-28-04
GEOMETRICS: Existing

MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	2	3400	245	217	0	0	245	217	0.070*	0.060
Northbound Through	4	6800	2098	2815	-12	-44	2086	2771	0.320	0.430*
Northbound Right	0	0	91	160	0	0	91	160	0.000	0.000
Southbound Left	2	3400	143	243	-5	-13	138	230	0.040	0.070*
Southbound Through	4	6800	2441	2358	-18	-41	2423	2317	0.390*	0.360
Southbound Right	0	0	211	117	-5	-13	206	104	0.000	0.000
Eastbound Left	1	1700	114	234	-3	-14	111	220	0.070*	0.130*
Eastbound Through	3	5100	496	686	0	0	496	686	0.120	0.160
Eastbound Right	0	0	114	150	0	0	114	150	0.000	0.000
Westbound Left	1	1700	197	213	0	0	197	213	0.120	0.130
Westbound Through	2	3400	580	551	0	0	580	551	0.170*	0.160*
Westbound Right	1	1700	132	145	-3	-14	129	131	0.080	0.080

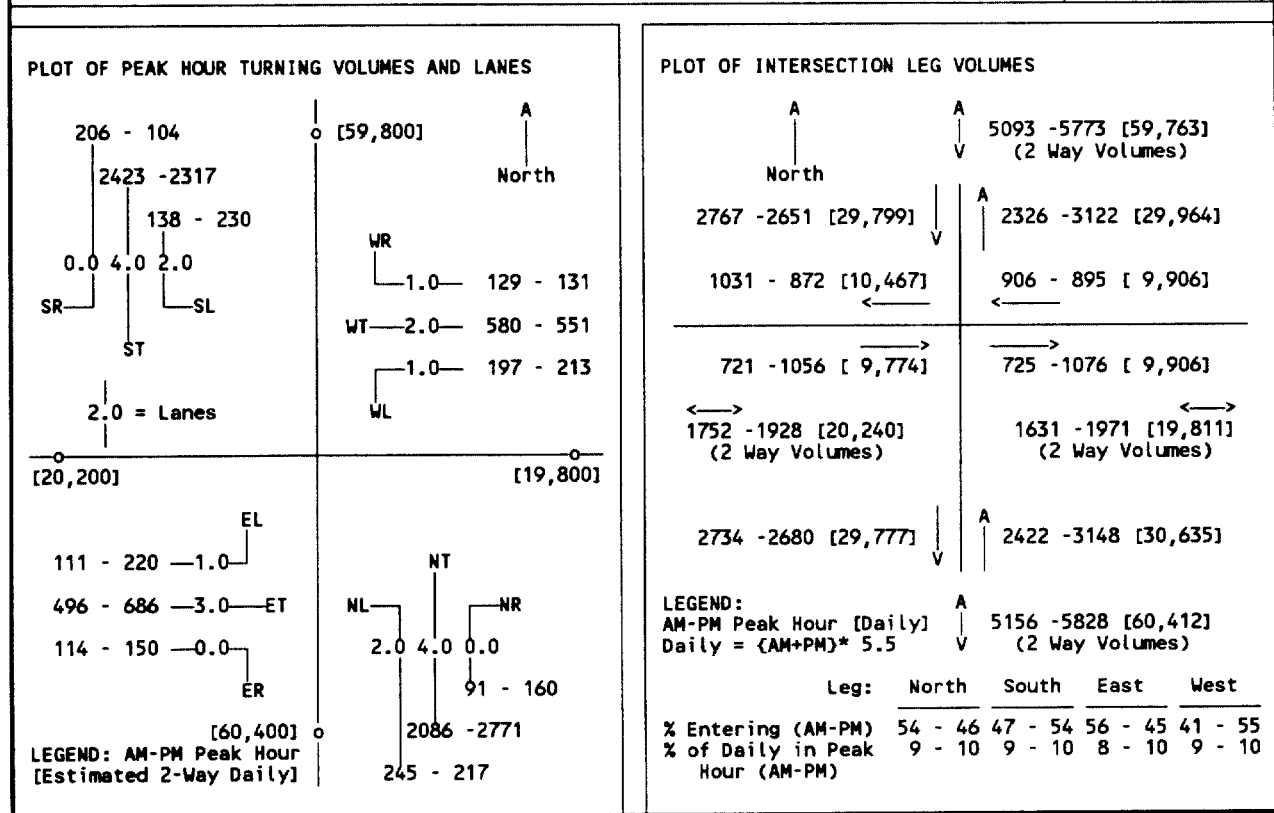
Northbound Right Turn Adjustment
 Southbound Right Turn Adjustment
 Eastbound Right Turn Adjustment
 Westbound Right Turn Adjustment
 Clearance Interval

0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.

0.000* 0.000*
 0.000* 0.000*
 0.000* 0.000*
 0.000* 0.000*
 0.050* 0.050*

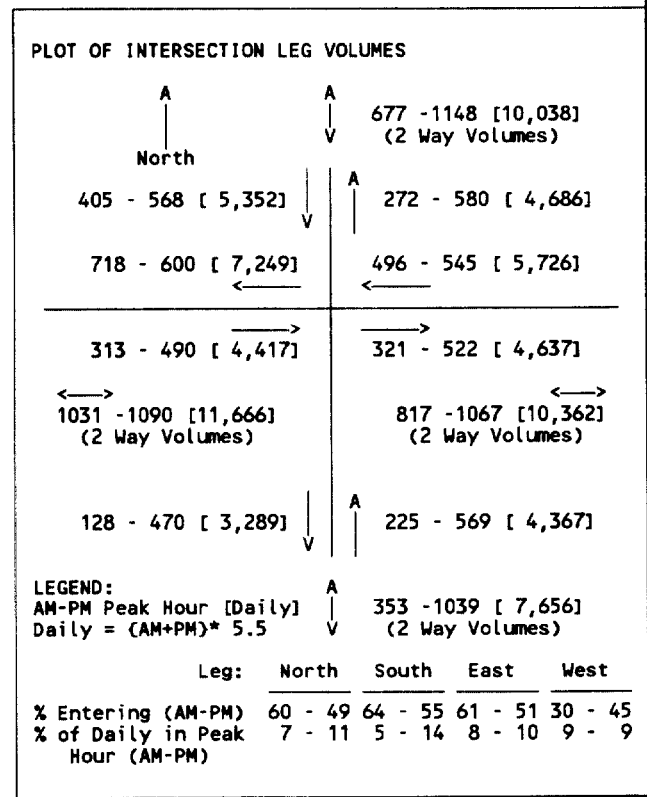
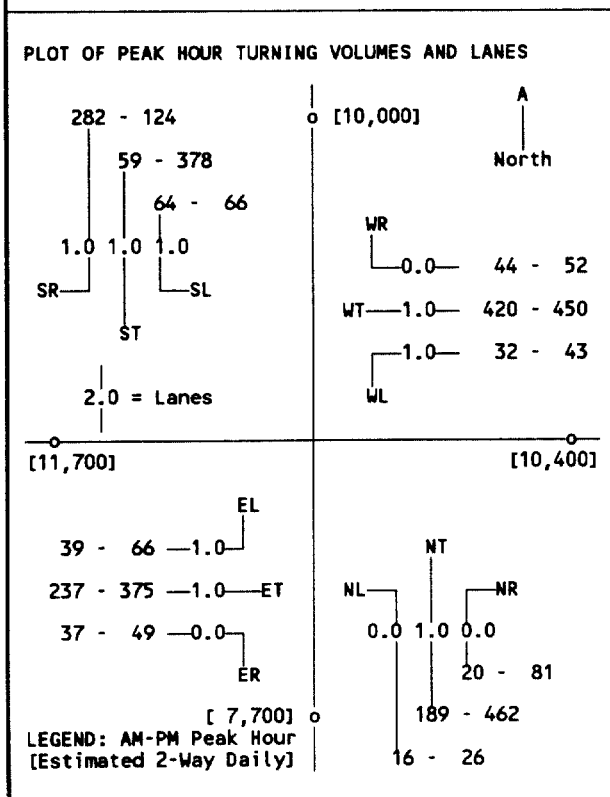
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ →
LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)

0.75 0.84
 C D



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

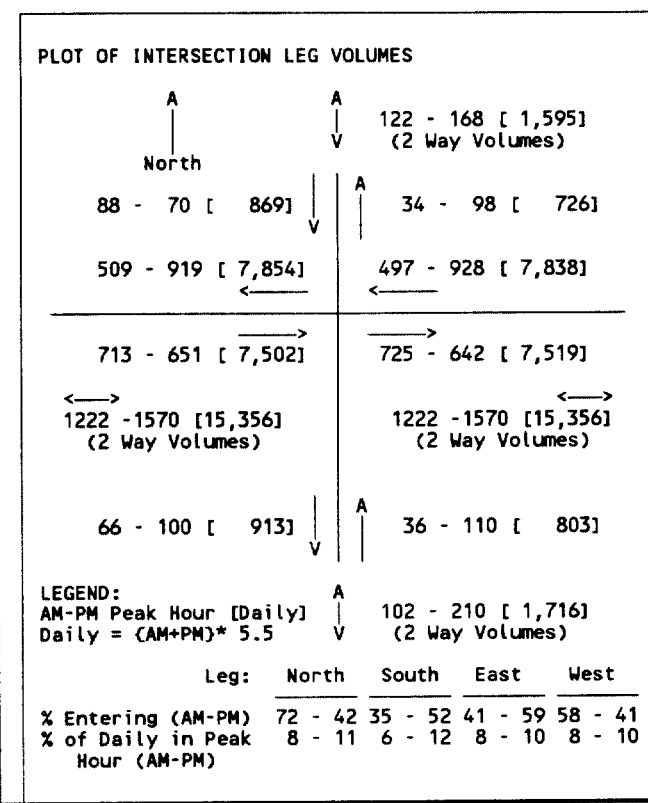
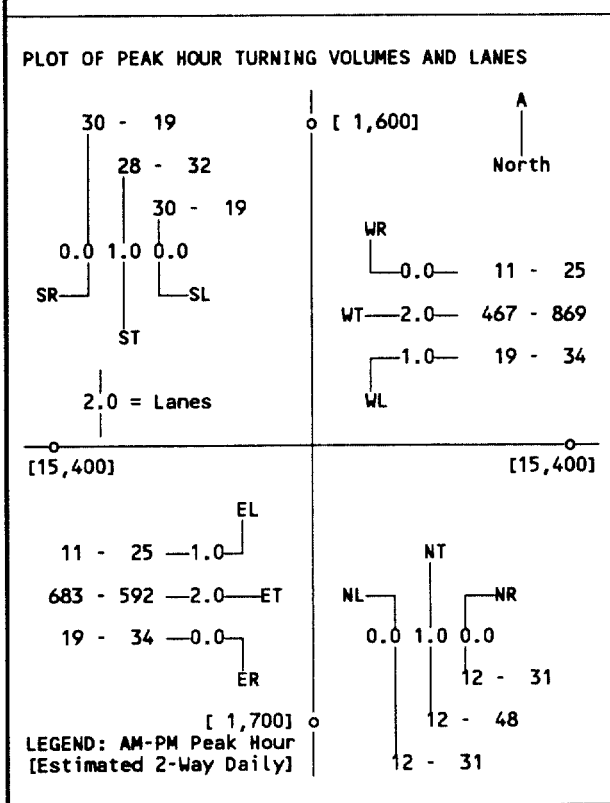
INTERSECTION: DALE AVENUE (NS) and ORANGEWOOD AVENUE (EW)				COUNT DATE: 7-28-04						
LAND USE: YEAR 2025 WITHOUT PROJECT				GEOMETRICS: Existing						
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	0	0	19	40	-3	-14	16	26	0.000	0.000
Northbound Through	1	1700	189	462	0	0	189	462	0.130*	0.340*
Northbound Right	0	0	20	81	0	0	20	81	0.000	0.000
Southbound Left	1	1700	64	66	0	0	64	66	0.040*	0.040*
Southbound Through	1	1700	59	378	0	0	59	378	0.040	0.220
Southbound Right	1	1700	285	138	-3	-14	282	124	0.170	0.070
Eastbound Left	1	1700	44	79	-5	-13	39	66	0.020*	0.040*
Eastbound Through	1	1700	249	402	-12	-27	237	375	0.160	0.250
Eastbound Right	0	0	42	62	-5	-13	37	49	0.000	0.000
Westbound Left	1	1700	32	43	0	0	32	43	0.020	0.030
Westbound Through	1	1700	428	479	-8	-29	420	450	0.270*	0.300*
Westbound Right	0	0	44	52	0	0	44	52	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted. 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.51	0.77
									A	C



Year 2025 With Project

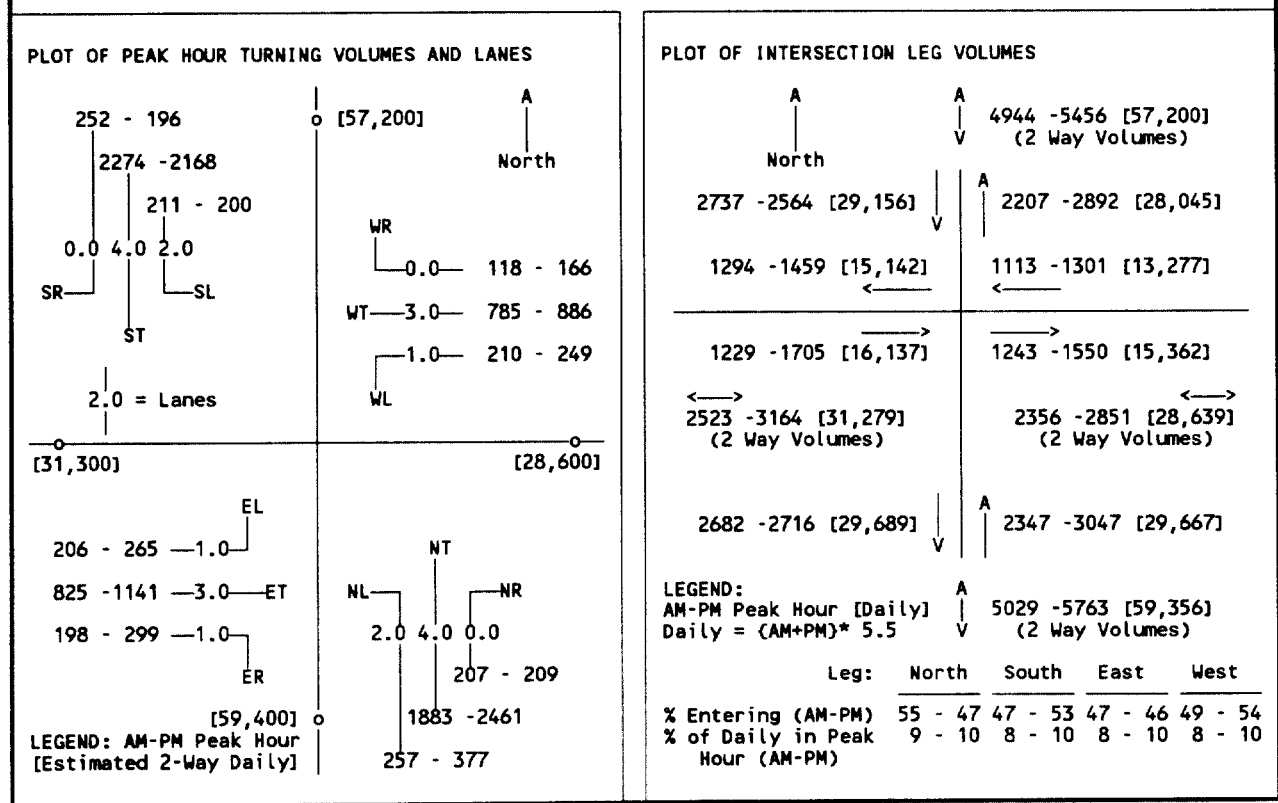
INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: SANTA ROSALIA STREET (NS) and ORANGEWOOD AVENUE (EW)				COUNT DATE: 7-28-04						
LAND USE: YEAR 2025 WITH PROJECT				GEOMETRICS: Existing						
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	0	0	12	31	0	0	12	31	0.000*	0.000
Northbound Through	1	1700	12	48	0	0	12	48	0.020	0.070*
Northbound Right	0	0	12	31	0	0	12	31	0.000	0.000
Southbound Left	0	0	30	19	0	0	30	19	0.000	0.000*
Southbound Through	1	1700	28	32	0	0	28	32	0.050*	0.040
Southbound Right	0	0	30	19	0	0	30	19	0.000	0.000
Eastbound Left	1	1700	11	25	0	0	11	25	0.010	0.020*
Eastbound Through	2	3400	683	592	0	0	683	592	0.210*	0.180
Eastbound Right	0	0	19	34	0	0	19	34	0.000	0.000
Westbound Left	1	1700	19	34	0	0	19	34	0.010*	0.020
Westbound Through	2	3400	467	869	0	0	467	869	0.140	0.260*
Westbound Right	0	0	11	25	0	0	11	25	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.32 0.40 A A	



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and KATELLA AVENUE (EW)			COUNT DATE: 7-28-04							
LAND USE: YEAR 2025 WITH PROJECT			GEOMETRICS: Existing							
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	2	3400	257	377	0	0	257	377	0.080*	0.110*
Northbound Through	4	6800	1883	2461	0	0	1883	2461	0.310	0.390
Northbound Right	0	0	207	209	0	0	207	209	0.000	0.000
Southbound Left	2	3400	211	200	0	0	211	200	0.060	0.060
Southbound Through	4	6800	2274	2168	0	0	2274	2168	0.370*	0.350*
Southbound Right	0	0	252	196	0	0	252	196	0.000	0.000
Eastbound Left	1	1700	206	265	0	0	206	265	0.120*	0.160*
Eastbound Through	3	5100	825	1141	0	0	825	1141	0.160	0.220
Eastbound Right	1	1700	198	299	0	0	198	299	0.120	0.180
Westbound Left	1	1700	210	249	0	0	210	249	0.120	0.150
Westbound Through	3	5100	785	886	0	0	785	886	0.180*	0.210*
Westbound Right	0	0	118	166	0	0	118	166	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.80	0.88
									C	D



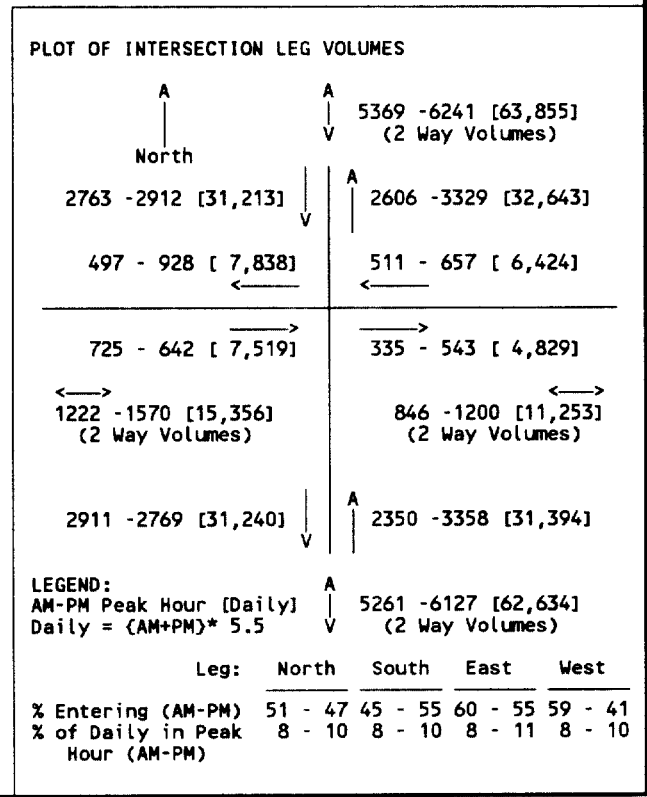
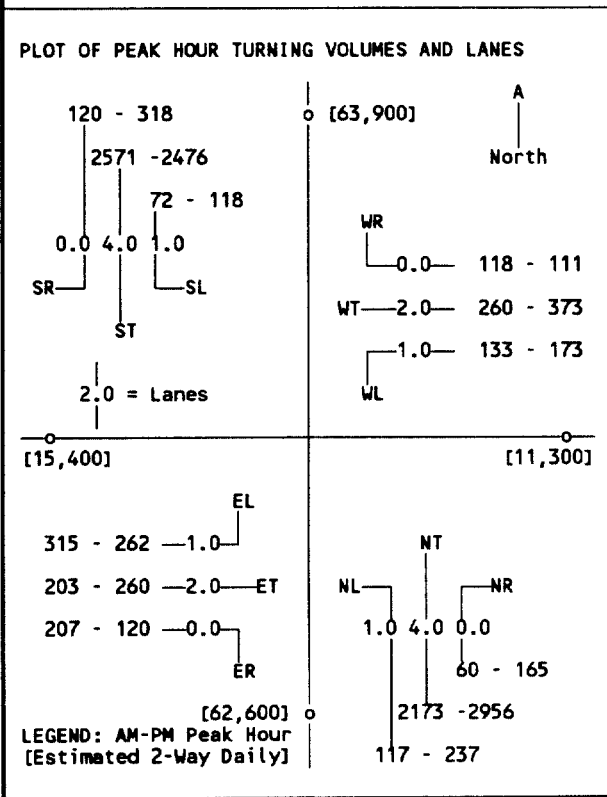
INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and ORANGEWOOD AVENUE (EW)						COUNT DATE: 7-28-04				
LAND USE: YEAR 2025 WITH PROJECT						GEOMETRICS: Existing				
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	1	1700	117	237	0	0	117	237	0.070*	0.140*
Northbound Through	4	6800	2173	2956	0	0	2173	2956	0.330	0.460
Northbound Right	0	0	60	165	0	0	60	165	0.000	0.000
Southbound Left	1	1700	72	118	0	0	72	118	0.040	0.070
Southbound Through	4	6800	2571	2476	0	0	2571	2476	0.400*	0.410*
Southbound Right	0	0	120	318	0	0	120	318	0.000	0.000
Eastbound Left	1	1700	315	262	0	0	315	262	0.190*	0.150*
Eastbound Through	1	1700	203	260	0	0	203	260	0.120	0.150
Eastbound Right	1	1700	207	120	0	0	207	120	0.120	0.070
Westbound Left	1	1700	133	173	0	0	133	173	0.080	0.100
Westbound Through	1	1700	260	373	0	0	260	373	0.150*	0.220*
Westbound Right	1	1700	118	111	0	0	118	111	0.070	0.070
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.86	0.97
									D	E

PLOT OF PEAK HOUR TURNING VOLUMES AND LANES	PLOT OF INTERSECTION LEG VOLUMES															
<p>LEGEND: AM-PM Peak Hour [Estimated 2-Way Daily]</p>	<p>LEGEND: AM-PM Peak Hour [Daily] Daily = (AM+PM)* 5.5</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Leg:</th> <th>North</th> <th>South</th> <th>East</th> <th>West</th> </tr> </thead> <tbody> <tr> <td>% Entering (AM-PM)</td> <td>51 - 47</td> <td>45 - 55</td> <td>60 - 55</td> <td>59 - 41</td> </tr> <tr> <td>% of Daily in Peak Hour (AM-PM)</td> <td>8 - 10</td> <td>8 - 10</td> <td>8 - 11</td> <td>8 - 10</td> </tr> </tbody> </table>	Leg:	North	South	East	West	% Entering (AM-PM)	51 - 47	45 - 55	60 - 55	59 - 41	% of Daily in Peak Hour (AM-PM)	8 - 10	8 - 10	8 - 11	8 - 10
Leg:	North	South	East	West												
% Entering (AM-PM)	51 - 47	45 - 55	60 - 55	59 - 41												
% of Daily in Peak Hour (AM-PM)	8 - 10	8 - 10	8 - 11	8 - 10												

INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and ORANGEWOOD AVENUE (EW)			COUNT DATE: 7-28-04							
LAND USE: YEAR 2025 WITH PROJECT			GEOMETRICS: Improved							
MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	1	1700	117	237	0	0	117	237	0.070*	0.140*
Northbound Through	4	6800	2173	2956	0	0	2173	2956	0.330	0.460
Northbound Right	0	0	60	165	0	0	60	165	0.000	0.000
Southbound Left	1	1700	72	118	0	0	72	118	0.040	0.070
Southbound Through	4	6800	2571	2476	0	0	2571	2476	0.400*	0.410*
Southbound Right	0	0	120	318	0	0	120	318	0.000	0.000
Eastbound Left	1	1700	315	262	0	0	315	262	0.190*	0.150*
Eastbound Through	2	3400	203	260	0	0	203	260	0.120	0.110
Eastbound Right	0	0	207	120	0	0	207	120	0.000	0.000
Westbound Left	1	1700	133	173	0	0	133	173	0.080	0.100
Westbound Through	2	3400	260	373	0	0	260	373	0.110*	0.140*
Westbound Right	0	0	118	111	0	0	118	111	0.000	0.000
Northbound Right Turn Adjustment Southbound Right Turn Adjustment Eastbound Right Turn Adjustment Westbound Right Turn Adjustment Clearance Interval									0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted. 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.000* 0.050* 0.050*	
INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) _____ LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)									0.82	0.89
									D	D



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

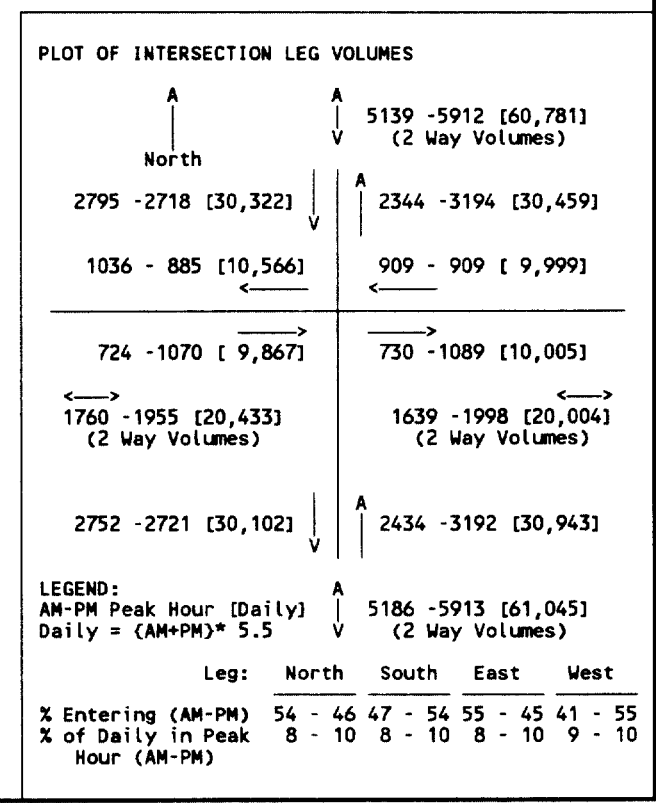
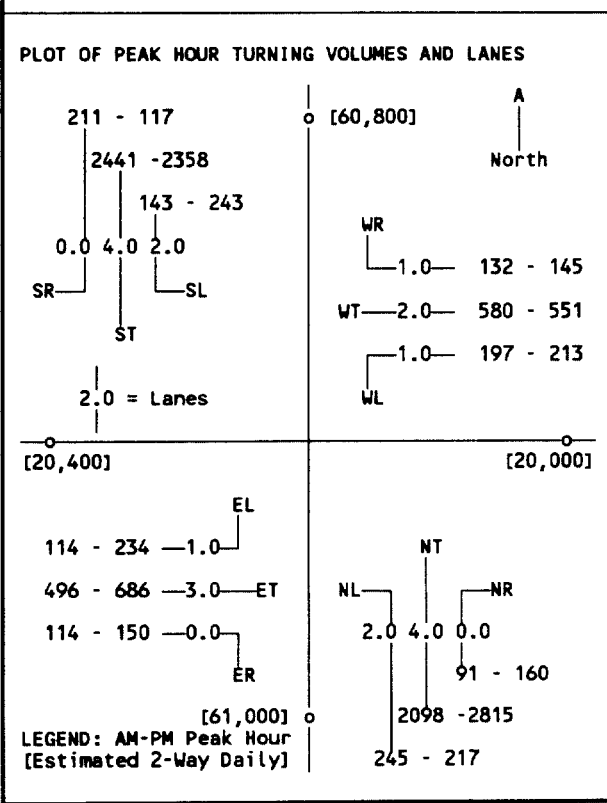
INTERSECTION: BEACH BOULEVARD (SR-39) (NS) and CHAPMAN AVENUE (EW)
LAND USE: YEAR 2025 WITH PROJECT **COUNT DATE:** 7-28-04
GEOMETRICS: Existing

MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	2	3400	245	217	0	0	245	217	0.070*	0.060
Northbound Through	4	6800	2098	2815	0	0	2098	2815	0.320	0.440*
Northbound Right	0	0	91	160	0	0	91	160	0.000	0.000
Southbound Left	2	3400	143	243	0	0	143	243	0.040	0.070*
Southbound Through	4	6800	2441	2358	0	0	2441	2358	0.390*	0.360
Southbound Right	0	0	211	117	0	0	211	117	0.000	0.000
Eastbound Left	1	1700	114	234	0	0	114	234	0.070*	0.140*
Eastbound Through	3	5100	496	686	0	0	496	686	0.120	0.160
Eastbound Right	0	0	114	150	0	0	114	150	0.000	0.000
Westbound Left	1	1700	197	213	0	0	197	213	0.120	0.130
Westbound Through	2	3400	580	551	0	0	580	551	0.170*	0.160*
Westbound Right	1	1700	132	145	0	0	132	145	0.080	0.090

Northbound Right Turn Adjustment: 0.000*
 Southbound Right Turn Adjustment: 0.000*
 Eastbound Right Turn Adjustment: 0.000*
 Westbound Right Turn Adjustment: 0.000*
 Clearance Interval: 0.050*

0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.

INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) 0.75 0.86
LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+) C D



INTERSECTION VOLUMES, LANES, AND INTERSECTION CAPACITY UTILIZATION CALCULATION

INTERSECTION: DALE AVENUE (NS) and ORANGEWOOD AVENUE (EW)
LAND USE: YEAR 2025 WITH PROJECT
COUNT DATE: 7-28-04
GEOMETRICS: Existing

MOVEMENT	LANES	CAPACITY	BASE VOLUME		ADDED VOLUME		TOTAL VOLUME		VOLUME TO CAPACITY RATIO	
			(AM)	(PM)	(AM)	(PM)	(AM)	(PM)	(AM)	(PM)
Northbound Left	0	0	19	40	0	0	19	40	0.000	0.000
Northbound Through	1	1700	189	462	0	0	189	462	0.130*	0.340*
Northbound Right	0	0	20	81	0	0	20	81	0.000	0.000
Southbound Left	1	1700	64	66	0	0	64	66	0.040*	0.040*
Southbound Through	1	1700	59	378	0	0	59	378	0.040	0.220
Southbound Right	1	1700	285	138	0	0	285	138	0.170	0.080
Eastbound Left	1	1700	44	79	0	0	44	79	0.030*	0.050*
Eastbound Through	1	1700	249	402	0	0	249	402	0.170	0.270
Eastbound Right	0	0	42	62	0	0	42	62	0.000	0.000
Westbound Left	1	1700	32	43	0	0	32	43	0.020	0.030
Westbound Through	1	1700	428	479	0	0	428	479	0.280*	0.310*
Westbound Right	0	0	44	52	0	0	44	52	0.000	0.000

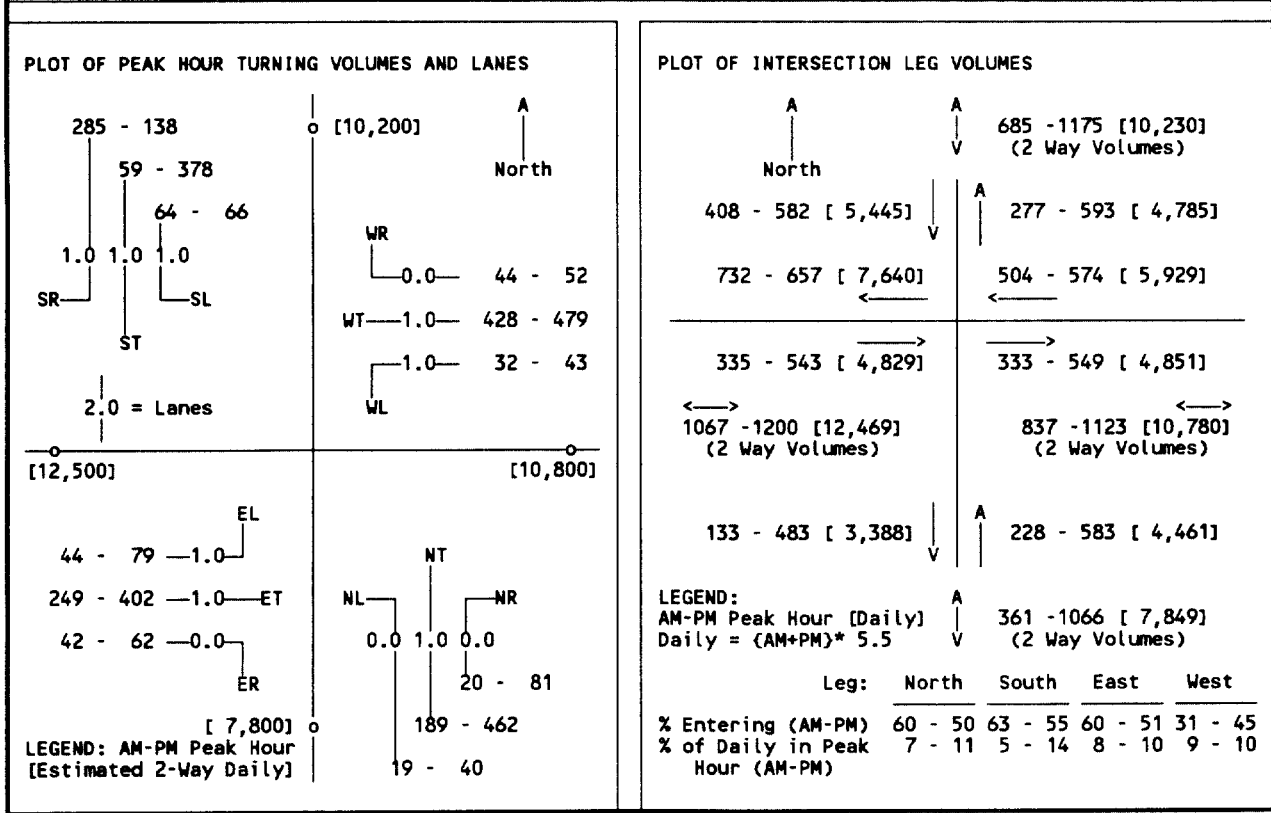
Northbound Right Turn Adjustment
Southbound Right Turn Adjustment
Eastbound Right Turn Adjustment
Westbound Right Turn Adjustment
Clearance Interval

0 % of right turns (RT) are assumed to occur on red light when there is separate RT lane & when movement is permitted.

0.000* 0.000*
0.000* 0.000*
0.000* 0.000*
0.050* 0.050*

INTERSECTION CAPACITY UTILIZATION, ICU (Sum of Components with *) —————>
LEVEL OF SERVICE (A=.000-.6 ICU; B=.601-.7; C=.701-.8; D=.801-.9; E=.901-1.0; F=1.001+)

0.53 0.79
A C



APPENDIX D

Traffic Signal Warrant Worksheet

TRAFFIC SIGNAL WARRANT

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: **Orangewood Avenue** Minor St: **Santa Rosalia Street** Year = **2025 W/O P**
 Volume = **21,650** Lanes= **2** Volume = **900** Lanes= **1 (one-way)**

URBAN	RURAL	XX	Minimum Requirements EADT			
1. Minimum Vehicular			Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)	
Satisfied			Not Satisfied		XX	
Number of lanes for moving traffic on each approach.						
Major Street	Minor Street		Urban	Rural	Urban	Rural
1	1		8,000	5,600	2,400	1,680
2 +	21,650	1	9,600	6,720 *	2,400	1,680
2 +		2 +	9,600	6,720	3,200	2,240
1		2 +	8,000	5,600	3,200	2,240
2. Interruption of Continuous traffic			Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)	
Satisfied			Not Satisfied		XX	
Number of lanes for moving traffic on each approach.						
Major Street	Minor Street		Urban	Rural	Urban	Rural
1	1		12,000	8,400	1,200	850
2 +	21,650	1	14,400	10,080 *	1,200	850 *
2 +		2 +	14,000	10,080	1,600	1,120
1		2 +	12,000	8,400	1,600	1,120
3. Combination			2 Warrants		2 Warrants	
Satisfied			Not Satisfied		XX	
No one warrant satisfied but following warrants fulfilled 80% or more..						
54%	100%					
1	2					

- NOTES: 1. Heavier left turn movement from the major street may be included with minor street volume if a separate signal phase is to be provided for the left-turn movement.
2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

APPENDIX E

Pass-By Trips

Pass-by, Primary, and Diverted Linked Trips

5.1 Background

The trip generation rates and equations contained in *Trip Generation* are derived from actual measurements of traffic generated by individual sites. These rates and equations represent vehicles entering and exiting a site at its driveways. Therefore, these volumes are appropriate for determining the total traffic to be accommodated by site driveways.

The pass-by trip-making phenomenon, if estimated to be significant, should be recognized when examining the traffic impact of a development on the adjacent street system.

There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. For example, retail-oriented developments such as shopping centers, discount stores, restaurants, banks, service stations, and convenience markets often locate adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. These retail trips may not add new traffic to the adjacent street system.

Trip-making can be broken down into two major categories: **pass-by trips** and **non-pass-by trips**. In some traffic impact study applications, it is necessary to further subdivide **non-pass-by trips** into **primary trips** and **diverted linked trips**. These trip types are illustrated in figure 5.1 and are defined below.

Types of Trips Generated by a Site

- Pass-By Trips
- Non-Pass-By Trips
 - Primary Trips
 - Diverted Linked Trips

Pass-by trips are made as intermediate stops *on the way* from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site *on an adjacent street* or roadway that offers direct access to the generator. **Pass-by trips are not diverted from another roadway.**

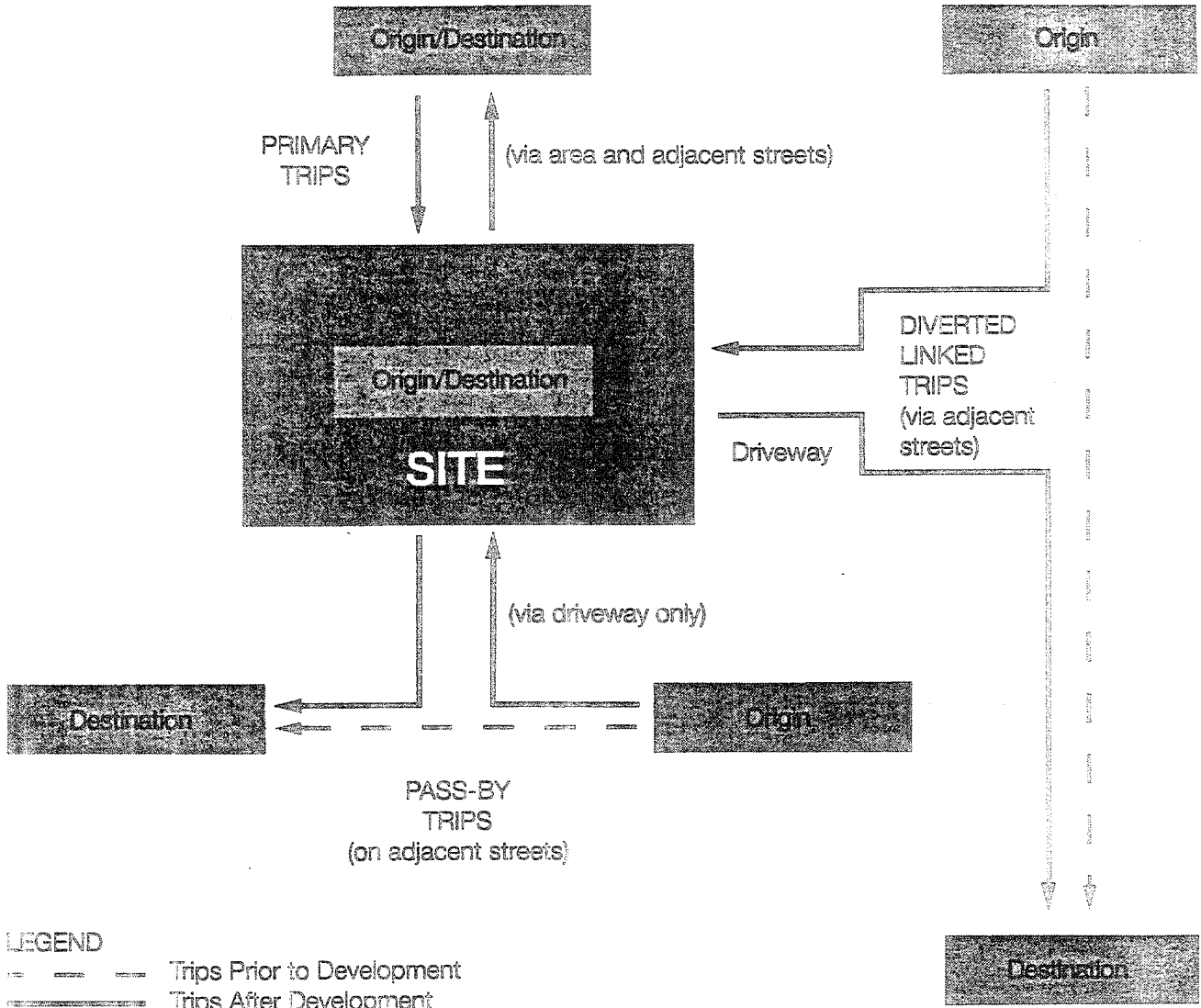
Pass-by trips do not involve a route diversion to enter the site driveway.

Non-pass-by trips are simply all trips generated by a site that are not pass-by trips. This term is sometimes used when diverted linked trips are not tabulated separately from primary trips.

Primary trips are trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. The trip typically goes from origin to generator and then returns to the origin. For example, a home-to-shopping-to-home combination of trips is a primary trip set.

Diverted linked trips are trips that are attracted from the traffic volume on roadways within the vicinity of the generator but that require a diversion from that roadway to another roadway to gain access to the site. These trips could travel on highways or freeways adjacent to a generator, but without access to the generator. **Diverted linked trips add traffic to streets adjacent to a site, but may not add traffic to the area's major travel routes** (see figure 5.1). Both pass-by and diverted linked trips may be part of a multiple-stop chain of trips.

Figure 5.1 Types of Trips



5.2 Sample Application of Pass-By Trip Assignment Process

In this example, the objectives are to (1) estimate the number of new trips added to the adjacent street traffic volume with the development of a shopping center with 580,000 square feet of gross leasable area, and (2) determine the turn movements at the shopping center driveway. The forecasted two-way evening peak hour traffic on a street adjacent to the proposed shopping center is 1,200 vehicles, as shown in figure 5.2(A)—1,000 traveling west and 200 traveling east.

Objective of Assignment Process:

Determine (1) turn movements at a shopping center driveway and (2) trips added to the adjacent street traffic volume.

The shopping center is estimated to generate 2,000 evening peak hour trips (based on the fitted curve equation given for Land Use Code 820 on page 1,339 of *Trip Generation*, Sixth Edition). An assessment of the shopping center parking configuration and access points indicates that an estimated 20 percent of the site-generated traffic will use the driveway being analyzed in this example. Thus, the driveway volume is estimated to be 400 evening peak hour trips (i.e., 20 percent of 2,000 trips). For this

example, 50 percent enter and 50 percent exit the shopping center (as shown in figure 5.2(B)).

From data collected at other shopping centers, it is estimated (in this example) that about 15 percent of the driveway volume is pass-by (figure 5.2(B)). Therefore, 30 of the inbound vehicles (i.e., 15 percent of 200 vehicles) and 30 of the outbound vehicles are considered pass-by trips.

The assumed trip distribution for the non-pass-by trips is shown in figure 5.2(C). These values are based on local knowledge of expected trip patterns for primary and diverted linked trips to and from the shopping center (based on existing travel patterns, surrounding land uses, etc.). For example, 80 percent of the non-pass-by trips are expected to arrive from the east and to return to the east after the trip to the shopping center.

The distribution of the pass-by trips is based on the volume of traffic passing the driveway, as shown in figure 5.2(D). Because 83 percent of the traffic passing by the site comes from the east (i.e., 1,000 of the 1,200 shown previously in figure 5.2(A)), it is assumed that 83 percent of the pass-by trips will likewise arrive from the east and will depart toward the west.

The assignment of the non-pass-by trips generated by the site is shown in figure 5.2(E). The total number

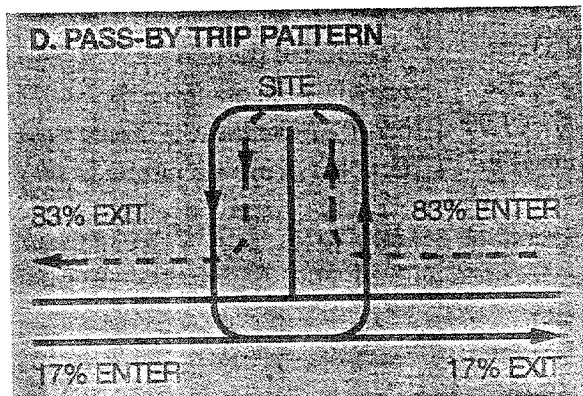
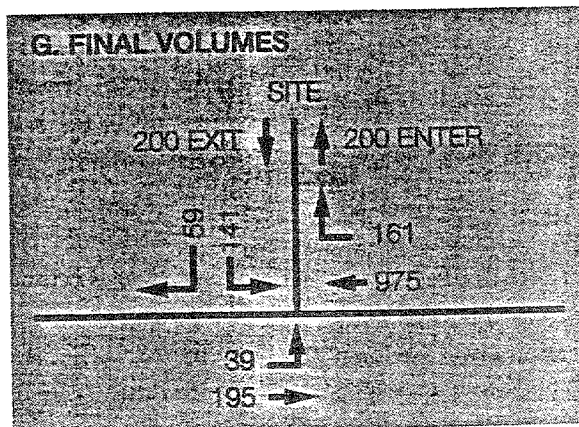
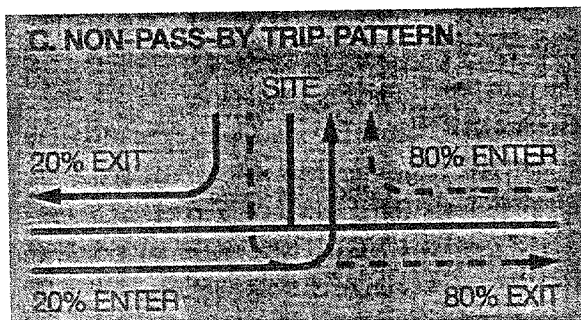
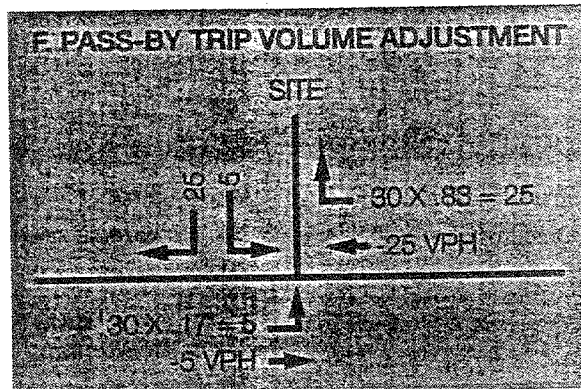
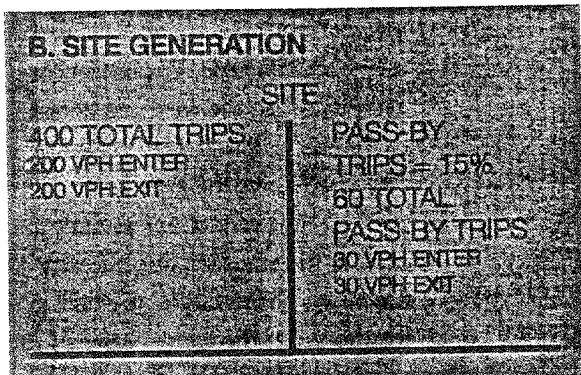
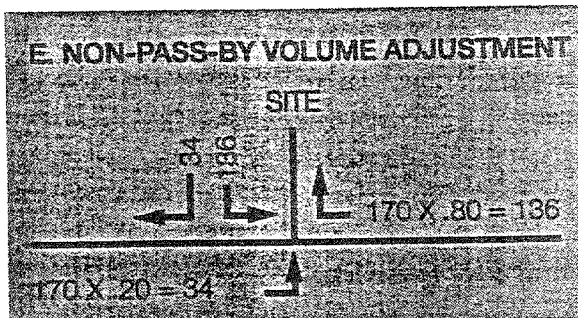
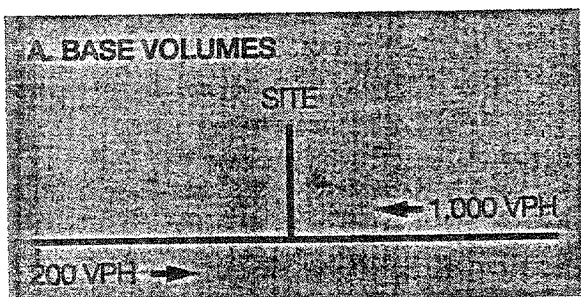
of non-pass-by trips destined to the site is 170 (the 200 total trips minus the 30 inbound pass-by trips shown earlier in figure 5.2(B)).

Eighty percent (or 136) are expected to arrive from the east and to return to the east.

The assignment of the pass-by trips is shown in figure 5.2(F). Of the 30 pass-by trips, 83 percent (or 25) arrive from the east and depart to the west. Likewise, 17 percent (or 5) arrive from the west and depart to the east. Note that the calculation also shows the expected through-trip reductions as the trips passing the site turn into the new driveway. For example, the new westbound right-turn volume of 25 causes a reduction in the westbound through movement.

The final assignment of all trips entering and leaving the shopping center driveway, as well as passing the driveway, is shown in figure 5.2(G). These values are simply the sum of the base volumes (from figure 5.2(A)), the non-pass-by trips generated by the site (from figure 5.2(E)), and the pass-by trips generated by the site (from figure 5.2(F)). Note that the through-traffic volumes in both directions on the major street are reduced as a result of the pass-by trip analysis.

Figure 5.2 Application of Pass-By Trips



LEGEND
VPH = Vehicles per hour

5-3 Cautions

Statistical analysis and correlation of the pass-by data collected by the profession continue to evolve. However, due to the limited amount of pass-by data available and the inherent variability in surveyed site characteristics, it has still proven difficult to obtain high correlation indices.

Pass-by trips are closely linked to the size of the development and to the volume of traffic on the adjacent street that can deliver the pass-by trip. However, predictive mathematical relationships have been elusive.

Traditional pass-by trip analyses have attempted to correlate pass-by trip percentages (i.e., percent of the total number of trips generated by a site) with units of occupied site development (such as gross leasable area, gross floor area, seats in a restaurant, or fueling positions at a gas/service station). Limited results for some land uses show that this correlation can be enhanced further

by including the magnitude of the traffic passing the site on the adjacent roadways.

The analyst should exercise caution in the use of pass-by and diverted linked data presented in this chapter to ensure that the following aspects of pass-by trip characteristics are handled appropriately in the analysis process.

Diverted linked trips are clearly different from pass-by trips.

Diverted linked trips add trips to the adjacent roads at a proposed or expanded site, but may not add trips to nearby major highways or freeways.

Diverted linked trips are often difficult to identify. Therefore, diverted linked trips should be treated similarly to primary trips, unless: (1) all three (primary, pass-by, and diverted linked) categories are being analyzed and processed separately, and (2) the travel routes for diverted linked trips can be clearly established.

Pass-by trips are drawn from the passing traffic stream, but are always included in the site driveway movements. In traffic analyses, summation of driveway

volumes must equal the total external site generation (i.e., the sum of primary, pass-by, and diverted linked trips). Pass-by trips are not included in (and thus, subtracted from) the through-volumes passing a given site access point on an adjacent road. Standard methodologies for assessing the traffic impacts of site development typically require that diverted linked trips be included as additional trips within the confines of local impact assessment studies.

In a multi-use development, it is likely that there will be trips internal to the site (refer to chapter 7 for guidance). Before applying the pass-by reduction, the internal trips should be removed from the total number of trips generated by the multi-use site. Pass-by trips are only applicable to trips that enter or exit the site, not internal trips.

Overall, diverted linked trips represent a change in local area travel patterns but constitute no new increase on a *macroscopic* scale. Within the immediate study area, diverted linked trips do represent additional traffic on individual streets and should be analyzed that way.

5.4 Data Base on Pass-By, Primary, and Diverted Linked Trips

Listed in table 5.1 are 19 land uses for which ITE has received and compiled pass-by and diverted linked trip data. The table denotes whether the data are presented in this handbook in a table or a figure (in a data plot similar to those presented in *Trip Generation* for trip end data). Table 5.1 also identifies the time periods for which the data have been reported.

Tables 5.2 through 5.26 present the values for percentage of site generation that is accounted for by pass-by, non-pass-by, primary, and diverted linked trips.

Figures 5.3 through 5.15 plot the average *pass-by* trip percentages associated with the various land uses. No plots are provided for *diverted linked* trips. These figures are provided to enable the user to visualize the data scatter provided in tables 5.2 through 5.26.

Data plots are provided for each land use where nine or more data points are available for a specific independent variable.

For all land uses except shopping centers, data are plotted for only one independent variable. For shopping centers, data are plotted for GLA and peak hour traffic on adjacent streets for the weekday evening peak period; GLA is also used as the independent variable for shopping centers during the midday Saturday time period.

A regression equation is shown on the data plot if there are more than 10 points and the R^2 is greater than 0.25 (which only occurs on two of the Land Use Code 820 data plots). Note that this threshold is less than the 0.5 threshold for R^2 used for data plots in *Trip Generation*.

Recommended guidelines for using the data presented in these figures and tables are provided in section 5.5 of this chapter. In particular, the guidelines recommend when to use the data and how to select a pass-by percentage.

Users of the data are cautioned that the number and geographic distribution of sites are limited. Little or no data on adjacent street traffic volumes have been collected for uses other than shopping centers. The actual pass-by and diverted

The pass-by data listed in table 5.1 were collected during peak periods. These pass-by relationships may differ from those during the peak hour.

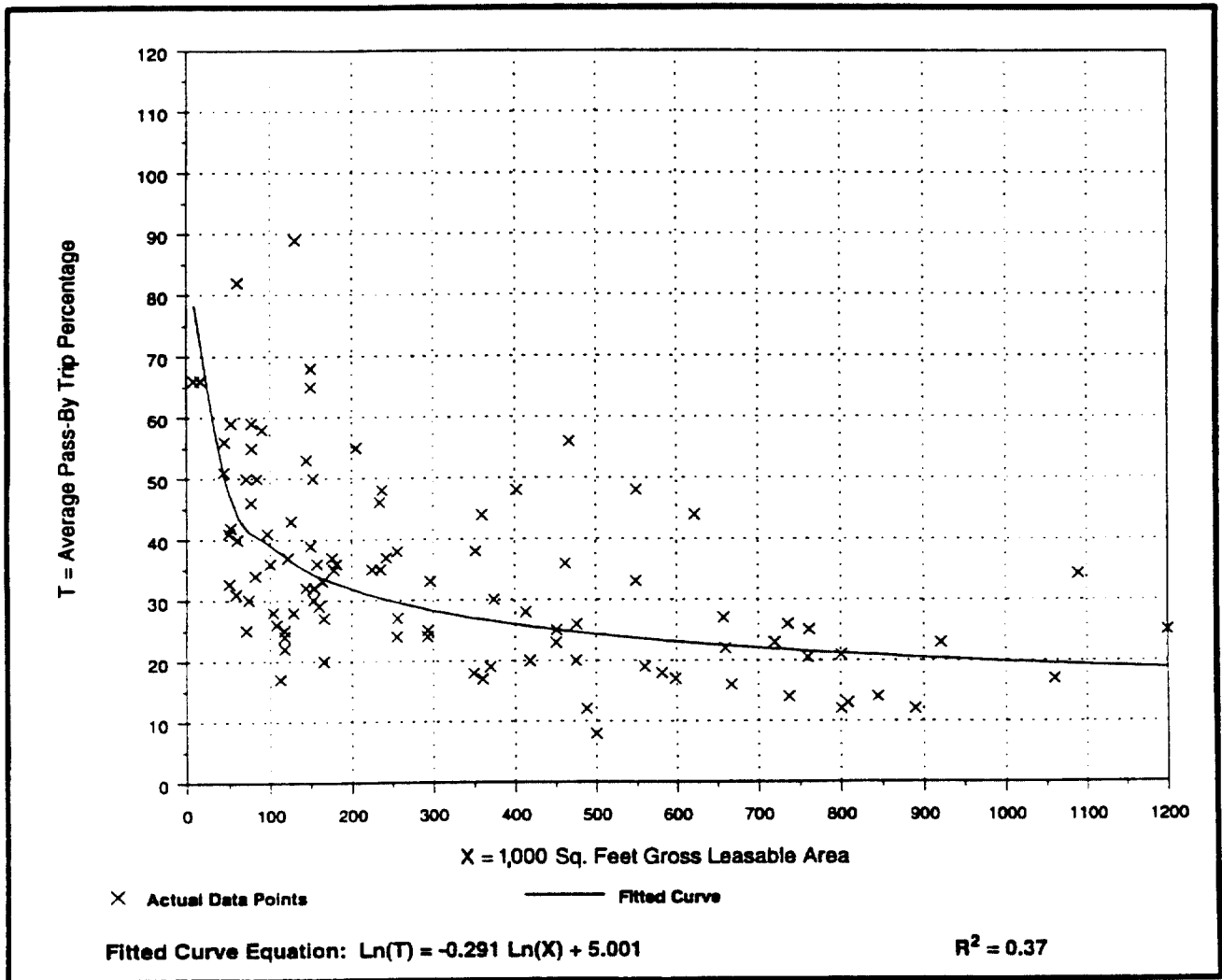
linked trip percentages may vary by site due to the specific influences of the characteristics of passing traffic, area roadway network patterns, specific businesses in the site being analyzed, other nearby development, and so forth. Surveys of similar developments near the analysis site are encouraged.

Because data are limited for many of the land uses, the analyst is encouraged to collect pass-by trip data and transmit the data to ITE. Section 5.6 of this chapter describes how to collect the appropriate data and provides sample forms to use.

Figure 5.5 Shopping Center (820)

Average Pass-By Trip Percentage vs: 1,000 Sq. Feet Gross Leasable Area
On a: Weekday, P.M. Peak Period
Number of Studies: 100
Average 1,000 Sq. Feet GLA: 329

Data Plot





APPRAISAL REPORT

Vacant Land
Northeast Corner of Beach Boulevard and
Orangewood Avenue, South of Plaza Way
Stanton, California 90680

Prepared for:

Frontier Real Estate Investments
610 Newport Center Drive, Suite 400
Newport Beach, California 92660

Effective Date of Value
December 20, 2014

Date of Report
December 22, 2014

KILEY COMPANY
REAL ESTATE APPRAISERS
Celebrating Over 20 Years

December 22, 2014

Mr. Tom Carpenter
Frontier Real Estate Investments
610 Newport Center Drive, Suite 400
Newport Beach, California 92660

Re: Our File No. 14-5033
Appraisal of an approximately 2.4-acre site at the northeast corner of Beach Boulevard and
Orangewood Avenue, south of Plaza Way, Stanton, California 90680

Dear Mr. Carpenter:

In accordance with your authorization, we have prepared an appraisal report for the subject property. The subject property has been examined for the purpose of forming an opinion of the market value of the fee simple interest in the property. It is our understanding that the purpose of the assignment is to assist in evaluating the subject for a possible sale of the property. The City of Stanton is the intended user of this report. The appraisal is not intended for any other use or intended to be used by any other party.

The following appraisal report is made under Section 2-2(a) of the Uniform Standards of Professional Appraisal Practice (USPAP). The reported analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute. The report is also made in compliance with the Uniform Standards of Professional Appraisal Practice.

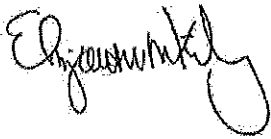
Concluded Market Value

Based on the preceding investigation and analysis, the market value of the subject land, as of December 20, 2014, is as follows. This opinion is subject to the definitions, certifications, assumptions and limiting conditions summarized in this report.

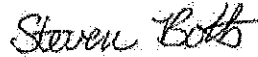
TWO MILLION ONE HUNDRED THOUSAND DOLLARS
\$2,100,000

The following is an appraisal report which sets forth the investigation, data and analyses upon which the conclusions are predicated. No one provided professional assistance in the preparation of this report. This letter must remain attached to the appraisal report in order for the values to be considered valid.

Respectfully submitted,



Elizabeth M. Kiley, MAI, AI-GRS
Certified General Real Estate Appraiser
Certificate No. AG005391
Expiration Date: April 13, 2016



Steven M. Botts
Certified General Real Estate Appraiser
Certificate No. AG031456
Expiration Date: July 29, 2015

RESOLUTION NO. SA 2015-05

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY APPROVING A DISPOSITION AND DEVELOPMENT AGREEMENT WITH FRONTIER REAL ESTATE INVESTMENTS, INC. FOR ELEVEN PROPERTIES LOCATED AT 11382, 11430 AND 11462 BEACH BOULEVARD

WHEREAS, pursuant to Health and Safety Code section 34173(d), the City of Stanton ("Successor Agency") is the successor agency to the Stanton Redevelopment Agency ("Agency"); and

WHEREAS, pursuant to Health and Safety Code section 34179(a), the Oversight Board is the Successor Agency's oversight board; and

WHEREAS, as part of the dissolution of the Agency, the Successor Agency developed a Long Range Property Management Plan (LRPMP) to identify the disposition and use of the real properties of the former Stanton Redevelopment Agency; and

WHEREAS, the LRPMP was approved by the Oversight Board of the Successor Agency and by the Department of Finance ("DOF"); and

WHEREAS, as part of the LRPMP, the DOF approved the Successor Agency's plan to sell eleven properties located at 11382, 11430 and 11462 Beach Boulevard, totaling approximately 2.9 acres ("Property"); and

WHEREAS, staff marketed the property extensively, receiving seven development proposals, and eventually selecting Frontier Real Estate Investments, Inc. based upon the ability to finance the transaction and provide a quality development for the community and have negotiated a Disposition and Development Agreement to convey the Property for Development to Frontier Real Estate Investments, Inc.; and

WHEREAS, this transaction is in the best interest of the community, city and the taxing entities as staff has negotiated a sales price of \$2.1 million, 64% higher than the value of \$1,348,107 indicated in the LRPMP; and a development schedule designed to insure the property is developed in a timely manner resulting in increased property and sales tax generation; and

WHEREAS, the Successor Agency finds and determines that the DDA is in the best interests of the Successor Agency, the community and the winding down of the Agency's business;

NOW THEREFORE, BE IT RESOLVED by the **Successor Agency to the Redevelopment Agency of the City of Stanton, as follows:**

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. CEQA Compliance. The City of Stanton, as lead agency, previously adopted an Environmental Impact Report (SCH #2004071165) for the Stanton Plaza Specific Plan, which was certified by the City Council on January 25, 2005, regarding development of the Property in compliance with the California Environmental Quality Act ("CEQA"). The Successor Agency hereby finds and determines that the DDA will not result in any changes to the development of the Property or the circumstances surrounding the development of the Property and there is no new information regarding the development of the Property, since adoption of the Environmental Impact Report on January 25, 2005 that would require or allow additional environmental review or documentation regarding the development of the Property. The City Clerk of the City of Stanton, acting on behalf of the Successor Agency, is authorized and directed to file a Notice of Determination, as applicable, under CEQA with the appropriate official of the County of Orange, California, within five (5) days following the date of adoption of this Resolution.

Section 3. Approval of DDA. The Successor Agency hereby approves the DDA, in substantially the form attached to this Resolution as Exhibit "A," and authorizes the City Manager, acting on behalf of the Successor Agency, to sign and enter into the DDA and perform the obligations of the Successor Agency pursuant to the DDA.

Section 4. Severability. If any provision of this Resolution or the application of any such provision to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The Successor Agency declares that the Successor Agency would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.

Section 5. Certification. The City Clerk of the City of Stanton, acting on behalf of the Successor Agency, shall certify to the adoption of this Resolution.

Section 6. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the Successor Agency to the Redevelopment Agency of the City of Stanton, held on this 28th day of July, 2015.

A. A. ETHANS, CHAIRMAN

APPROVED AS TO FORM:

MATTHEW E. RICHARDSON,
SUCCESSOR AGENCY COUNSEL

ATTEST:

I, Patricia A. Vazquez, Agency Secretary of the City of Stanton, as Successor to the Redevelopment Agency of the City of Stanton, Stanton, California, DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. SA 2015-05 has been duly signed by the Chairperson and attested by the Agency Secretary, all at a regular meeting of the City of Stanton, as Successor to Stanton Redevelopment Agency, held on July 28, 2015, and that the same was adopted, signed, and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

PATRICIA A. VAZQUEZ, AGENCY SECRETARY

EXHIBIT A

DISPOSITION AND DEVELOPMENT AGREEMENT
(FRONTIER REAL ESTATE INVESTMENTS, INC.)

[Attached behind this cover page]

**DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

by and between the

**SUCCESSOR AGENCY TO THE
CITY OF STANTON REDEVELOPMENT AGENCY ,
a public body, corporate and politic**

and

**FRONTIER REAL ESTATE INVESTMENTS, INC.,
a California corporation**

[Dated as of [TO BE DETERMINED], for reference purposes only]

**DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

This DISPOSITION AND DEVELOPMENT AGREEMENT (Beach and Oranewood) (“**Agreement**”) is dated as of [TO BE DETERMINED], for reference purposes only, and is entered into by and between the SUCCESSOR AGENCY TO THE CITY OF STANTON REDEVELOPMENT AGENCY, a public body, corporate and politic (“**Agency**”), and FRONTIER REAL ESTATE INVESTMENTS, INC., a California corporation (“**Developer**”). Agency and Developer enter into this Agreement with reference to the following recitals of fact (each, a “**Recital**”):

RECITALS

A. The City of Stanton Redevelopment Agency (“**RDA**”) purchased approximately 2.892 acres of that certain real property generally located at the northeast corner of Beach Boulevard and Oranewood Avenue in the City of Stanton, California consisting of eleven (11) contiguous and adjacent parcels (APNs 131-691-49, 131-691-50, 131-691-51, 131-691-58, 131-691-59, 131-691-60, 131-691-61, 131-691-62, 131-691-63, 131-691-64, and 131-691-65) (“**Property**”), as more particularly defined in Section 1.1.77 of this Agreement.

B. Assembly Bill 1X 26, enacted as part of the 2011-2012 State of California budget bill, and as modified by the Supreme Court of the State of California in the matter of *California Redevelopment Association, et al. v. Ana Matosantos, et al.*, Case No. S194861 dissolved and set out procedures for the wind-down of all redevelopment agencies throughout the State effective February 1, 2012, and in June 2012, the California Legislature adopted Assembly Bill 1484 (Assembly Bill 1X 26 and Assembly Bill 1484 are collectively referred to herein as the “**Dissolution Act**”) further modifying some of the procedures set forth in Assembly Bill 1X 26, and adding certain other procedures and requirements for the dissolution and wind-down of redevelopment agencies.

C. Agency is the successor entity to the RDA and, pursuant to the Dissolution Act, upon the RDA’s dissolution the Property automatically transferred to the Agency.

D. Pursuant to Health and Safety Code section 34177(e), the Agency is responsible for disposing of the assets and properties of the former RDA, as directed by the Oversight Board to the Agency, expeditiously and in a manner aimed at maximizing value.

E. Pursuant to Health and Safety Code section 34191.5, the Property was listed on the Agency’s Long Range Property Management Plan (“**LRPMP**”), to be sold expeditiously and at fair market value, and in accordance with the Dissolution Act the LRPMP has been approved by the Oversight Board to the Agency and the California Department of Finance.

F. In order to dispose of the Property expeditiously and in a manner aimed at maximizing value, Agency and Developer desire for Developer to acquire the Property from Agency and redevelop the Property as a commercial/retail site that contains approximately 25,000 square feet of general retail and community service retail space (including but not limited to soft goods, food/grocery, and onsite dining) and takes into consideration the existing adjacent live/work units, as more specifically defined in Section 1.1.74 of this Agreement as the “**Project**.”

NOW, THEREFORE, FOR GOOD AND VALUABLE CONSIDERATION AND THE PROMISES AND COVENANTS OF AGENCY AND DEVELOPER SET FORTH IN THIS AGREEMENT, AGENCY AND DEVELOPER AGREE, AS FOLLOWS:

TERMS AND CONDITIONS

1. DEFINITIONS

1.1 **Definitions.** The following words, terms and phrases are used in this Agreement with the following meanings, unless the particular context or usage of a word, term or phrase requires another interpretation:

1.1.1 **Affiliate.** Any other Person, directly or indirectly, Controlling or Controlled by or under common Control with the specified Person.

1.1.2 **Agency.** The Successor Agency to the Redevelopment Agency for the City of Stanton, a public body, corporate and politic.

1.1.3 **Agency Deed.** A grant deed conveying the Property from Agency to Developer, at the Close of Escrow, substantially in the form of Exhibit B attached to this Agreement.

1.1.4 **Agency Parties.** Collectively, Agency and the officials, officers, employees, agents and volunteers of Agency.

1.1.5 **Agreement.** This Disposition and Development Agreement (Beach and Orangewood) by and between Agency and Developer, including all of the exhibits attached to this Agreement.

1.1.6 **ALTA Survey.** A survey of the Property prepared by a State licensed civil engineer or surveyor selected by Developer in accordance with current ALTA/ASCM standards and sufficient for the Title Company to issue the Developer Title Policy.

1.1.7 **Application.** Any agreement, application, certificate, document or submission (or amendment of any of the foregoing): (a) necessary or appropriate for the Project, including any application for any building permit, Certificate of Completion, utility service or hookup, easement, covenant, condition, restriction, subdivision or such other instrument as Developer may reasonably request for the Project; or (b) to enable Developer to seek any Approval or to use and operate the Project in accordance with this Agreement.

1.1.8 **Approval.** Any license, permit, approval, consent, certificate, ruling, variance, authorization, conditional use permit, or amendment to any of the foregoing, as shall be necessary or appropriate under any Law to commence, perform or complete the construction of the Project on the Property, including any associated CEQA Document.

1.1.9 **Automobile Liability Insurance.** Insurance coverage against claims of personal injury (including bodily injury and death) and property damage covering all owned, hired and non-owned vehicles used by Developer regarding the Project, with

minimum limits for bodily injury and property damage of One Million Dollars (\$1,000,000). Such insurance shall be provided by a business or commercial vehicle policy and may be provided through a combination of primary and excess or umbrella policies, all of which shall be subject to pre-approval by Agency, which approval shall not be unreasonably withheld.

1.1.10 **Bankruptcy Proceeding.** Any proceeding, whether voluntary or involuntary, under Title 11, United States Code, and any other or successor State or Federal statute relating to assignment for the benefit of creditors, appointment of a receiver or trustee, bankruptcy, composition, insolvency, moratorium, reorganization, or similar matters.

1.1.11 **Builder's Risk Insurance.** Builder's risk or course of construction insurance covering all risks of loss, less policy exclusions, on a completed value (non-reporting) basis, in an amount sufficient to prevent co-insurance, but in any event not less than one hundred percent (100%) of the completed value of the subject construction, including cost of debris removal, but excluding foundation and excavations. Such insurance shall also: (a) grant permission to occupy; and (b) cover, for replacement cost, all materials on or about any offsite storage location intended for use in, or in connection with, the Property.

1.1.12 **Business Day.** Any weekday on which Agency is open to conduct regular business functions with Agency personnel.

1.1.13 **CEQA.** The California Environmental Quality Act, Public Resources Code Section 21000 *et seq.*

1.1.14 **CEQA Documents.** Any exemption determination, any Negative Declaration (mitigated or otherwise) or any Environmental Impact Report (including any addendum or amendment to, or subsequent or supplemental Environmental Impact Report) required or permitted by any Government, pursuant to CEQA, to issue any Approvals for the Project.

1.1.15 **Certificate of Completion.** With respect to each Parcel, the written certification of Agency that the portion of the Project to be completed on such Parcel is complete and in compliance with the terms and conditions of this Agreement, in substantially the form of Exhibit F attached to this Agreement.

1.1.16 **City.** The City of Stanton, a California municipal corporation.

1.1.17 **Claim.** Any claim, loss, cost, damage, expense, liability, lien, action, cause of action (whether in tort, contract, under statute, at law, in equity or otherwise), charge, award, assessment, fine or penalty of any kind (including consultant and expert fees and expenses and investigation costs of whatever kind or nature, and if an Indemnitor improperly fails to provide a defense for an Indemnitee, then Legal Costs) and any judgment.

1.1.18 **Close of Escrow.** The first date on which the Escrow Agent has filed all of the documents set forth in Section 3.9.1 with the County for recording in the official records of the County in accordance with Section 3.9.1.

1.1.19 **Control.** Possession, directly or indirectly, of the power to direct or cause the direction of the management and policies of a Person, whether by ownership of Equity Interests, by contract or otherwise.

1.1.20 **County.** The County of Orange, California.

1.1.21 **Default.** An Escrow Default, Monetary Default or Non-Monetary Default.

1.1.22 **Default Interest.** Interest at an annual rate equal to the lesser of: (a) eight percent (8%) per annum; or (b) the highest rate of interest, if any, that Law allows under the circumstances.

1.1.23 **Deposit.** One Hundred Thousand Dollars (\$100,000) in cash or immediately available funds.

1.1.24 **Developer.** Frontier Real Estate Investments, Inc., a California corporation, and any successors or assigns of the Frontier Real Estate Investments, Inc. permitted under the terms and conditions of this Agreement.

1.1.25 **Developer Parties.** Collectively, Developer and the directors, officers, employees, agents, shareholders, members, managers and partners of Developer.

1.1.26 **Developer Title Policy.** An ALTA owners' policy of title insurance issued by the Title Company, with coverage in the amount of the Purchase Price, showing title to the Property vested in Developer.

1.1.27 **Due Diligence Completion Notice.** A written notice from Developer delivered to Agency prior to the end of the Due Diligence Period and stating Developer's unconditional acceptance of the condition of the Property or stating Developer's rejection of the condition of the Property and refusal to accept a conveyance of title to the Property, describing in reasonable detail the actions that Developer reasonably believes are indicated to allow Developer to unconditionally accept the condition of the Property.

1.1.28 **Due Diligence Investigations.** Developer's due diligence investigations of the Property to determine the suitability of the Property for development and operation of the Project, including investigation of the environmental and geotechnical suitability of the Property, as deemed appropriate in the reasonable discretion of Developer, all at the sole cost and expense of Developer.

1.1.29 **Due Diligence Period.** The time period of ninety (90) continuous calendar days commencing on the day immediately following the Effective Date.

1.1.30 **Effective Date.** The first date on which all of the following have occurred: (a) Agency has received three (3) counterpart originals of this Agreement signed

by the authorized representative(s) of Developer; (b) Agency has received a certified copy of Developer Official Action signed by the authorized representative(s) of Developer; (c) this Agreement is approved by the governing body of Agency; (d) this Agreement is approved by the Oversight Board to the Agency and the California Department of Finance in accordance with the Dissolution Act; and (e) this Agreement is signed by the authorized representative(s) of Agency; and (e) one (1) original of this Agreement signed by the authorized representative(s) of Agency has been delivered by Agency to Developer. Agency shall send Notice of the Effective Date to Developer within seven (7) calendar days following the Effective Date. Developer shall sign and return a copy of such Notice to Agency within seven (7) calendar days after receipt of such Notice.

1.1.31 Environmental Claim. Any and all claims, demands, damages, losses, liabilities, obligations, penalties, fines, actions, causes of action, judgments, suits, proceedings, costs, disbursements and expenses, including Legal Costs and fees and costs of environmental consultants and other experts, and all foreseeable and unforeseeable damages or costs of any kind or of any nature whatsoever, directly or indirectly, relating to or arising from any actual or alleged violation of any Environmental Laws or Hazardous Material Discharge.

1.1.32 Environmental Laws. All Federal, State, local, or municipal laws, rules, orders, regulations, statutes, ordinances, codes, decrees, or requirements of any government authority regulating, relating to, or imposing liability or standards of conduct concerning any Hazardous Material (as later defined), or pertaining to occupational health or industrial hygiene (and only to the extent that the occupational health or industrial hygiene laws, ordinances, or regulations relate to hazardous substances on, under, or about the Property), occupational or environmental conditions on, under, or about the Property, as now or may at any later time be in effect, including the Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("CERCLA") [42 USC Section 9601 et seq.]; the Resource Conservation and Recovery Act of 1976 ("RCRA") [42 USC Section 6901 et seq.]; the Clean Water Act, also known as the Federal Water Pollution Control Act ("FWPCA") [33 USC Section 1251 et seq.]; the Toxic Substances Control Act ("TSCA") [15 USC Section 2601 et seq.]; the Hazardous Materials Transportation Act ("HMTA") [49 USC Section 1801 et seq.]; the Insecticide, Fungicide, Rodenticide Act [7 USC Section 6901 et seq.] the Clean Air Act [42 USC Section 7401 et seq.]; the Safe Drinking Water Act [42 USC Section 300f et seq.]; the Solid Waste Disposal Act [42 USC Section 6901 et seq.]; the Surface Mining Control and Reclamation Act [30 USC Section 101 et seq.] the Emergency Planning and Community Right to Know Act [42 USC Section 11001 et seq.]; the Occupational Safety and Health Act [29 USC Section 655 and 657]; the California Underground Storage of Hazardous Substances Act [California Health & Safety Code Section 25288 et seq.]; the California Hazardous Substances Account Act [California Health & Safety Code Section 25300 et seq.]; the California Safe Drinking Water and Toxic Enforcement Act [California Health & Safety Code Section 24249.5 et seq.]; the Porter-Cologne Water Quality Act [California Water Code Section 13000 et seq.]; together with any amendments of or regulations promulgated under the statutes cited above or any other Federal, State, or local law, statute, ordinance, or regulation now in effect or later enacted that pertains to occupational health or industrial hygiene (to the extent the occupational health or industrial hygiene laws, ordinances, or regulations relate to Hazardous Materials

on, under, or about the Property) or the regulation or protection of the environment, including ambient air, soil, soil vapor, groundwater, surface water, or land use.

1.1.33 **Equity Interest.** All or any part of any direct equity or ownership interest(s) (whether stock, partnership interest, beneficial interest in a trust, membership interest in a limited liability company, or other interest of an ownership or equity nature) in any entity, at any tier of ownership, that directly owns or holds any ownership or equity interest in a Person.

1.1.34 **Escrow.** An escrow, as defined in Civil Code Section 1057 and Financial Code Section 17003(a), that is conducted by the Escrow Agent with respect to the conveyance of the Property from Agency to Developer pursuant to this Agreement.

1.1.35 **Escrow Agent.** First American Title Insurance Company, through its office located at 18500 Von Karman Avenue, Suite 600, Irvine, CA 92612, Attention: Ryan Hahn, or such other Person mutually agreed upon in writing by both Agency and Developer.

1.1.36 **Escrow Closing Statement.** A statement prepared by the Escrow Agent indicating among other things, the Escrow Agent's estimate of all funds to be deposited or received by Agency or Developer, respectively, and all charges to be paid by Agency or Developer, respectively, through the Escrow.

1.1.37 **Escrow Default.** The unexcused failure to submit any document or funds to the Escrow Agent as reasonably necessary to close the Escrow, pursuant to the terms and conditions of this Agreement, after all other conditions precedent to the Close of Escrow for the benefit of such Party are satisfied or waived by such Party.

1.1.38 **Escrow Opening Date.** The first date on which a copy of this Agreement signed by both Agency and Developer is deposited with the Escrow Agent which shall occur within seven (7) calendar days of the Effective Date. If Escrow is not opened within seven (7) calendar days of the Effective Date this Agreement shall be null and void.

1.1.39 **Event of Default.** The occurrence of any one or more of the following:

(a) *Monetary Default.* A Monetary Default that continues for seven (7) calendar days after Notice from the non-defaulting Party, specifying in reasonable detail the amount of money not paid and the nature and calculation of each such payment;

(b) *Escrow Default.* An Escrow Default that continues for seven (7) calendar days after Notice from the non-defaulting Party, specifying in reasonable detail the document or funds not submitted;

(c) *Bankruptcy or Insolvency.* Developer admits in writing that Developer is unable to pay its debts as they become due or becomes subject to any Bankruptcy Proceeding (except an involuntary Bankruptcy Proceeding dismissed within ninety (90) calendar days after commencement), or a custodian or trustee is appointed to

take possession of, or an attachment, execution or other judicial seizure is made with respect to, substantially all of Developer's assets or Developer's interest in this Agreement, the Property or the Project (unless such appointment, attachment, execution, or other seizure was involuntary, and is contested with diligence and continuity and vacated and discharged within ninety (90) calendar days);

(d) *Transfer*. The occurrence of a Transfer, whether voluntarily or involuntarily or by operation of Law, in violation of the terms and conditions of this Agreement; or

(e) *Non-Monetary Default*. Any Non-Monetary Default other than those specifically addressed in Section 1.1.39(c) or Section 1.1.39(d) that is not cured within thirty (30) calendar days after Notice to the Party alleged to be in Default describing the Non-Monetary Default in reasonable detail, or, in the case of a Non-Monetary Default that cannot with reasonable diligence be cured within thirty (30) calendar days after the effective date of such Notice, if the Party alleged to be in Default does not do all of the following: (a) within thirty (30) calendar days after the initial Notice of such Non-Monetary Default, advise the other Party of the intention of the Party alleged to be in Default to take all reasonable steps to cure such Non-Monetary Default; (b) duly commence such cure within such period; and (c) diligently prosecute such cure to completion within a reasonable time under the circumstances.

1.1.40 **Executive Director**. The Executive Director of Agency or his or her designee or successor in function.

1.1.41 **Federal**. The federal government of the United States of America.

1.1.42 **Form 593**. A California Franchise Tax Board Form 593-C.

1.1.43 **Government**. Any and all courts, boards, agencies, commissions, offices, or authorities of any nature whatsoever for any governmental unit (Federal, State, County, district, municipal, City, Agency or otherwise) whether now or later in existence.

1.1.44 **Hazardous Material**. Any flammable substances, explosives, radioactive materials, asbestos, asbestos-containing materials, polychlorinated biphenyls, chemicals known to cause cancer or reproductive toxicity, pollutants, contaminants, hazardous wastes, medical wastes, toxic substances or related materials, explosives, petroleum, petroleum products and any "hazardous" or "toxic" material, substance or waste that is defined by those or similar terms or is regulated as such under any Law, including any material, substance or waste that is: (a) defined as a "hazardous substance" under Section 311 of the Water Pollution Control Act (33 U.S.C. § 1317), as amended; (b) designated as "hazardous substances" pursuant to 33 U.S.C. § 1321; (c) defined as a "hazardous waste" under Section 1004 of the Resource Conservation and Recovery Act of 1976, 42 U.S.C. § 6901 et seq., as amended; (d) defined as a "hazardous substance" or "hazardous waste" under Section 101 of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended by the Superfund Reauthorization Act of 1986, 42 U.S.C. § 9601 et seq., or any so-called "superfund" or "superlien" law; (e) defined as a "pollutant" or "contaminant" under 42 U.S.C. § 9601(33); (f) defined as "hazardous waste" under 40 C.F.R. Part 260; (g) defined as a "hazardous chemical" under

29 C.F.R. Part 1910; (h) any matter within the definition of "hazardous substance" set forth in 15 U.S.C. § 1262; (i) any matter, waste or substance regulated under the Toxic Substances Control Act ("TSCA") [15 U.S.C. Sections 2601 et seq.]; (j) any matter, waste or substance regulated under the Hazardous Materials Transportation Act, 49 U.S.C. Sections 1801 et seq.; (k) those substances listed in the United States Department of Transportation (DOT)Table [49 C.F.R. 172.101]; (l) any matter, waste or substances designated by the EPA, or any successor authority, as a hazardous substance [40 C.F.R. Part 302]; (m) any matter, waste or substances defined as "hazardous waste" in Section 25117 of the California Health and Safety Code; (n) any substance defined as a "hazardous substance" in Section 25316 of the California Health and Safety Code; (o) subject to any other Law regulating, relating to or imposing obligations, liability or standards of conduct concerning protection of human health, plant life, animal life, natural resources, property or the enjoyment of life or property free from the presence in the environment of any solid, liquid, gas, odor or any form of energy from whatever source; or (p) other substances, materials, or wastes that are, or become, regulated or classified as hazardous or toxic under Law or in the regulations adopted pursuant to said Law, including manure, asbestos, polychlorinated biphenyl, flammable explosives and radioactive material.

1.1.45 **Hazardous Material Discharge.** Any deposit, discharge, generation, release, or spill of a Hazardous Material that occurs at, on, under, into or from the Property, or during transportation of any Hazardous Material to or from the Property, or that arises at any time from the construction, installation, use or operation of the Project or any activities conducted at, on, under or from the Property, whether or not caused by a Party.

1.1.46 **Indemnify.** Where this Agreement states that any Indemnitor shall "indemnify" any Indemnitee from, against, or for a particular Claim, that the Indemnitor shall indemnify the Indemnitee and defend and hold the Indemnitee harmless from and against such Claim (alleged or otherwise). "**Indemnified**" shall have the correlative meaning.

1.1.47 **Indemnitee.** Any Person entitled to be Indemnified under the terms of this Agreement.

1.1.48 **Indemnitor.** A Party that agrees to Indemnify any other Person under the terms of this Agreement.

1.1.49 **Independent Contract Consideration.** Defined in Section 2.2.

1.1.50 **Institutional Lender.** Any of the following: (a) a bank (State or Federal), trust company (in its individual or trust capacity), insurance company, credit union, savings bank (State or Federal), pension, welfare or retirement fund or system, real estate investment trust (or an umbrella partnership or other entity of which a real estate investment trust is the majority owner), Federal or State agency regularly making or guaranteeing mortgage loans, investment bank or a Fortune 500 company; or (b) any Person that is an Affiliate of or is a combination of any one or more of the Persons described in clause "(a)" of this Section 1.1.50.

1.1.51 **Insurance Documents.** Insurance policies and endorsements evidencing all insurance coverage required to be obtained by Developer pursuant to Section 6.

1.1.52 **Law.** Every law, ordinance, requirement, order, proclamation, directive, rule, or regulation of any Government applicable to the Property or the Project, in any way, including any development, use, maintenance, taxation, operation, or occupancy of, or environmental conditions affecting the Property or the Project, or relating to any taxes, or otherwise relating to this Agreement or any Party's rights, obligations or remedies under this Agreement, or any Transfer of any of the foregoing, whether in force on the Effective Date or passed, enacted, modified, amended or imposed at some later time, subject in all cases, however, to any applicable waiver, variance, or exemption.

1.1.53 **Lease.** The Lease Agreement between Developer and Tenant.

1.1.54 **Legal Costs.** In reference to any Person, all reasonable costs and expenses such Person incurs in any legal proceeding (or other matter for which such Person is entitled to be reimbursed for its Legal Costs), including reasonable attorneys' fees, court costs and expenses and consultant and expert witness fees and expenses.

1.1.55 **Liability Insurance.** Commercial general liability insurance against claims for bodily injury, personal injury, death, or property damage occurring upon, in, or about the Property, the Project or adjoining streets or passageways, at least as broad as Insurance Services Office Occurrence Form CG0001, with a minimum liability limit of Two Million Dollars (\$2,000,000) for any one occurrence and which may be provided through a combination of primary and excess or umbrella insurance policies. If commercial general liability insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the Property or the general aggregate limit shall be twice the required minimum liability limit for any one occurrence.

1.1.56 **Monetary Default.** Any failure by either Party to pay or deposit, when and as this Agreement requires, any amount of money, any bond or surety or evidence of any insurance coverage required to be provided under this Agreement, whether to or with a Party or a Third Person, except to the extent constituting an Escrow Default.

1.1.57 **New Parcel Map.** A parcel map in form and substance that is reasonably satisfactory to Developer that subdivides the Property into Parcels in compliance with Subdivision Map Act and in a manner that is consistent with Developer's intended redevelopment of the Property and the Site Plan.

1.1.58 **Non-Monetary Default.** The occurrence of any of the following, except to the extent constituting a Monetary Default or an Escrow Default: (a) any failure of a Party to perform any of its obligations under this Agreement; (b) any failure of a Party to comply with any material restriction or prohibition in this Agreement; or (c) any other event or circumstance that, with passage of time or giving of Notice, or both, or neither, would constitute a breach of this Agreement by a Party.

1.1.59 **Notice.** Any consent, demand, designation, election, notice, or request relating to this Agreement, including any Notice of Default. All Notices must be in writing.

1.1.60 **Notice of Agreement.** A notice in substantially the form of Exhibit C attached to this Agreement, to be signed by both Agency and Developer and recorded against the Property at the Close of Escrow to provide constructive record notice of the existence and application of this Agreement to the Property.

1.1.61 **Notice of Default.** Any Notice claiming or giving Notice of a Default or alleged Default.

1.1.62 **Notify.** To give a Notice.

1.1.63 **Outside Closing Date.** The date that is sixteen (16) months following the Effective Date; provided, however, that the Parties may mutually agree in writing to extend the Outside Closing Date for up to two (2) consecutive one (1) month extensions, in the Parties' respective sole and absolute discretion.

1.1.64 **Parcel.** A legal parcel as shown as part of the Property on the New Parcel Map.

1.1.65 **Parties.** Collectively, Agency and Developer.

1.1.66 **Party.** Individually, either Agency or Developer, as applicable.

1.1.67 **Permanent Loan.** A loan from an Institutional Lender to Developer that will be used solely to completely pay-off the Project Construction Financing, including the reasonable costs of obtaining the loan and any reasonable and customary fees or charges relating to pay-off of the Project Construction Financing.

1.1.68 **Permitted Encumbrance.** Any or all of the following: (a) all items shown in the Preliminary Report, as exceptions to coverage under the proposed Developer Title Policy, that are approved by Developer pursuant to Section 2.3; (b) any lien for non-delinquent property taxes or assessments; (c) any Laws applicable to the Property; (d) this Agreement; (e) the covenants, conditions or powers in the Agency Deed; (f) the Notice of Agreement; (g) any existing improvements on the Property; (h) a Permitted Security Instrument; (i) reasonable construction, utility, access or other easements or licenses, reciprocal easement agreements, declarations of conditions, covenants and restrictions, memoranda of lease or similar agreements made or entered into in connection with the development or operation of the Project on the Property by Developer in accordance with this Agreement and the Agency Deed; and (j) any other document or encumbrance expressly required or allowed to be recorded against the Property or the Project under the terms of this Agreement.

1.1.69 **Permitted Security Instrument.** Any Security Interest: (a) that encumbers only the Property, a Parcel, or any interest in the Property or a Parcel; (b) a copy of which (recorded or unrecorded) is promptly after execution delivered to Agency, with a certification by the Institutional Lender that the copy is accurate and stating the Institutional

Lender's name and notice address; (c) that is held by an Institutional Lender that is subject to the jurisdiction of the courts of the State, not immune from suit and cannot elect to be immune from suit; and (d) only secures: (i) the repayment of the Project Construction Financing; (ii) the Permanent Loan; (iii) a delivery assurance fee regarding a Permanent Loan that is refundable to Developer at the close of the Permanent Loan; or (iv) any refinancing permitted under the terms and conditions of this Agreement.

1.1.70 **Person.** Any association, corporation, governmental entity or agency, individual, joint venture, joint-stock company, limited liability company, partnership, trust, unincorporated organization, or other entity of any kind.

1.1.71 **Preliminary Report.** The preliminary report issued by the Title Company in contemplation of issuance of the Developer Title Policy, accompanied by the best available copies of all documents listed in Schedule B of the report as exceptions to coverage under the proposed policy of title insurance.

1.1.72 **Prevailing Wage Action.** Any of the following: (a) any determination by the State Department of Industrial Relations that prevailing wage rates should have been paid, but were not; (b) any determination by the State Department of Industrial Relations that higher prevailing wage rates than those paid should have been paid; (c) any administrative or legal action or proceeding arising from any failure to comply with any of California Labor Code Sections 1720 through 1781, as amended from time to time, or any Federal Law regarding prevailing wages, including maintaining certified payroll records pursuant to California Labor Code Section 1776; or (d) any administrative or legal action or proceeding to recover wage amounts at law or in equity, including pursuant to California Labor Code Section 1781 or applicable Federal Law.

1.1.73 **Prohibited Encumbrance.** Any Security Instrument, mechanic's lien, easement or other encumbrance recorded or asserted against the Property or the Project that is not a Permitted Encumbrance.

1.1.74 **Project.** The planning, design, construction and initial occupancy by Developer of certain private, commercial improvements on the Property, including all required or associated on-site and off-site improvements, all hardscape and all landscaping, all as specifically described in the Scope of Development, and all to be developed in accordance with plans and specifications approved by Agency and any conditions imposed by Agency in its consideration of Developer's development application related to the Project.

1.1.75 **Project Completion Date.** The date of recordation of the last of the Certificates of Completion applicable to the Project.

1.1.76 **Project Construction Financing.** One (1) or more loans that Developer shall obtain from one or more Institutional Lenders, the proceeds of which are to be used and applied solely to pay the reasonable costs of obtaining such loan(s) and the costs of acquiring the Property, planning, designing and building the Project. Such loan(s) shall provide for normal and customary disbursement controls for the payment of construction costs as construction progresses and normal and customary fees and expenses for loan(s) of similar size and purpose.

1.1.77 **Property.** Approximately 2.892 acres of certain real property generally located at the northeast corner of Beach Boulevard and Orangewood Boulevard in the City of Stanton, California consisting of eleven (11) contiguous and adjacent parcels (APNs 131-691-49, 131-691-50, 131-691-51, 131-691-58, 131-691-59, 131-691-60, 131-691-61, 131-691-62, 131-691-63, 131-691-64, and 131-691-65), as more particularly described in Exhibit A attached to this Agreement.

1.1.78 **Purchase Price.** Two Million One Hundred Thousand Dollars (\$2,100,000), which amount represents the fair market value for the Property according to that certain Appraisal Report dated December 22, 2014 prepared by Kiley Company Real Estate Appraisers.

1.1.79 **Schedule of Performance.** The schedule for the performance of certain actions by Agency or Developer pursuant to the terms and conditions of this Agreement, as set forth in Exhibit E attached to this Agreement.

1.1.80 **Scope of Development.** The detailed description of the primary elements of the Project, as set forth in Exhibit D attached to this Agreement.

1.1.81 **Security Instrument.** Any security instrument, deed of trust, security deed, contract for deed, deed to secure debt, or other voluntary real property (including leasehold) security instrument(s) or agreement(s) intended to grant real property (including leasehold) security for any obligation (including a purchase-money or other promissory note) encumbering the Property, as entered into, renewed, modified, consolidated, increased, decreased, amended, extended, restated, assigned (wholly or partially), collaterally assigned, or supplemented from time to time, unless and until completely paid, satisfied, and discharged of record.

1.1.82 **Site Plan.** The site plan attached to the Scope of Development, which the parties acknowledge may change from time to time subject to the mutual agreement of the parties.

1.1.83 **State.** The State of California.

1.1.84 **Tenant.** The Person selected by Developer and approved by Agency (which approval shall not be unreasonably withheld, delayed or conditioned) to operate a retail store containing no less than 10,000 square feet that is located on the Parcel currently shown as having +/- 20,000 SF of retail space on the Site Plan, and may be part of a larger building that may accommodate another tenant or tenants.

1.1.85 **Third Person.** Any Person that is not a Party, an Affiliate of a Party or an elected official, officer, director, manager, shareholder, member, principal, partner, employee or agent of a Party.

1.1.86 **Title Company.** First American Title Insurance Company, or such other Person mutually agreed upon in writing by both Agency and Developer.

1.1.87 **Title Notice.** A written notice from Developer to Agency stating Developer's acceptance of the state of the title to the Property, as described in the

Preliminary Report for the Developer Title Policy, or Developer's disapproval or conditional approval of specific matters shown in Schedule B of such Preliminary Report as exceptions to coverage under the proposed Developer Title Policy, describing in reasonable detail the actions that Developer reasonably believes are indicated to obtain Developer's unconditional approval of the state of the title to the Property.

1.1.88 **Title Notice Response.** The written response of Agency to the Title Notice, in which Agency either elects to: (a) cause the removal from the Preliminary Report for the Developer Title Policy of any matters disapproved in the Title Notice; (b) obtain title or other insurance or endorsement in a form reasonably satisfactory to Developer insuring against any matters disapproved or conditionally approved in the Title Notice; or (c) not take either action described in clause "(a)" or "(b)" of this Section 1.1.88.

1.1.89 **Title Notice Waiver.** A written notice from Developer to Agency waiving Developer's previous disapproval or conditional approval in the Title Notice of specific matters shown in Schedule B of the Preliminary Report for the Developer Title Policy as exceptions to coverage under the proposed Developer Title Policy.

1.1.90 **Transfer.** Regarding the Property or each and every right or obligation of Developer under this Agreement, any of the following, whether by operation of Law or otherwise, whether voluntary or involuntary, and whether direct or indirect: (a) any assignment, conveyance, grant, hypothecation, mortgage, pledge, sale, or other transfer, whether direct or indirect, of all or any part of the Property or any or all of Developer's rights or obligations under this Agreement, or of any legal, beneficial, or equitable interest or estate in all or any part of the Property or any or all of Developer's rights or obligations under this Agreement (including the grant of any easement, lien, or other encumbrance); (b) any conversion, exchange, issuance, modification, reallocation, sale or other transfer of any Equity Interest(s) in the owner of all or any part of the Property or any or all of Developer's rights or obligations under this Agreement by the holders of such Equity Interest(s); (c) any conversion, exchange, issuance, modification, reallocation, sale, or other transfer of any Equity Interest(s) in any Person or combination of Persons owning fifty percent (50%) or more of the Equity Interests in Developer or otherwise in Control of Developer by the holders of such Equity Interest(s) (any such transactions occurring within twenty-four (24) months of each other shall be aggregated for the purpose of determining whether or not a Transfer has occurred pursuant to this clause); or (d) any transaction that is in substance equivalent to any of the foregoing. A transaction affecting Equity Interests, as referred to in clauses "(b)" through "(c)" of this Section 1.1.90, shall be deemed a Transfer by Developer even though Developer is not technically the transferor. A "Transfer" shall not, however, include any of the following (provided that the other Party has received thirty (30) calendar days prior Notice of such occurrence) relating to all or any portion of the Property, any or all of the rights or obligations of Developer under this Agreement or any Equity Interest: (i) a mere change in form of ownership with no material change in beneficial ownership and constitutes a tax-free transaction under Federal income tax law and the State real estate transfer tax; (ii) a conveyance only to member(s) of the immediate family(ies) of the transferor(s) or trusts for their benefit; (iii) the assignment of the rights and obligations of Developer under this Agreement to a single purpose entity under common control with Developer; or (iv) the Lease to Tenant.

1.1.91 **Unavoidable Delay.** A delay in either Party performing any obligation under this Agreement arising from or on account of any cause whatsoever beyond the Party's reasonable control, including strikes, labor troubles or other union activities, casualty, war, acts of terrorism, riots, litigation, governmental action or inaction, regional natural disasters, or inability to obtain materials. Unavoidable Delay shall not include delay caused by a Party's financial condition or insolvency.

1.1.92 **Waiver of Subrogation.** A provision in, or endorsement to, any insurance policy, by which the carrier agrees to waive rights of recovery by way of subrogation against either Party to this Agreement for any loss such policy covers.

1.1.93 **Worker's Compensation Insurance.** Worker's compensation insurance complying with the provisions of State law and an employer's liability insurance policy or endorsement to a liability insurance policy, with a minimum liability limit of One Million Dollars (\$1,000,000) per accident for bodily injury or disease, covering all employees of Developer.

2. **PROPERTY PURCHASE AND SALE.**

2.1 Purchase and Sale.

2.1.1 **Opening of Escrow.** Subject to all of the terms and conditions of this Agreement, Agency shall convey title to the Property to Developer in consideration of Developer paying the Purchase Price to Agency and Developer's performance of Developer's promises and covenants set forth in this Agreement. Developer shall accept conveyance of title to the Property from Agency, subject to the Permitted Encumbrances, pursuant to the terms, conditions, covenants, and agreements set forth in this Agreement or the Agency Deed. For the purposes of exchanging documents to complete the conveyance of title to the Property from Agency to Developer and the acquisition of title to the Property by Developer from Agency, pursuant to the terms and conditions of this Agreement, Agency and Developer agree to open the Escrow with the Escrow Agent. The provisions of Section 3 of this Agreement are the joint escrow instructions of the Parties to the Escrow Agent for conducting the Escrow.

2.1.2 **Deposit.** Concurrent with its opening of the Escrow, Developer shall deliver the Deposit to the Escrow Agent. Upon the Close of Escrow, the Deposit shall be credited to Developer towards the Purchase Price. The Deposit shall be refundable to Developer, except upon the occurrence of an Event of Default by Developer prior to the Close of Escrow, in which case the Escrow Agent shall promptly pay the Deposit to Agency.

2.2 Independent Contract Consideration. Upon the Effective Date, Developer shall deliver to Agency the sum of one hundred dollars (\$100.00) ("**Independent Contract Consideration**"), which amount has been bargained for and agreed to as adequate consideration for Developer's right to purchase the Property with the right to terminate this Agreement during the Due Diligence Period and for Agency's execution, delivery and performance of this Agreement. The Independent Contract Consideration is in addition to and independent of all other consideration provided in this Agreement and is nonrefundable to Developer in all events.

2.3 Developer Approval of Title to Property.

2.3.1 **Title Notice.** After the Escrow Opening Date, Developer shall request that Title Company prepare and deliver the Preliminary Report to both Agency and Developer. Within thirty (30) calendar days following Developer's receipt of the Preliminary Report, but in all cases before the end of the Due Diligence Period, Developer shall send the Title Notice to Agency.

2.3.2 **Existing Encumbrance.** Developer acknowledges that the Property is encumbered by and the subject of the Grant of Easements and Cost Sharing Agreement (Renaissance Plaza – Plaza Way) by and between the RDA, Taylor Morrison of California, LLC, Stanton Plaza Group, LLC, and Palazzo at Renaissance Plaza Maintenance Association, recorded against the Property on May 29, 2008, Recorder's Document number 2008000255023 ("Cost Sharing Agreement"). The Agency represents and warrants to Developer that (i) the RDA is not, and as of the Close of Escrow will not be, in breach or default of the Cost Sharing Agreement, and (ii) to the actual knowledge of the Executive Director, without having undertaken any investigation, no other party to the Cost Sharing Agreement is in breach or default thereof. Upon the Close of Escrow Developer assumes the RDA's position under the Cost Sharing Agreement and indemnifies the Agency from any and all claims or liability arising from or related to the rights, duties, obligations or benefits of the Cost Sharing Agreement to the extent such rights, duties, obligations or benefits arise from or relate to time periods subsequent to the Close of Escrow. The Agency indemnifies Developer from any and all claims or liability arising from or related to the rights, duties, obligations or benefits of the Cost Sharing Agreement to the extent such rights, duties, obligations or benefits arise from or relate to time periods prior to the Close of Escrow. Developer takes the Property subject to all the rights, duties, obligations, and benefits of the Cost Sharing Agreement including but not limited to the following:

(a) Developer shall develop the Property in an integrated and compatible manner with the SPG Phase 3 Property, as that term is defined in the Cost Sharing Agreement; and

(b) Developer shall pay the RDA's prorata portion of the Shared Expenses, as that term is defined in the Cost Sharing Agreement, to the extent such Shared Expenses arise from or relate to time periods subsequent to the Close of Escrow. Agency shall continue to be responsible for the RDA's prorata portion of the Shared Expenses to the extent such Shared Expenses arise from or relate to time periods prior to the Close of Escrow. Developer also acknowledges that RDA's portion is set at 26.6% of the Shared Expenses.

2.3.3 **Failure to Deliver Title Notice.** If Developer fails to send the Title Notice to Agency within the time period provided in Section 2.3.1, Developer will be deemed to disapprove the status of title to the Property and refuse to accept conveyance of title to the Property and either Developer or Agency shall have the right to cancel the Escrow and terminate this Agreement upon seven (7) calendar days advance Notice, in their respective sole and absolute discretion.

2.3.4 **Title Notice Response.** Within fifteen (15) calendar days following Agency's receipt of the Title Notice (if any), Agency shall send the Title Notice Response to Developer. If the Title Notice does not disapprove or conditionally approve

any matter in the Preliminary Report or Developer fails to deliver the Title Notice, Agency shall not be required to send the Title Notice Response. If Agency does not send the Title Notice Response, if necessary, within the time period provided in this Section 2.3.4, Agency shall be deemed to elect not to take any action in reference to the Title Notice. If Agency elects in the Title Notice Response to take any action in reference to the Title Notice, Agency shall complete such action, prior to the Close of Escrow or as otherwise specified in the Title Notice Response.

2.3.5 Title Notice Waiver. If Agency elects or is deemed to have elected not to address one or more matters set forth in the Title Notice to Developer's reasonable satisfaction, then within ten (10) calendar days after the earlier of: (a) Developer's receipt of Agency's Title Notice Response; or (b) the last date for Agency to deliver its Title Notice Response pursuant to Section 2.3.4, Developer shall either: (i) refuse to accept the title to and conveyance of the Property, or (ii) waive its disapproval or conditional approval of all such matters set forth in the Title Notice by sending the Title Notice Waiver to Agency. Failure by Developer to timely send the Title Notice Waiver, where the Title Notice Response or Agency's failure to deliver the Title Notice Response results in Agency's election not to address one or more matters set forth in the Title Notice to Developer's reasonable satisfaction, will be deemed Developer's continued refusal to accept the title to and conveyance of the Property, in which case either Developer or Agency shall have the right to cancel the Escrow and terminate this Agreement upon seven (7) calendar days advance Notice, in their respective sole and absolute discretion.

2.3.6 No Termination Liability. Any termination of this Agreement and cancellation of the Escrow pursuant to a right provided in this Section 2.3 shall be without liability to the other Party or any other Person. Termination shall be accomplished by delivery of a Notice of termination to both the other Party and the Escrow Agent at least seven (7) calendar days prior to the termination date. Following issuance of a Notice of termination of this Agreement pursuant to a right provided under this Section 2.3, the Parties and the Escrow Agent shall proceed pursuant to Section 3.13. Once a Notice of termination is given pursuant to this Section 2.3, delivery of a Title Notice or Title Notice Waiver shall have no force or effect and this Agreement shall terminate in accordance with the Notice of termination.

2.3.7 New Parcel Map. During the Due Diligence Period, Developer shall work to seek the approval, filing and recordation of the New Parcel Map.

2.4 Developer Due Diligence Investigations.

2.4.1 Time and Expense. Developer shall complete all Due Diligence Investigations within the Due Diligence Period and shall conduct all Due Diligence Investigations at Developer's sole cost and expense.

2.4.2 Right to Enter. Agency licenses Developer to enter the Property for the sole purpose of conducting the Due Diligence Investigations, subject to all of the terms and conditions of this Agreement. The license given in this Section 2.4.2 shall terminate with the termination of the Due Diligence Period. Any Due Diligence Investigations by Developer shall not unreasonably disrupt any then existing use or

occupancy of the Property. Developer shall provide Agency forty-eight (48) hours advance written notice of Developer's intent to enter the Property.

2.4.3 **Limitations.** Developer shall not conduct any intrusive or destructive testing on any portion of the Property, other than low volume soil samples, or other testing required to prepare necessary environmental documents for the development of the Project, without Agency's prior written consent, which shall not be unreasonably withheld or delayed. Developer shall pay all of Developer's vendors, inspectors, surveyors, consultants or agents engaged in any inspection or testing of the Property, such that no mechanics liens or similar liens for work performed are imposed upon the Property by any such Person. Following the conduct of any Due Diligence Investigations on the Property, Developer shall restore the Property to substantially its condition prior to the conduct of such Due Diligence Investigations.

2.4.4 **Agency Delivery of Documents.** Agency shall deliver to Developer for its review all data, correspondence, documents, agreements, waivers, notices, reports, and other public records regarding the Property in the Agency's possession within ten (10) calendar days following the Effective Date.

2.4.5 **Indemnification of Agency.** The activities of Developer or Developer's agents directly or indirectly related to the Due Diligence Investigations shall be subject to Developer's Indemnify obligations pursuant to Section 9.5. Developer shall provide Agency with evidence of Liability Insurance in compliance with Section 6 prior to the commencement of any Due Diligence Investigations on the Property, which insurance shall name Agency as an additional insured.

2.4.6 **Due Diligence Completion Notice.** Developer shall deliver a Due Diligence Completion Notice to Agency prior to the end of the Due Diligence Period. If Developer does not unconditionally accept the condition of the Property by delivery of its Due Diligence Completion Notice stating such unconditional acceptance, prior to the end of the Due Diligence Period, Developer shall be deemed to have rejected the condition of the Property and refused to accept conveyance of title to the Property. If the condition of the Property is rejected or deemed rejected by Developer, then either Agency or Developer shall have the right to cancel the Escrow and terminate this Agreement upon seven (7) calendar days advance Notice, in their respective sole and absolute discretion, without liability to the other Party or any other Person, by delivery of a Notice of termination to both the other Party and Escrow Agent, in which case the Parties and Escrow Agent shall proceed pursuant to Section 3.13.

2.4.7 **ALTA Survey.** Developer shall obtain and deliver a completed ALTA Survey to Agency prior to the end of the Due Diligence Period, all at Developer's sole cost and expense.

2.5 **"AS-IS" Acquisition.** The Close of Escrow shall evidence Developer's unconditional and irrevocable acceptance of the Property in the Property's AS IS, WHERE IS, SUBJECT TO ALL FAULTS CONDITION AS OF THE CLOSE OF ESCROW, WITHOUT WARRANTY as to character, quality, performance, condition, title, physical condition, soil conditions, the presence or absence of fill, ocean or tidal impacts, shoring or bluff stability or support, subsurface support, zoning, land use restrictions, the availability or location of utilities

or services, the location of any public infrastructure on or off of the Property (active, inactive or abandoned), the suitability of the Property for the Project or other use or the existence or absence of Hazardous Materials and with full knowledge of the physical condition of the Property, the nature of Agency's interest in and use of the Property, all laws applicable to the Property and any and all conditions, covenants, restrictions, encumbrances and all matters of record relating to the Property. The Close of Escrow shall also constitute Developer's representation and warranty to Agency that: (a) Developer has had ample opportunity to inspect and evaluate the Property and the feasibility of the uses and activities Developer is entitled to conduct on the Property in accordance with this Agreement; (b) Developer is experienced in real estate development; (c) Developer is relying entirely on Developer's experience, expertise and its own inspection of the Property in its current state in proceeding with acquisition of the Property; (d) Developer accepts the Property in its present condition; (e) to the extent that Developer's own expertise with respect to any matter regarding the Property is insufficient to enable Developer to reach an informed conclusion regarding such matter, Developer has engaged the services of Persons qualified to advise Developer with respect to such matters; (f) Developer has received assurances acceptable to Developer by means independent of Agency or Agency's agents of the truth of all facts material to Developer's acquisition of the Property pursuant to this Agreement; and (g) the Property is being acquired by Developer as a result of Developer's own knowledge, inspection and investigation of the Property and not as a result of any representation made by Agency or Agency's agents relating to the condition of the Property. Agency hereby expressly and specifically disclaims any express or implied warranties regarding the Property.

2.6 Release of Agency.

2.6.1 Developer Waiver and Release of Claims. AT THE CLOSE OF ESCROW, DEVELOPER WAIVES AND RELEASES AGENCY AND ITS REPRESENTATIVES FROM ALL CLAIMS RELATING TO THE PHYSICAL OR TITLE CONDITION OF THE PROPERTY AS OF THE CLOSE OF ESCROW, WHETHER KNOWN OR UNKNOWN, SUSPECTED OR UNSUSPECTED, EXCEPT AS EXPRESSLY SET FORTH IN SECTION 2.6.2. WITH RESPECT TO THE WAIVERS AND RELEASES CONTAINED IN THIS SECTION 2.6.1, DEVELOPER WAIVES THE PROVISIONS OF CALIFORNIA CIVIL CODE SECTION 1542 AND ALL SIMILAR STATUTES, PROVISIONS OR PRINCIPLES OF LAW. CALIFORNIA CIVIL CODE SECTION 1542 PROVIDES:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.

2.6.2 Specific Obligations Excluded. THE FOREGOING GENERAL RELEASE NOTWITHSTANDING, DEVELOPER IS NOT RELEASING AGENCY FROM: (a) AGENCY'S EXPRESS COVENANTS UNDER THIS AGREEMENT; (b) AGENCY'S OBLIGATIONS UNDER THIS AGREEMENT THAT SURVIVE THE CLOSE OF ESCROW; (c) THIRD PERSON CONTRACT CLAIMS AGAINST AGENCY ARISING OUT OF CONTRACTS TO WHICH AGENCY IS A PARTY; (d) LIABILITY FOR A HAZARDOUS MATERIAL DISCHARGE BY AGENCY; AND (e) AGENCY'S

FRAUD (WITHOUT WAIVING ANY AVAILABLE DEFENSES OR IMMUNITIES OF AGENCY UNDER APPLICABLE LAW).

Initials of Authorized
Developer's Representative

3. JOINT ESCROW INSTRUCTIONS

3.1 Opening of Escrow; Escrow Instructions. The conveyance of title to the Property from Agency to Developer shall take place through the Escrow to be administered by Escrow Agent. Developer shall cause the Escrow to be opened within five (5) calendar days following Developer's receipt of Notice of the occurrence of the Effective Date. Escrow Agent shall promptly confirm the Escrow Opening Date in writing to each of the Parties.

3.2 Escrow Instructions. This Section 3 constitutes the joint escrow instructions of the Parties to Escrow Agent for conduct of the Escrow for the conveyance of title to the Property, as contemplated by this Agreement. Developer and Agency shall sign such further escrow instructions consistent with the provisions of this Agreement as may be reasonably requested by Escrow Agent. In the event of any conflict between the provisions of this Agreement and any further escrow instructions requested by Escrow Agent, the provisions of this Agreement shall control. Escrow Agent shall only proceed to close the Escrow after Escrow Agent receives approved Escrow Closing Statements from both Agency and Developer.

3.3 Escrow Agent Authority. Agency and Developer authorize Escrow Agent to:

3.3.1 **Charges.** Pay and charge Agency and Developer for their respective shares of the applicable fees, taxes, charges and costs payable by either Agency or Developer regarding the Escrow;

3.3.2 **Settlement/Closing Statements.** Release each Party's Escrow Closing Statement to the other Party;

3.3.3 **Document Recording.** File any documents delivered for recording through the Escrow with the office of the Recorder of the County for recordation in the official records of the County, pursuant to the joint instructions of the Parties; and

3.3.4 **Counterpart Documents.** Utilize documents signed by Agency or Developer in counterparts, including attaching separate signature pages to one version of the same document.

3.4 Developer's Conditions Precedent to Close of Escrow. Provided that the failure of any such condition to be satisfied is not due to a Default under this Agreement by Developer, Developer's obligation to accept conveyance of title to the Property from Agency through the Escrow shall be conditioned upon the satisfaction or waiver (waivers must be in writing and signed by Developer) of each of the following conditions precedent prior to the Outside Closing Date:

3.4.1 **Title Policy.** Title Company is committed to issue the Developer Title Policy to Developer upon payment of Title Company's premium for such policy;

3.4.2 **Approvals.** Final issuance of all discretionary Approvals required from each and every Government for the construction of the Project on the Property on terms and conditions reasonably satisfactory to Developer;

3.4.3 **Due Diligence.** Developer timely delivers its Due Diligence Completion Notice to Agency stating Developer's unconditional acceptance of the condition of the Property, in accordance with Section 2.4;

3.4.4 **Agency Escrow Deposits.** Agency deposits all of the items into Escrow required by Section 3.8; and

3.4.5 **Agency Pre-Closing Obligations.** Agency performs all of its material obligations required to be performed by Agency pursuant to this Agreement prior to the Close of Escrow.

3.4.6 **Removal of Leases.** Agency has removed all leases and tenancies from the Property.

3.4.7 **New Parcel Map.** The New Parcel Map has been recorded with the County.

3.5 Agency Conditions Precedent to Close of Escrow. Provided that the failure of any such condition to be satisfied is not due to a Default under this Agreement by Agency, Agency's obligation to convey title to the Property to Developer through the Escrow shall be conditioned upon the satisfaction or waiver (waivers must be in writing and signed by Agency) of each of the following conditions precedent prior to the Outside Closing Date:

3.5.1 **Insurance Documents.** Agency has received from Developer and approved all Insurance Documents.

3.5.2 **Title.** Developer accepts the state of the title to the Property, in accordance with Section 2.3;

3.5.3 **Due Diligence.** Developer timely delivers its Due Diligence Completion Notice to both Agency and Escrow Agent stating Developer's unconditional acceptance of the condition of the Property, in accordance with Section 2.4;

3.5.4 **Project Construction Financing.** Agency has received from Developer a written commitment from at least one Institutional Lender to provide the Project Construction Financing on terms reasonable acceptable to Developer, and Agency has approved such loan commitment;

3.5.5 **Permanent Financing.** Agency has received from Developer a written commitment from at least one Institutional Lender to provide the Permanent Loan on terms reasonably acceptable to Developer and Agency has approved such loan commitment;

3.5.6 **Developer Escrow Deposits.** Developer deposits all of the items into Escrow required by Section 3.7; and

3.5.7 **Developer Pre-Closing Obligations.** Developer performs all of its material obligations required to be performed by Developer pursuant to this Agreement prior to Close of Escrow.

3.5.8 **Tenant.** Developer has selected and Agency has approved (which approval shall not be unreasonably withheld, delayed or conditioned) the Tenant.

3.6 **Failure of Conditions Not Default.** Failure to satisfy Developer's condition set forth in Section 3.4.2 shall not constitute an Escrow Default (or any other type of Default or Event of Default) by Agency under this Agreement.

3.7 **Developer's Escrow Deposits.** Developer shall deposit the following items into Escrow and, concurrently, provide a copy of each document deposited into Escrow to Agency, at least one (1) Business Day prior to the Close of Escrow:

3.7.1 **Closing Funds.** All monetary amounts required to be deposited into Escrow by Developer under the terms of this Agreement to close the Escrow, including the Purchase Price, all in immediately available funds;

3.7.2 **Certificate of Acceptance.** The Certificate of Acceptance attached to the Agency Deed signed by the authorized representative(s) of Developer in recordable form;

3.7.3 **Escrow Closing Statement.** Developer's Escrow Closing Statement signed by the authorized representative(s) of Developer;

3.7.4 **Notice of Agreement.** The Notice of Agreement signed by the authorized representative(s) of Developer in recordable form; and

3.7.5 **Other Reasonable Items.** Any other documents or funds required to be delivered by Developer under the terms of this Agreement or as otherwise reasonably requested by Escrow Agent or Title Company in order to close the Escrow that have not previously been delivered by Developer.

3.8 **Agency's Escrow Deposits.** Agency shall deposit the following items into Escrow and, concurrently, provide a copy of each document deposited into Escrow to Developer, at least one (1) Business Day prior to the Close of Escrow:

3.8.1 **Closing Funds.** All monetary amounts required to be deposited into Escrow by Agency under the terms of this Agreement to close the Escrow, all in immediately available funds;

3.8.2 **Agency Deed.** The Agency Deed signed by the authorized representative(s) of Agency in recordable form;

3.8.3 **Notice of Agreement.** The Notice of Agreement signed by the authorized representative(s) of Agency in recordable form;

3.8.4 **Escrow Closing Statement.** Agency's Escrow Closing Statement signed by the authorized representative(s) of Agency;

3.8.5 **FIRPTA Affidavit.** A FIRPTA affidavit signed by the authorized representative(s) of Agency, in the customary form used by the Escrow Agent;

3.8.6 **Form 593.** A Form 593 signed by the authorized representative(s) of Agency; and

3.8.7 **Other Reasonable Items.** Any other documents or funds required to be delivered by Agency under the terms of this Agreement or as otherwise reasonably requested by Escrow Agent or Title Company in order to close the Escrow that have not been previously delivered by Agency.

3.9 **Closing Procedure.** When each of Developer's Escrow deposits, as set forth in Section 3.7, and each of Agency's Escrow deposits, as set forth in Section 3.8, are deposited into Escrow, Escrow Agent shall request confirmation in writing from both Developer and Agency that each of their respective conditions precedent to the Close of Escrow, as set forth in Sections 3.4 and 3.5, respectively, are satisfied or waived. Within three (3) Business Days after Escrow Agent receives written confirmation from both Agency and Developer that each of their respective conditions precedent to the Close of Escrow are satisfied or waived, Escrow Agent shall close the Escrow by doing all of the following:

3.9.1 **Recordation and Distribution of Documents.** Escrow Agent shall cause the following documents to be filed with the office of the Recorder of the County for recording in the official records of the County in the following order of priority at Close of Escrow: (a) the Agency Deed, with Developer's Certificate of Acceptance attached; (b) the Notice of Agreement; (c) the Permitted Security Instrument(s) securing the Project Construction Financing; and (d) any other documents to be recorded through Escrow upon the written joint instructions of the Parties. At Close of Escrow, Escrow Agent shall deliver conformed copies of all documents filed for recording in the official records of the County through the Escrow to Agency, Developer and any other Person designated in the written joint escrow instructions of the Parties to receive an original or conformed copy of each such document. Each conformed copy of a document filed for recording shall show all recording information. The Parties intend and agree that this Section 3.9.1 shall establish the relative priorities of the documents to be recorded in the official records of the County through the Escrow, by providing for recordation of senior interests prior in order and time to junior interests, in the order provided in this Section 3.9.1;

3.9.2 **Distribution of Other Documents.** Escrow Agent shall deliver copies of all documents to be delivered through the Escrow that are not filed for recording to the Parties and any other Person designated in the written joint escrow instructions of the Parties to receive an original or copy of each such document.

3.9.3 **Funds.** Distribute all funds held by the Escrow Agent pursuant to the Escrow Closing Statements approved in writing by Agency and Developer.

3.9.4 **FIRPTA Affidavit.** File the FIRPTA Affidavit with the United States Internal Revenue Service;

3.9.5 **Form 593.** File the Form 593 with the California Franchise Tax Board; and

3.9.6 **Title Policy.** Obtain and deliver to Developer the Developer Title Policy issued by the Title Company.

3.10 Close of Escrow. The Close of Escrow shall occur on or before the Outside Closing Date. The Parties may mutually agree to change the Outside Closing Date by joint written instruction to Escrow Agent. If for any reason (other than a Default or Event of Default by such Party) the Close of Escrow has not occurred on or before the Outside Closing Date, then any Party not then in Default under this Agreement may cancel the Escrow and terminate this Agreement upon seven (7) calendar days advance Notice, in their respective sole and absolute discretion, without liability to the other Party or any other Person for such cancellation and termination, by delivering Notice of termination to both the other Party and Escrow Agent. Following any such Notice of termination of this Agreement and cancellation of the Escrow, the Parties and Escrow Agent shall proceed pursuant to Section 3.13. Without limiting the right of either Party to cancel the Escrow and terminate this Agreement, pursuant to this Section 3.10, if the Escrow does not close on or before the Outside Closing Date and neither Party has exercised its contractual right to cancel the Escrow and terminate this Agreement under this Section 3.10 before the first date on which Escrow Agent Notifies both Parties that Escrow is in a position to close in accordance with the terms and conditions of this Agreement, then the Escrow shall close as soon as reasonably possible following the first date on which Escrow Agent Notifies both Parties that Escrow is in a position to close in accordance with the terms and conditions of this Agreement.

3.11 Escrow Costs. Escrow Agent shall notify Developer and Agency of the costs to be borne by each of them at the Close of Escrow by delivering an Escrow Closing Statement to each Agency and Developer at least two (2) Business Days prior to the Close of Escrow. Agency and Developer shall each pay one-half (1/2) of the premium charged by the Title Company for the basic Developer Title Policy. Developer shall be solely responsible for all costs of or premiums for issuance of any endorsements or other supplements to the coverage of the Developer Title Policy that may be requested by Developer. Agency and Developer shall each pay one-half (1/2) of the fees and other costs that the Escrow Agent may charge for conducting the Escrow. Agency shall pay any and all recording fees, documentary transfer taxes and any and all other charges, fees and taxes levied by a Government relative to the conveyance of the Property through the Escrow.

3.12 Escrow Cancellation Charges. If the Escrow fails to close due to Agency's Default under this Agreement, Agency shall pay all ordinary and reasonable Escrow and title order cancellation charges charged by Escrow Agent or Title Company, respectively. If the Escrow fails to close due to Developer's Default under this Agreement, Developer shall pay all ordinary and reasonable Escrow and title order cancellation charges charged by Escrow Agent or Title Company, respectively. If the Escrow fails to close for any reason other than the Default of either Developer or Agency, Developer and Agency shall each pay one-half (1/2) of any ordinary and reasonable Escrow and title order cancellation charges charged by Escrow Agent or Title Company, respectively.

3.13 Escrow Cancellation. If this Agreement is terminated pursuant to a contractual right granted to a Party in this Agreement to terminate this Agreement (other than due to an Event of Default by the other Party), the Parties shall do all of the following:

3.13.1 **Cancellation Instructions**. The Parties shall, within three (3) Business Days following Escrow Agent's written request, sign any reasonable Escrow cancellation instructions requested by Escrow Agent and deliver such signed Escrow cancellation instructions to Escrow Agent;

3.13.2 **Return of Funds and Documents**. Within ten (10) Business Days following receipt by the Parties of a settlement statement of Escrow and title order cancellation charges (if any) from Escrow Agent or within twenty (20) calendar days following Notice of Termination, whichever is earlier: (a) Developer or Escrow Agent, respectively, shall return to Agency all documents previously delivered by Agency to Developer or Escrow Agent regarding the Escrow; (b) Agency or Escrow Agent, respectively, shall return to Developer all documents previously delivered by Developer to Agency or Escrow Agent regarding the Escrow; (c) Escrow Agent shall, except as otherwise provided for in this Agreement, return to Developer all funds deposited in Escrow by Developer, less Developer's share of customary and reasonable Escrow and title order cancellation charges (if any) in accordance with Section 3.12; and (d) Escrow Agent shall, except as otherwise provided in this Agreement, return to Agency all funds deposited in Escrow by Agency, less Agency's share of customary and reasonable Escrow and title order cancellation charges (if any) in accordance with Section 3.12.

3.14 Report to IRS. After the Close of Escrow and prior to the last date on which such report is required to be filed with the Internal Revenue Service under applicable Federal law, if such report is required pursuant to Internal Revenue Code Section 6045(e), Escrow Agent shall report the gross proceeds of the conveyance of the Property pursuant to this Agreement to the Internal Revenue Service on Form 1099-B, W-9 or such other form(s) as may be specified by the Internal Revenue Service pursuant to Internal Revenue Code Section 6045(e). Concurrently with the filing of such reporting form with Internal Revenue Service, Escrow Agent shall deliver a copy of the filed form to both Agency and Developer.

3.15 Condemnation. If Agency receives written notice that all or any portion of the Property or any interest in any portion of the Property becomes the subject of any eminent domain proceeding after the Effective Date and prior to Close of Escrow, including the filing of any notice of intended condemnation or proceedings in the nature of eminent domain commenced by any Government, Agency shall give Notice to Developer of such occurrence. Developer shall have the option to either: (a) proceed with the Close of Escrow, in which case this Agreement shall continue in full force and effect in accordance with its terms and at the Close of Escrow, Agency shall pay to Developer any condemnation award attributable to the Property that is paid to Agency after the Effective Date and prior to the Close of Escrow or assign to Developer any and all rights of Agency to receive any condemnation award attributable to the Property that is to be paid after the Close of Escrow; or (b) Developer may terminate this Agreement by Notice to Agency thirty (30) calendar days in advance of the effective date of such termination.

4. PROJECT DEVELOPMENT

4.1 Developer Project Processing Deposit. Within seven (7) calendar days of receipt of the Notice of the Effective Date, Developer shall pay to the City a deposit in the amount of Twenty Thousand Dollars (\$20,000) in immediately available funds to defray certain project specific costs of the Agency in pursuing the contemplated Project. At such time as there is Five Thousand Dollars (\$5,000) or less remaining in such deposit, Developer shall deposit an additional Twenty Thousand Dollars (\$20,000) in immediately available funds with the City within five (5) calendar days written notification from the City of the need for additional funds (all payments made by Developer to the City pursuant to this Section 4.1, collectively, the "Initial Deposit"). Prior to drawing down on the Initial Deposit, Agency shall request reimbursement of any such Agency costs incurred pursuing the Project on the Recognized Obligation Payment Schedule ("ROPS") as project specific reimbursable costs. To the extent the Department of Finance authorizes and the Agency receives payment for the project specific costs (not as part of the Agency's Administrative Cost Allowance as the term is defined in Health and Safety Code 34171), Agency shall not debit those costs against the Initial Deposit. Any project specific costs not approved for payment by the Department of Finance or that are not funded as part of the ROPS distribution from the County shall be drawn down from the Initial Deposit. In no event shall Developer be required to deposit or otherwise pay more than Forty Thousand Dollars (\$40,000) in the aggregate pursuant to this Section 4.1, and in no event shall any administrative costs be drawn down from the Initial Deposit. Upon the Close of Escrow, the unused portion of the Initial Deposit shall, at Developer's election, either be refunded to Developer or credited to Developer towards the Purchase Price. The Agency shall, following the process for reimbursement from the Department of Finance and the County set forth above, promptly refund to Developer the unused portion of the Initial Deposit upon any termination of this Agreement prior to the Close of Escrow.

4.2 Developer Covenant to Undertake Each Phase of Project. Developer covenants to and for the exclusive benefit of Agency that Developer shall commence and complete the development of the Project within the time periods set forth in the Schedule of Performance. Developer covenants and agrees to complete the Project in conformity with the terms and conditions of this Agreement, the Scope of Development, the Schedule of Performance, any and all Approvals required by this Agreement, except for such changes as may be mutually agreed upon in writing by and between Developer and Agency, and all applicable Laws of each Government with jurisdiction over Property or the Project. The covenants of this Section 4.1 shall run with the land with respect to each Parcel, until the earlier of the date of recordation of the Certificate of Completion applicable to the portion of the Project to be completed on such Parcel or the fifteenth (15th) anniversary of the date of the Close of Escrow.

4.3 Developer Changes to Project During Course of Construction. Developer shall have the right during the course of construction of the Project to make "minor field changes," without seeking the approval of Agency, if such changes do not affect the type of use to be conducted within all or any portion of a structure. "Minor field changes" shall be defined as those changes from the approved construction drawings, plans and specifications that have no substantial effect on the Project and are made in order to expedite the work of construction in response to field conditions. Nothing contained in this Section 4.3 shall be deemed to constitute a waiver of or change in the Approvals governing any such "minor field changes" or in any approvals by any Government otherwise required for any such "minor field changes."

4.4 Construction Start and Completion of Project. Developer shall commence construction of the Project in accordance with the Schedule of Performance. Thereafter, Developer shall diligently proceed to pursue and complete the construction of the Project, in a good and workmanlike manner, in accordance with the Schedule of Performance, all Laws and Approvals applicable to the Project. Promptly upon completion of the Project it may be inspected by each Government with jurisdiction over the Project, and Developer shall correct any defects and deficiencies that may be disclosed by any such inspection and shall cause to be duly issued all Approvals necessary for the operation and occupancy of the completed Project. Developer shall do and perform all of the foregoing acts and things and cause to be issued and executed all such Approvals on or before the Project Completion Date.

4.5 Compliance with Laws. All work performed in connection with the construction of the Project shall comply with all applicable Laws and Approvals.

4.6 Developer Attendance at Agency Meetings. Developer agrees to have one or more of its employees or consultants who are knowledgeable regarding this Agreement and the Project, such that such person(s) can meaningfully respond to Agency questions regarding the progress of the Project, attend meetings of the Agency governing body, when requested to do so by Agency staff.

4.7 Agency Right to Inspect Project and Property. Developer agrees that Agency shall have the right of reasonable access to the Property, without the payment of charges or fees, during normal construction hours, during the period of construction of the Project. Any and all Agency representatives who enter the Property shall at all times be accompanied by a representative of Developer, while on the Property. Developer shall make a representative of Developer available for this purpose at all times during normal construction hours, upon reasonable advance Notice from Agency. Agency shall Indemnify Developer regarding Claims arising out of the exercise by Agency of the right of access to the Property provided in this Section 4.7, except to the extent that any such Claim arises from the negligence or willful misconduct of Developer Parties or Third Persons. Developer agrees that Agency shall have the further right, from time to time, at Agency's cost, to retain a consultant or consultants to inspect the Property or the Project and verify compliance by Developer with the provisions of this Agreement. Developer acknowledges and agrees that any such Agency inspections are for the sole purpose of protecting Agency's rights under this Agreement, are made solely for Agency's benefit, may be superficial and general in nature, are for the purposes of informing Agency of the progress of the Project and the conformity of the Project with the terms and conditions of this Agreement, and Developer shall not be entitled to rely on any such inspection(s) as constituting Agency's approval, satisfaction or acceptance of any materials, workmanship, conformity of the Project with this Agreement or otherwise. Developer agrees to make its own regular inspections of the work of construction of the Project to determine that the progress and quality of the Project and all other requirements of the work of construction of the Project are being performed in a manner satisfactory to Developer. Agency agrees that although this Agreement grants Agency a reasonable right to approve Developer's selection of the Tenant, Agency shall have no right to approve any other tenant of the Property and no right to approve the Lease or any other agreement entered into between the Developer and any tenant of the Property.

4.8 PREVAILING WAGES.

4.8.1 **RESPONSIBILITY.** DEVELOPER AGREES WITH AGENCY THAT DEVELOPER SHALL ASSUME ANY AND ALL RESPONSIBILITY AND BE SOLELY RESPONSIBLE FOR DETERMINING WHETHER OR NOT LABORERS EMPLOYED RELATIVE TO THE CONSTRUCTION OF THE PROJECT MUST BE PAID THE PREVAILING PER DIEM WAGE RATE FOR THEIR LABOR CLASSIFICATION, AS DETERMINED BY THE STATE, PURSUANT TO LABOR CODE SECTIONS 1720 ET SEQ., OR PURSUANT TO APPLICABLE FEDERAL LAW.

4.8.2 **WAIVERS AND RELEASES.** DEVELOPER, ON BEHALF OF ITSELF, ITS SUCCESSORS AND ASSIGNS, WAIVES AND RELEASES AGENCY FROM ANY RIGHT OF ACTION THAT MAY BE AVAILABLE TO ANY OF THEM PURSUANT TO STATE LABOR CODE SECTION 1781 OR OTHER STATE OR FEDERAL LAW REGARDING PAYMENT OF MINIMUM OR PREVAILING WAGE AMOUNTS. RELATIVE TO THE WAIVERS AND RELEASES CONTAINED IN THIS SECTION 4.8.2, DEVELOPER ACKNOWLEDGES THE PROTECTIONS OF CIVIL CODE SECTION 1542, WHICH READS AS FOLLOWS:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.

4.8.3 **INITIALS.** BY INITIALING BELOW, DEVELOPER KNOWINGLY AND VOLUNTARILY WAIVES THE PROVISIONS OF SECTION 1542 SOLELY IN CONNECTION WITH THE WAIVERS AND RELEASES CONTAINED IN SECTION 4.8.2:

Initials of Authorized
Developer Representative

4.9 Certificates of Completion.

4.9.1 Following the completion of the portion of the Project to be completed on a Parcel, excluding any normal and minor building "punch-list" items to be completed by Developer or Tenant, and upon written request from Developer for issuance of a Certificate of Completion, Agency shall inspect such portion of the Project to determine whether the Project has been completed in compliance with this Agreement. If Agency determines that such portion of the Project is complete and in compliance with this Agreement, Agency shall furnish Developer with a Certificate of Completion for such portion of the Project. If Agency determines that such portion of the Project is not in compliance with this Agreement, Agency shall send Notice of each non-conformity to Developer, pursuant to Section 4.9.3.

4.9.2 Agency shall not unreasonably withhold the issuance of a Certificate of Completion. A Certificate of Completion shall be evidence of Agency's conclusive determination of satisfactory completion of a portion of the Project pursuant to the terms of this Agreement. After the recordation of a Certificate of Completion, any

person then owning or thereafter purchasing, leasing or otherwise acquiring any interest in the Property or any Parcel shall not (because of such ownership, purchase, lease or acquisition) incur any obligation or liability under this Agreement regarding construction or installation of the portion(s) of the Project to which such Certificate of Completion relates, except that such person shall be bound by any reservations, covenants, conditions, restrictions and other interests recorded against the Property pursuant to this Agreement.

4.9.3 If Agency fails or refuses to issue a Certificate of Completion for a portion of the Project after written request from Developer, Agency shall, within fifteen (15) calendar days of Developer's written request or within three (3) calendar days after the next regular meeting of Agency governing body, whichever date occurs later, provide Developer with a written statement setting forth the reasons for Agency's failure or refusal to issue a Certificate of Completion. The statement shall also contain Agency's opinion of the action(s) Developer must take to obtain a Certificate of Completion from Agency. If the reason for such refusal is confined to the immediate unavailability of specific items or materials for construction or landscaping at a price reasonably acceptable to Developer or other minor building "punch-list" items, Agency may issue its Certificate of Completion upon the posting of a bond or irrevocable standby letter of credit by Developer in a form reasonably acceptable to Agency in an amount representing the fair value of the work remaining to be completed, as reasonably determined by Agency. If Agency fails to provide such written statement, within the specified time period, Developer shall be deemed conclusively and without further action of Agency to have satisfied the requirements of this Agreement with respect to the applicable portion(s) of the Project as if a Certificate of Completion had been issued by Agency pursuant to this Agreement.

4.9.4 A Certificate of Completion shall not be deemed to constitute a Notice of Completion under Section 3093 of the California Civil Code, nor shall it act to terminate the continuing covenants, restrictions or conditions contained in the Agency Deed or any other instruments recorded against the Property pursuant to this Agreement. A Certificate of Completion is not evidence of the compliance of any portion of the Project with any Laws of a Government with jurisdiction over the Property, other than Agency.

5. SPECIAL COVENANTS OF DEVELOPER

5.1 Maintenance Condition of the Property. Developer for itself, its successors and assigns covenants and agrees that:

5.1.1 The areas of the Property that are subject to public view (including all existing and future improvements, paving, walkways, landscaping, exterior signage and ornamentation) shall be maintained in good repair and a neat, clean and orderly condition, ordinary wear and tear excepted. If, at any time within fifteen (15) years following the Close of Escrow, there is an occurrence of an adverse condition on any area of the Property that is subject to public view in contravention of the general maintenance standard described above (a "**Maintenance Deficiency**"), then Agency shall Notify Developer in writing of the Maintenance Deficiency. If Developer fails to cure or commence and diligently pursue to cure the Maintenance Deficiency within thirty (30) calendar days of its receipt of Notice of the Maintenance Deficiency, Agency may conduct a public hearing, following transmittal of Notice of the hearing to Developer, at least ten (10) calendar days prior to the scheduled date of such public hearing, to verify whether a Maintenance Deficiency exists and whether

Developer has failed to comply with the provisions of this Section 5.1. If, upon the conclusion of the public hearing, Agency finds that a Maintenance Deficiency exists and that there appears to be non-compliance with the general maintenance standard described in this Section 5.1.1, Agency shall have the right to enter the Property and perform all acts necessary to cure the Maintenance Deficiency, or to take any other action at law or in equity that may then be available to Agency to accomplish the abatement of the Maintenance Deficiency. Any sum expended by Agency for the abatement of a Maintenance Deficiency on the Property as authorized by this Section 5.1 shall become a lien on the Property until paid.

5.1.2 Graffiti, as this term is defined in Government Code Section 38772, that has been applied to any exterior surface of a structure or improvement on the Property that is visible from any public right-of-way adjacent or contiguous to the Property, shall be removed by Developer by either painting over the evidence of such vandalism with a paint that has been color-matched to the surface on which the paint is applied, or graffiti may be removed with solvents, detergents or water, as appropriate. If any such graffiti and is not removed within 72 hours following the time of the discovery of the graffiti by Developer, Agency shall have the right to enter the Property and remove the graffiti, after not less than 48 hours Notice to Developer during Business Days; provided, however, if the extent and nature of the graffiti is such that more than 72 hours is reasonably necessary to remove the graffiti, then Developer shall have such additional time as is reasonably necessary to remove the graffiti so long as Developer commences the removal of the graffiti during such 72 hour period and thereafter diligently continues the removal process until complete. Any sum expended by Agency for the removal of graffiti from the Property as authorized by this Section 5.1.2, shall become a lien on the Property until paid.

5.2 Covenant to Maintain Property on Tax Rolls for 10 Years.

5.2.1 The Developer shall assure that the entire Property remains on the County of Orange, California, secured real property tax rolls for the ten (10) years following the Project Completion Date.

5.2.2 For the ten (10) year period following the Project Completion Date, the Developer for itself and its successors and assigns covenants and agrees to pay all property tax bills with respect to the Property and all improvements thereon on or before the last day for the timely payment of each property tax installment on December 10 and April 10 and to timely pay all supplemental tax bills regarding the Property issued by the County of Orange, California.

5.2.3 The Developer understands and agrees that neither the Developer, nor its successors or assigns shall use or otherwise sell, transfer, convey, assign, lease, leaseback or hypothecate the Property or the Project or any portion thereof to any entity or person, or for any use of the Property or the Project, or any portion thereof, that is partially or wholly exempt from the payment of real property taxes or that would cause the exemption of the payment of all or any portion of real property taxes otherwise assessable regarding the Property or the Project, without the prior written consent of the Agency for a period of ten (10) years after the Project Completion Date.

5.2.4 The covenants of this Section 5.2 shall run with the land of the Property and shall be covenants set forth in the Agency Deed. Upon an approved or Permitted Transfer of the Property by Developer, Developer shall be deemed released from any obligations pursuant to this Article.

5.3 No Discrimination or Segregation. The Developer covenants by and for itself, himself or herself, its, his or her heirs, executors, administrators, and assigns, and all Persons claiming under or through it, him or her, and this Agreement is made and accepted upon and subject to the following conditions:

5.3.1 Standards. That there shall be no discrimination against or segregation of any Person or group of Persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the Property nor shall the Developer, itself, himself or herself, or any Person claiming under or through it, him or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, subtenants, sublessees, or vendees in the Property.

5.3.2 Covenant Running With Land. The provisions of this Section 5.3 shall be a covenant running with the land of the Property and binding on all successive owners and users of the Property.

5.4 Developer Covenant to Defend this Agreement. The Developer acknowledges that the Agency is a "public entity" and/or a "public agency" as defined under applicable California law. Therefore, the Agency must satisfy the requirements of certain California statutes relating to the actions of public entities, including, without limitation, CEQA. Also, as a public body, the Agency's action in approving this Agreement may be subject to proceedings to invalidate this Agreement or mandamus. The Developer assumes the risk of delays and damages that may result to the Developer from any third-party legal actions related to the Agency's approval of this Agreement or the pursuit of the activities contemplated by this Agreement, even in the event that an error, omission or abuse of discretion by the Agency is determined to have occurred. If a third-party files a legal action regarding the Agency's approval of this Agreement or the pursuit of the activities contemplated by this Agreement, the Agency may terminate this Agreement on thirty (30) calendar days written notice to the Developer of the Agency's intent to terminate this Agreement, referencing this Section 5.4, without any further obligation to perform the terms of this Agreement and without any liability to the Developer resulting from such termination, unless the Developer unconditionally agrees to indemnify and defend the Agency, with legal counsel acceptable to the Agency, against such third-party legal action, as provided hereinafter in this Section 5.4. Within thirty (30) calendar days of receipt of the Agency's notice of intent to terminate this Agreement, as provided in the preceding sentence, the Developer may in Developer's sole and absolute discretion offer to defend the Agency, with legal counsel acceptable to the Agency, in the third-party legal action and pay all of the court costs, attorney fees, monetary awards, sanctions, attorney fee awards, expert witness and consulting fees, and the expenses of any and all financial or performance obligations resulting from the disposition of the legal action. Developer is under no obligation to indemnify and defend Agency unless and until it elects to make the offer required by this Section 5.4. Any such offer from the Developer

must be in writing and reasonably acceptable to the Agency in both form and substance. Nothing contained in this Section 5.4 shall be deemed or construed to be an express or implied admission that either party hereto is liable to the other party hereto or any other person or entity for damages alleged from any alleged or established failure to comply with any statute, including, without limitation, CEQA.

5.5 Environmental Indemnity of the City by the Developer. The Developer agrees, at its sole cost and expense, to fully indemnify, protect, hold harmless, and defend (with counsel selected by the Developer and approved by the Agency) the Agency and its elected officials, officers, attorneys, agents and employees and each of them, from and against any and all claims, demands, damages, losses, liabilities, obligations, penalties, fines, actions, causes of action, judgments, suits, proceedings, costs, disbursements and expenses, including, without limitation, attorney fees, disbursements and costs of attorneys, environmental consultants and other experts, and all foreseeable and unforeseeable damages or costs of any kind or of any nature whatsoever (collectively, "Environmental Losses") that may, at any time, be imposed upon, incurred or suffered by, or claimed, asserted or awarded against, the Agency directly or indirectly relating to or arising from any of the following "Environmental Matters" existing or occurring during or arising from the Developer's ownership of the Property or construction or operation of the Project:

5.5.1 The presence of Hazardous Materials on, in, under, from or affecting all or any portion of the Property or the Project;

5.5.2 The storage, holding, handling, release, threatened release, discharge, generation, leak, abatement, removal or transportation of any Hazardous Materials on, in, under, from or affecting the Property or the Project;

5.5.3 The violation of any law, rule, regulation, judgment, order, permit, license, agreement, covenant, restriction, requirement or the like by the Developer, its agents or contractors, relating to or governing in any way Hazardous Materials on, in, under, from or affecting the Property or the Project;

5.5.4 The failure of the Developer, its agents or contractors, to properly complete, obtain, submit and/or file any and all notices, permits, licenses, authorizations, covenants and the like in connection with the Developer's activities on the Property or regarding the Project;

5.5.5 The implementation and enforcement by the Developer, its agents or contractors of any monitoring, notification or other precautionary measures that may, at any time, become necessary to protect against the release, potential release or discharge of Hazardous Materials on, in, under, from or affecting the Property or the Project;

5.5.6 The failure of the Developer, its agents or contractors, in compliance with all applicable Environmental Laws, to lawfully remove, contain, transport or dispose of any Hazardous Materials existing, stored or generated on, in, under or from the Property or the Project;

5.5.7 Any investigation, inquiry, order, hearing, action or other proceeding by or before any governmental agency in connection with any Hazardous

Materials on, in, under, from or affecting the Property or the Project or the violation of any Environmental Law relating to the Property or the Project;

5.5.8 The Developer shall pay to the Agency all costs and expenses including, without limitation, reasonable attorney's fees and costs, incurred by the Agency in connection with enforcement of the aforementioned environmental indemnity.

5.6 Survival of Covenants. Each of the covenants set forth in this Section 5 shall be a covenant running with the land of the Property and each such covenant shall survive the Close of Escrow, the recordation of the Agency Deed, and issuance and recordation of each and every Certificate of Completion for the Project, for the time period specifically set forth in each such covenant.

5.7 Mortgagee Protection. No violation or breach of the covenants, conditions, restrictions, provisions or limitations set forth in this Agreement shall defeat or render invalid or in any way impair the lien or charge of any Permitted Security Instrument or, following the issuance of a Certificate of Completion for the portion of the Project to be completed upon a Parcel, any Security Instrument encumbering such Parcel; provided, however, that any successor in interest to the Property shall be bound by such remaining covenants, conditions, restrictions, limitations and provisions, whether such successor's title was acquired by foreclosure, deed in lieu of foreclosure, trustee's sale or otherwise.

5.8 Prohibited Uses. No portion of the Property shall be used for a junkyard, adult entertainment, adult movie theater, adult bookstore, massage parlor, pawn shop, dollar store, check cashing center (the foregoing shall in no event prohibit banking facilities within a grocery store or a walk up ATM), payday loan or other similar business, laundromat, marijuana dispensary, tattoo parlor or fortuneteller, or for the sale of narcotics paraphernalia, or for the long term treatment, storage or disposal of Hazardous Materials.

5.9 Covenant to Open Anchor Tenant. Developer covenants that the Tenant shall open and conduct retail/commercial sales for not less than one day in accordance with the Schedule of Performance. Developer may seek a waiver of this covenant by the City Manager if, after making a good faith effort to secure a Tenant willing to comply with this covenant, Developer provides City Manager with written evidence that a good faith effort has been made to secure compliance with this covenant and that Tenant is unwilling to sign a lease containing a requirement to open for retail/commercial sales. City Manager's consent to waive this covenant shall not be unreasonably withheld.

6. INSURANCE

6.1 Insurance Policies. To protect Agency Parties against all insurable Claims resulting from the actions of Developer in connection with this Agreement, the Property or the Project, at the sole cost and expense of Developer, Developer shall obtain and maintain for the Project, until the Project Completion Date, the following insurance (or its then reasonably available equivalent): (a) Liability Insurance; (b) Automobile Liability Insurance; (c) Builder's Risk Insurance; and (d) Worker's Compensation Insurance to the extent Developer has any employees.

6.2 Nature of Insurance. All insurance policies this Agreement requires shall be issued by carriers that: (a) are listed in the then current "Best's Key Rating Guide—Property/Casualty—United States & Canada" publication (or its equivalent, if such publication ceases to be published) with a minimum financial strength rating of "A-" and a minimum financial size category of "VII" (exception may be made for the State Compensation Insurance Fund when not specifically rated); and (b) are authorized to do business in the State. Developer may provide any insurance under a "blanket" or "umbrella" insurance policy, provided that: (i) such policy or a certificate of such policy shall specify the amount(s) of the total insurance allocated to the Property and the Project, which amount(s) shall equal or exceed the amount(s) required by this Agreement; and (ii) such policy otherwise complies with the insurance requirements in this Agreement.

6.3 Policy Requirements and Endorsements. All insurance policies required by this Agreement shall contain (by endorsement or otherwise) the following provisions:

6.3.1 **Insured.** Liability Insurance policies shall name Agency Parties as "additional insured." Builder's Risk Insurance policies shall name Agency as a "loss payee", only if Agency acknowledges and agrees in writing that all proceeds of such insurance shall be paid to Developer or Tenant, as applicable, to complete the Project.

6.3.2 **Primary Coverage.** Any insurance or self-insurance maintained by Agency Parties shall be excess of all insurance required under this Agreement and shall not contribute with any insurance required under this Agreement.

6.3.3 **Deliveries to Agency.** Developer shall deliver to Agency certified copies of all Liability Insurance required by this Agreement prior to the commencement of any Due Diligence Investigations. Developer shall deliver to Agency certified copies of all insurance policies required by this Agreement prior to the Close of Escrow. Builder's Risk Insurance coverage shall commence no later than the time of initial contractor mobilization for the Project. No later than ten (10) calendar days before any insurance required by this Agreement expires, is cancelled or its liability limits are reduced or exhausted, Developer shall deliver to Agency certified copies of all such insurance policies showing coverage for, at least, six (6) months after such event. Each insurance policy required by this Agreement shall state or be endorsed to state that coverage shall not be cancelled, suspended, voided, reduced in coverage or in limits, except after thirty (30) calendar days advance written notice of such action has been given to Agency by certified mail, return receipt requested; provided; however, that only ten (10) calendar days advance written notice shall be required for any such action arising from non-payment of the premium for the insurance. Phrases such as "endeavor to" and "but failure to mail such Notice shall impose no obligation or liability of any kind upon the company" shall not be included in the cancellation wording of any certificates or policies of insurance or endorsements to such policies applicable to Agency Parties pursuant to this Agreement or otherwise required under this Agreement.

6.3.4 **Waiver of Certain Claims.** Developer shall cause each insurance carrier providing Builder's Risk Insurance or Worker's Compensation Insurance coverage to Developer in satisfaction of the requirements of this Agreement to endorse their applicable policy(ies) with a Waiver of Subrogation with respect to Agency Parties, if not already in the policy. To the extent that Developer obtains insurance with a Waiver of Subrogation, the Parties release each other, and their respective authorized representatives, from any

Claims for damage to any Person or property to the extent such Claims are paid by such insurance policies obtained pursuant to and in satisfaction of the provisions of this Agreement.

6.3.5 **No Representation.** No Party makes any representation that the limits, scope, or forms of insurance coverage this Agreement requires are adequate or sufficient.

6.3.6 **No Claims Made Coverage.** None of the insurance coverage required under this Agreement may be written on a claims-made basis.

6.3.7 **Fully Paid and Non-Assessable.** All insurance obtained and maintained in satisfaction of the requirements of this Agreement shall be fully paid for and non-assessable.

6.3.8 **Agency Option to Obtain Coverage.** During the continuance of an Event of Default arising from the failure of Developer to carry any insurance required by this Agreement, Agency may, in Agency's sole and absolute discretion, purchase any such required insurance coverage. Agency shall be entitled to immediate payment from Developer of any premiums and associated reasonable costs paid by Agency to obtain or maintain such insurance coverage. Any amount becoming due and payable to Agency under this Section 6.3.8 that is not paid within fifteen (15) calendar days after written demand from Agency for payment of such amount, with an explanation of the amounts demanded, will bear Default Interest from the date of the demand until paid in full, including payment of all such accrued Default Interest. Any election by Agency to purchase or not to purchase insurance otherwise required by the terms of this Agreement to be carried by Developer shall not relieve Developer or any other Person of its obligation to obtain or maintain or cause any other Person to obtain or maintain any insurance coverage required by this Agreement.

6.3.9 **Separation of Insured.** All Liability Insurance and Automobile Liability Insurance shall provide for separation of insured for the named insured and Agency Parties. Insurance policies obtained in satisfaction of or in accordance with the requirements of this Agreement may provide a cross-suits exclusion for suits between named insured Persons, but shall not exclude suits between named insured Persons and additional insured Persons.

6.3.10 **Deductibles and Self-Insured Retentions.** Any deductibles or self-insured retentions under insurance policies required by this Agreement shall be declared to and approved by Agency. In the event of an insured loss, the named insured under the applicable insurance policy shall pay all such deductibles or self-insured retentions regarding Agency Parties. Each Liability Insurance or Automobile Liability Insurance policy issued in satisfaction of the requirements of this Agreement shall provide that, to the extent the named insured under the policy fails to pay all or any portion of a self-insured retention under such policy in reference to an otherwise insured loss, Agency may pay the unpaid portion of such self-insured retention, in Agency's sole and absolute discretion.

6.3.11 **No Separate Insurance.** Developer shall not carry separate or additional insurance concurrent in form or contributing in the event of loss with that

required under this Agreement, unless Agency is made an additional insured under such insurance, as required by this Agreement for the type of insurance required to be carried under this Agreement.

7. DEVELOPER FINANCING AND PROPERTY TAXES

7.1 Only Permitted Encumbrances. Developer shall not record and shall not allow to be recorded against the Property any Security Instrument, lien or other encumbrance that is not a Permitted Encumbrance, without the prior written consent of Agency, which consent may be given, withheld or conditioned in Agency's sole and absolute discretion. Developer shall remove or cause to be removed any Prohibited Encumbrance made or recorded against the Property or shall assure the complete satisfaction of any such Prohibited Encumbrance to the satisfaction of Agency, in Agency's sole and absolute discretion. The covenants of Developer set forth in this Section 7.1 regarding the placement and removal of encumbrances on the Property shall run with the land of each Parcel and bind successive owners, until issuance by Agency of a Certificate of Completion for the portion of the Project to be completed upon such Parcel.

7.2 Notice of Liens. Developer shall promptly Notify Agency of any Security Instrument or lien asserted against or attached to a Parcel, prior to the date of issuance by Agency of a Certificate of Completion for the portion of the Project to be completed upon such Parcel, whether by voluntary act of Developer or otherwise; provided, however, that no Notice of filing of preliminary notices or mechanic's liens need be given by Developer to Agency, prior to suit being filed to foreclose any such mechanic's lien.

7.3 Property Taxes and Assessments. Developer shall pay prior to delinquency all real property taxes and assessments assessed and levied on or against the Property or the Project. Nothing in this Agreement shall be deemed to prohibit Developer from contesting the validity or amounts of any tax assessment, encumbrance or lien in accordance with applicable Law, or to limit the remedies available to Developer in respect thereto.

8. REPRESENTATIONS AND WARRANTIES OF DEVELOPER

8.1 Representations and Warranties by Developer. Developer makes the following representations, covenants and warranties as of the Effective Date and acknowledges that the execution of this Agreement by Agency is made in material reliance by Agency on such covenants, representations and warranties of Developer:

8.1.1 Developer has taken all requisite action and obtained all requisite consents in connection with entering into this Agreement, such that this Agreement is valid and enforceable against Developer in accordance with its terms and each instrument to be executed by Developer pursuant to or in connection with this Agreement will, when executed, be valid and enforceable against Developer in accordance with its terms. No approval, consent, order or authorization of, or designation or declaration of any other person, is required in connection with the valid execution, delivery or performance of this Agreement by Developer.

8.1.2 If Developer becomes aware of any act or circumstance that would change or render incorrect, in whole or in part, any representation or warranty made by

Developer under this Agreement, whether as of the date given or any time thereafter, whether or not such representation or warranty was based upon Developer's knowledge and/or belief as of a certain date, Developer will give immediate written notice of such changed fact or circumstance to Agency.

9. REMEDIES, INDEMNITY AND TERMINATION

9.1 PRE-CLOSING LIQUIDATED DAMAGES TO AGENCY. UPON THE OCCURRENCE OF AN EVENT OF DEFAULT BY DEVELOPER UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW, AGENCY MAY CANCEL THE ESCROW, PURSUANT TO SECTION 3.13, AND TERMINATE THIS AGREEMENT. UPON CANCELLATION OF THE ESCROW AND TERMINATION OF THIS AGREEMENT, AGENCY SHALL BE RELIEVED OF ANY OBLIGATION OF AGENCY UNDER THIS AGREEMENT TO SELL OR CONVEY THE PROPERTY TO DEVELOPER. ANY SUCH ESCROW CANCELLATION AND TERMINATION OF THIS AGREEMENT SHALL BE WITHOUT ANY LIABILITY OF AGENCY TO DEVELOPER OR ANY OTHER PERSON ARISING FROM SUCH ACTION. AGENCY AND DEVELOPER ACKNOWLEDGE THAT IT IS EXTREMELY DIFFICULT AND IMPRACTICAL TO ASCERTAIN THE AMOUNT OF DAMAGES THAT WOULD BE SUFFERED BY AGENCY, IN THE EVENT OF A CANCELLATION OF THE ESCROW AND TERMINATION OF THIS AGREEMENT DUE TO THE OCCURRENCE OF AN EVENT OF DEFAULT BY DEVELOPER UNDER THIS AGREEMENT, PRIOR TO THE CLOSE OF ESCROW. HAVING MADE DILIGENT BUT UNSUCCESSFUL ATTEMPTS TO ASCERTAIN THE ACTUAL DAMAGES AGENCY WOULD SUFFER, IN THE EVENT OF A CANCELLATION OF THE ESCROW AND TERMINATION OF THIS AGREEMENT DUE TO THE OCCURRENCE OF AN EVENT OF DEFAULT BY DEVELOPER UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW, AGENCY AND DEVELOPER AGREE THAT A REASONABLE ESTIMATE OF AGENCY'S DAMAGES IN SUCH EVENT IS THE AMOUNT OF THE DEPOSIT. THEREFORE, UPON THE CANCELLATION OF THE ESCROW AND TERMINATION OF THIS AGREEMENT BY AGENCY DUE TO THE OCCURRENCE OF AN EVENT OF DEFAULT BY DEVELOPER UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW, THE ESCROW AGENT SHALL IMMEDIATELY CANCEL THE ESCROW AND PROMPTLY DELIVER THE DEPOSIT TO AGENCY. RECEIPT OF THE DEPOSIT SHALL BE AGENCY'S SOLE AND EXCLUSIVE REMEDY UPON THE CANCELLATION OF THE ESCROW AND TERMINATION OF THIS AGREEMENT DUE TO THE OCCURRENCE OF AN EVENT OF DEFAULT BY DEVELOPER UNDER THIS AGREEMENT, PRIOR TO THE CLOSE OF ESCROW.

Initials of Authorized
Agency Representative

Initials of Authorized
Developer Representative

9.2 DEVELOPER'S REMEDIES PRIOR TO CLOSE OF ESCROW.

9.2.1 LIMITATION ON REMEDIES. DURING THE CONTINUANCE OF AN EVENT OF DEFAULT BY AGENCY UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW THAT PREVENTS DEVELOPER FROM ACQUIRING TITLE TO THE PROPERTY, DEVELOPER SHALL BE LIMITED

TO THE REMEDY OF TERMINATION OF THIS AGREEMENT (INCLUDING CANCELLATION OF THE ESCROW AND A REFUND OF THE DEPOSIT AND THE INITIAL DEPOSIT TO DEVELOPER). UNDER NO CIRCUMSTANCES SHALL AGENCY BE LIABLE TO DEVELOPER UNDER THIS AGREEMENT FOR COSTS OR ANY SPECULATIVE, CONSEQUENTIAL, COLLATERAL, SPECIAL, PUNITIVE OR INDIRECT DAMAGES OR FOR ANY LOSS OF PROFITS SUFFERED OR CLAIMED TO HAVE BEEN SUFFERED BY DEVELOPER.

9.2.2 WAIVER OF RIGHTS. DEVELOPER ACKNOWLEDGES AND AGREES THAT AGENCY WOULD NOT HAVE ENTERED INTO THIS AGREEMENT IF AGENCY WERE TO BE LIABLE TO DEVELOPER FOR SPECIFIC PERFORMANCE OR ANY MONETARY DAMAGES, MONETARY RECOVERY OR ANY OTHER REMEDY DURING THE CONTINUANCE OF AN EVENT OF DEFAULT UNDER THIS AGREEMENT BY AGENCY PRIOR TO THE CLOSE OF ESCROW THAT PREVENTS DEVELOPER FROM ACQUIRING TITLE TO THE PROPERTY, OTHER THAN TERMINATION OF THIS AGREEMENT (INCLUDING CANCELLATION OF THE ESCROW AND A REFUND OF THE DEPOSIT AND THE INITIAL DEPOSIT TO DEVELOPER). ACCORDINGLY, AGENCY AND DEVELOPER AGREE THAT THE REMEDIES SPECIFICALLY PROVIDED FOR IN SECTION 9.2.1 ARE REASONABLE AND SHALL BE DEVELOPER'S SOLE AND EXCLUSIVE RIGHTS AND REMEDIES DURING THE CONTINUANCE OF AN EVENT OF DEFAULT UNDER THIS AGREEMENT BY AGENCY PRIOR TO THE CLOSE OF ESCROW THAT PREVENTS DEVELOPER FROM ACQUIRING TITLE TO THE PROPERTY. DEVELOPER WAIVES ANY RIGHT TO PURSUE ANY REMEDY OR DAMAGES OTHER THAN THOSE SPECIFICALLY PROVIDED IN SECTION 9.2.1 REGARDING AN AGENCY EVENT OF DEFAULT PRIOR TO THE CLOSE OF ESCROW THAT PREVENTS DEVELOPER FROM ACQUIRING TITLE TO THE PROPERTY.

9.2.3 STATEMENT OF INTENT. CALIFORNIA CIVIL CODE SECTION 1542 NOTWITHSTANDING, IT IS THE INTENTION OF DEVELOPER TO BE BOUND BY THE LIMITATION ON DAMAGES AND REMEDIES SET FORTH IN THIS SECTION 9.2, AND, EXCEPT AS SET FORTH IN THIS SECTION 9.2, DEVELOPER HEREBY RELEASES ANY AND ALL CLAIMS AGAINST AGENCY FOR SPECIFIC PERFORMANCE, MONETARY DAMAGES, MONETARY RECOVERY OR OTHER LEGAL OR EQUITABLE RELIEF RELATED TO ANY EVENT OF DEFAULT UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW, WHETHER OR NOT ANY SUCH RELEASED CLAIMS WERE KNOWN OR UNKNOWN TO DEVELOPER AS OF THE EFFECTIVE DATE OF THIS AGREEMENT.

9.2.4 CIVIL CODE SECTION 1542 WAIVER. DEVELOPER ACKNOWLEDGES THE PROTECTIONS OF CIVIL CODE SECTION 1542 RELATIVE TO THE WAIVERS AND RELEASES CONTAINED IN THIS SECTION 9.2, WHICH CIVIL CODE SECTION READS AS FOLLOWS:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF

EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.

9.2.5 **ACKNOWLEDGMENT.** BY INITIALING BELOW, DEVELOPER KNOWINGLY AND VOLUNTARILY WAIVES THE PROVISIONS OF SECTION 1542 AND ALL OTHER STATUTES AND JUDICIAL DECISIONS (WHETHER STATE OR FEDERAL) OF SIMILAR EFFECT SOLELY IN CONNECTION WITH THE WAIVERS AND RELEASES CONTAINED IN THIS SECTION 9.2.

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Developer Representative

9.3 Legal Actions. Either Party may institute legal action, at law or in equity, to enforce or interpret the rights or obligations of the Parties under this Agreement or recover damages, subject to the provisions of Sections 9.1 or 9.2.

9.4 Rights and Remedies are Cumulative. Except as otherwise expressly stated in this Agreement, the rights and remedies of the Parties set forth in this Agreement are cumulative and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by such Party, at the same or different times, of any other rights or remedies for the same Default or the same rights or remedies for any other Default by the other Party.

9.5 Indemnification.

9.5.1 **Agency Indemnity Obligations.** Agency shall Indemnify Developer Parties against any Claim to the extent such Claim arises from any wrongful intentional act or negligence of Agency Parties, but only to the extent that Agency may be held liable under applicable law for such wrongful intentional act or negligence and exclusive of any violation of law (including the State Constitution) relating to Agency's approval, entry into or performance of this Agreement. Nothing in this Agreement is intended nor shall be interpreted to waive any limitation on Agency's liability, any exemption from liability in favor of Agency, any claim presentment requirement for bringing an action regarding any liability of Agency or any limitations period applicable to liability of Agency, all as set forth in Government Code Sections 800 *et seq.*, Sections 900 *et seq.*, or in any other Law, or require Agency to Indemnify any Person beyond such limitations on Agency's liability.

9.5.2 **Developer Indemnity Obligations.** Developer shall Indemnify Agency Parties against any Claim to the extent such Claim arises from: (a) any wrongful intentional act or negligence of Developer Parties; (b) any Claims relating to Due Diligence Investigations except for the mere discovery of existing Hazardous Materials; (c) any Application made by or at Developer's request; (d) any agreements that Developer (or anyone claiming by or through Developer) makes with a Third Person regarding the Property or the Project; (e) any worker's compensation claim or determination relating to any employee of Developer Parties or their contractors; or (f) any Prevailing Wage Action

relating to this Agreement or the Project; (g) any Environmental Claim regarding the Project, the Property or attributable to any action or failure to act by Developer Parties.

9.5.3 Independent of Insurance Obligations. Developer's indemnification obligations under this Agreement shall not be construed or interpreted as in any way restricting, limiting, or modifying Developer's insurance or other obligations under this Agreement. Developer's obligation to Indemnify Agency Parties under this Agreement is independent of Developer's insurance and other obligations under this Agreement. Developer's compliance with Developer's insurance obligations and other obligations under this Agreement shall not in any way restrict, limit, or modify Developer's indemnification obligations under this Agreement and are independent of Developer's indemnification and other obligations under this Agreement.

9.5.4 Survival of Indemnification and Defense Obligations. The indemnity and defense obligations of the Parties under this Agreement shall survive the expiration or earlier termination of this Agreement, until any and all actual or prospective Claims regarding any matter subject to an indemnity obligation under this Agreement are fully, finally, absolutely and completely barred by applicable statutes of limitations.

9.5.5 Indemnification Procedures. Wherever this Agreement requires any Indemnitor to Indemnify any Indemnitee:

(a) *Prompt Notice.* The Indemnitee shall promptly Notify the Indemnitor of any Claim.

(b) *Selection of Counsel.* The Indemnitor shall select counsel reasonably acceptable to the Indemnitee. Counsel to Indemnitor's insurance carrier that is providing coverage for a Claim shall be deemed reasonably satisfactory, except in the event of a potential or actual conflict of interest for such counsel regarding such representation or such counsel proves to be incompetent regarding such representation. Even though the Indemnitor shall defend the Claim, Indemnitee may, at Indemnitee's option and expense (except in a situation where the Indemnitor is defending Indemnitee under a reservation of rights, in which situation the Indemnitor shall pay for such separate counsel), engage separate counsel to advise it regarding the Claim and its defense. The Indemnitee's separate counsel may attend all proceedings and meetings. The Indemnitor's counsel shall actively consult with the Indemnitee's separate counsel.

(c) *Cooperation.* The Indemnitee shall reasonably cooperate with the Indemnitor's defense of the Indemnitee.

(d) *Settlement.* The Indemnitor may only settle a Claim with the consent of the Indemnitee. Any settlement shall procure a release of the Indemnitee from the subject Claims, shall not require the Indemnitee to make any payment to the claimant and shall provide that neither the Indemnitee nor the Indemnitor on behalf of Indemnitee admits any liability.

10. GENERAL PROVISIONS

10.1 Incorporation of Recitals. The Recitals of fact set forth preceding this Agreement are true and correct and are incorporated into this Agreement in their entirety by this reference.

10.2 Notices, Demands and Communications Between the Parties. Any and all Notices submitted by any Party to the other Party pursuant to or as required by this Agreement shall be proper, if in writing and sent by messenger for immediate personal delivery, nationally recognized overnight (one Business Day) courier (i.e., United Parcel Service, Federal Express, etc.) or by registered or certified United States mail, postage prepaid, return receipt requested, to the address of the recipient Party, as designated below in this Section 10.2. Notices may be sent in the same manner to such other addresses as either Party may from time to time designate by Notice in accordance with this Section 10.2. Notice shall be deemed received by the addressee, regardless of whether or when any return receipt is received by the sender or the date set forth on such return receipt, on the day that the Notice is sent by messenger for immediate personal delivery, one Business Day after delivery to a nationally recognized overnight carrier or two (2) calendar days after the Notice is placed in the United States mail in accordance with this Section 10.2. Any attorney representing a Party may give any Notice on behalf of such Party. The Notice addresses for the Parties, as of the Effective Date, are as follows:

To Developer:	Frontier Real Estate Investments, Inc. 610 Newport Center Drive, Suite 410 Newport Beach, CA 92660 Attn: Dan Almquist
With Copy To:	Frontier Real Estate Investments, Inc. 2700 Pacific Coast Highway, Second Floor Torrance, CA 90505 Attn: Robert M. Jonas
To Agency:	Successor Agency to the City of Stanton Redevelopment Agency 7800 Katella Avenue Stanton, CA 90680 Attention: Executive Director
With Copy to:	Best Best & Krieger LLP 18101 Van Karman Avenue, Suite 1000 Irvine, CA 92614 Attention: Elizabeth W. Hull, Esq.

10.3 Relationship of Parties. The Parties each intend and agree that Agency and Developer are independent contracting entities and do not intend by this Agreement to create any partnership, joint venture, or similar business arrangement, relationship or association between them.

10.4 Warranty Against Payment of Consideration for Agreement. Developer represents and warrants to Agency that: (a) Developer has not employed or retained any Person

to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees of Developer and Third Persons to whom fees are paid for professional services related to planning, design or construction of the Project or documentation of this Agreement; and (b) no gratuities, in the form of entertainment, gifts or otherwise have been or will be given by Developer or any of Developer's agents, employees or representatives to any elected or appointed official or employee of Agency in an attempt to secure this Agreement or favorable terms or conditions for this Agreement. Breach of the representations or warranties of this Section 10.4 shall entitle Agency to terminate this Agreement or cancel the Escrow (or both) upon seven (7) calendar days' Notice to Developer and, if during the pendency of the Escrow, also to Escrow Agent.

10.5 Inspection of Books and Records. Agency shall have the right at all reasonable times, at Agency's cost and expense, to inspect the books and records of Developer pertaining to the Property or the Project. Agency shall not disclose proprietary information of Developer to Third Persons, unless required by law or otherwise resulting from or related to the pursuit of any remedies by or the assertion of any rights of Agency under this Agreement.

10.6 Calculation of Time Periods. Unless otherwise specified, all references to time periods in this Agreement measured in days shall be to consecutive calendar days, all references to time periods in this Agreement measured in months shall be to consecutive calendar months and all references to time periods in this Agreement measured in years shall be to consecutive calendar years. Any reference to Business Days in this Agreement shall mean consecutive Business Days.

10.7 Principles of Interpretation. No inference in favor of or against any Party shall be drawn from the fact that such Party has drafted any part of this Agreement. The Parties have both participated substantially in the negotiation, drafting and revision of this Agreement, with advice from legal and other counsel and advisers of their own selection. A word, term or phrase defined in the singular in this Agreement may be used in the plural, and vice versa, all in accordance with ordinary principles of English grammar, which shall govern all language in this Agreement. The words "include" and "including" in this Agreement shall be construed to be followed by the words: "without limitation." Each collective noun in this Agreement shall be interpreted as if followed by the words "(or any part of it)," except where the context clearly requires otherwise. Every reference to any document, including this Agreement, refers to such document, as modified from time to time (excepting any modification that violates this Agreement), and includes all exhibits, schedules, addenda and riders to such document. The word "or" in this Agreement includes the word "and." Every reference to a law, statute, regulation, order, form or similar governmental requirement refers to each such requirement as amended, modified, renumbered, superseded or succeeded, from time to time.

10.8 Governing Law. The procedural and substantive laws of the State shall govern the interpretation and enforcement of this Agreement, without application of conflicts of laws principles. The Parties acknowledge and agree that this Agreement is entered into, is to be fully performed in and relates to real property located in the County. All legal actions arising from this Agreement shall be filed in the Superior Court of the State in and for the County or in the United States District Court with jurisdiction in the County.

10.9 Parties to the Agreement. The Parties to this Agreement are Agency and Developer. The City is not a Party to this Agreement.

10.10 Unavoidable Delay; Extension of Time of Performance.

10.10.1 **Notice.** Subject to any specific provisions of this Agreement stating that they are not subject to Unavoidable Delay or otherwise limiting or restricting the effects of an Unavoidable Delay (if any), performance by either Party under this Agreement shall not be deemed or considered to be in Default, where any such Default is due to the occurrence of an Unavoidable Delay. Any Party claiming an Unavoidable Delay shall Notify the other Party: (a) within twenty (20) calendar days after such Party knows of any such Unavoidable Delay; and (b) within ten (10) calendar days after such Unavoidable Delay ceases to exist. To be effective, any Notice of an Unavoidable Delay must describe the Unavoidable Delay in reasonable detail. The Party claiming an extension of time to perform due to an Unavoidable Delay shall exercise reasonable efforts to cure the condition causing the Unavoidable Delay, within a reasonable time.

10.10.2 **Assumption of Economic Risks.** EACH PARTY EXPRESSLY AGREES THAT ADVERSE CHANGES IN ECONOMIC CONDITIONS, OF EITHER PARTY SPECIFICALLY OR THE ECONOMY GENERALLY, OR CHANGES IN MARKET CONDITIONS OR DEMAND OR CHANGES IN THE ECONOMIC ASSUMPTIONS OF EITHER PARTY THAT MAY HAVE PROVIDED A BASIS FOR ENTERING INTO THIS AGREEMENT SHALL NOT OPERATE TO EXCUSE OR DELAY THE PERFORMANCE OF EACH AND EVERY ONE OF EACH PARTY'S OBLIGATIONS AND COVENANTS ARISING UNDER THIS AGREEMENT. ANYTHING IN THIS AGREEMENT TO THE CONTRARY NOTWITHSTANDING, THE PARTIES EXPRESSLY ASSUME THE RISK OF UNFORESEEABLE CHANGES IN ECONOMIC CIRCUMSTANCES OR MARKET DEMAND OR CONDITIONS AND WAIVE, TO THE GREATEST EXTENT ALLOWED BY LAW, ANY DEFENSE, CLAIM, OR CAUSE OF ACTION BASED IN WHOLE OR IN PART ON ECONOMIC NECESSITY, IMPRACTICABILITY, CHANGED ECONOMIC CIRCUMSTANCES, FRUSTRATION OF PURPOSE, OR SIMILAR THEORIES. THE PARTIES AGREE THAT ADVERSE CHANGES IN ECONOMIC CONDITIONS, EITHER OF THE PARTY SPECIFICALLY OR THE ECONOMY GENERALLY, OR CHANGES IN MARKET CONDITIONS OR DEMANDS, SHALL NOT OPERATE TO EXCUSE OR DELAY THE STRICT OBSERVANCE OF EACH AND EVERY ONE OF THE OBLIGATIONS, COVENANTS, CONDITIONS AND REQUIREMENTS OF THIS AGREEMENT. THE PARTIES EXPRESSLY ASSUME THE RISK OF SUCH ADVERSE ECONOMIC OR MARKET CHANGES, WHETHER OR NOT FORESEEABLE AS OF THE EFFECTIVE DATE.

Initials of Authorized
Agency Representative

Initials of Authorized
Developer Representative

10.11 Tax Consequences. Developer acknowledges and agrees that Developer shall bear any and all responsibility, liability, costs or expenses connected in any way with any tax consequences experienced by Developer related to this Agreement.

10.12 Real Estate Commissions. Agency represents and warrants that the Agency has engaged Kosmont Company to provide brokerage services in connection with this Agreement and Kosmont Company is entitled to a commission or finder's fee which shall be paid pursuant

to a separate agreement. The Agency shall be solely responsible for any fee, cost or commission due to Kosmont Company. The Agency has not retained or employed any other entity to provide such services. Agency shall Indemnify the Developer against any breach of the representation and warranty set forth in this Section 10.12. Developer has been represented by Mr. Walter Pagel and Mr. Blake Woodward of CBRE, Inc. in regards to this transaction. Developer shall be solely responsible for any fee, cost or commission due to Mr. Pagel and/or Mr. Woodward related to this transaction and shall pay any such amount pursuant to a separate agreement. Developer shall Indemnify the Agency against claim for fee, costs or commissions associated with this Agreement whether by Mr. Pagel, Mr. Woodward or other person claiming through Developer.

10.13 No Third-Party Beneficiaries. Nothing in this Agreement, express or implied, is intended to confer any rights or remedies under or by reason of this Agreement on any Person other than the Parties and their respective permitted successors and assigns, nor is anything in this Agreement intended to relieve or discharge any obligation of any Third Person to any Party or give any Third Person any right of subrogation or action over or against any Party.

10.14 Developer Assumption of Risks of Legal Challenges. Developer assumes the risk of delays or damages that may result to Developer from any Third Person legal actions related to Agency's approval of this Agreement or any associated Approvals, even in the event that an error, omission or abuse of discretion by Agency is determined to have occurred. If a Third Person files a legal action regarding Agency's approval of this Agreement or any associated Approval (exclusive of legal actions alleging violation of Government Code Section 1090 by elected officials of Agency), Developer shall have the option to either: (a) cancel the Escrow and terminate this Agreement, in which case the Parties and the Escrow Agent shall proceed in accordance with Section 3.13; or (b) Indemnify Agency against such Third Person legal action, including all Legal Costs, monetary awards, sanctions, attorney fee awards, expert witness and consulting fees, and the expenses of any and all financial or performance obligations resulting from the disposition of the legal action; provided, however, that option "(a)" under this Section 10.144 shall only be available to Developer prior to the Close of Escrow. Should Developer fail to Notify Agency of Developer's election pursuant to this Section 10.144 at least fifteen (15) calendar days before response to the legal action is required by Agency, Developer shall be deemed to have elected to cancel the Escrow and terminate this Agreement pursuant to this Section 10.144. If Developer is deemed to have elected to cancel the Escrow and terminate this Agreement pursuant to this Section 10.144 and Developer does not send Notice of cancellation of the Escrow to Escrow Agent and Agency and Notice of termination of this Agreement to Agency within ten (10) calendar days following such event, then Agency shall have the right to terminate this Agreement and cancel the Escrow by sending Notice of cancellation of the Escrow to Escrow Agent and Developer and Notice of termination of this Agreement to Developer, without liability to Developer or any other Person. Agency shall reasonably cooperate with Developer in defense of Agency in any legal action subject to this Section 10.144, subject to Developer performing Developer's indemnity obligations for such legal action. Nothing contained in this Section 10.144 is intended to be nor shall be deemed or construed to be an express or implied admission that Agency may be liable to Developer or any other Person for damages or other relief regarding any alleged or established failure of Agency to comply with any Law. Any legal action that is subject to this Section 10.144 (including any appeal periods and the pendency of any appeals) shall constitute an Unavoidable Delay and the time periods for performance by either Party under this Agreement may be extended pursuant to the provisions of this Agreement regarding Unavoidable Delay.

10.15 Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the Parties and their respective heirs, executors, administrators, legal representatives, successors and assigns.

10.16 Time Declared to be of the Essence. As to the performance of any obligation under this Agreement of which time is a component, the performance of such obligation within the time specified is of the essence.

10.17 Entire Agreement. This Agreement integrates all of the terms, conditions and exhibits mentioned in this Agreement or incidental to this Agreement, and supersedes all negotiations or previous agreements between the Parties with respect to all or any portion of the Property or the development of the Project.

10.18 Waivers and Amendments. All waivers of the provisions of this Agreement must be in writing and signed by the authorized representative(s) of the Party making the waiver. All amendments to this Agreement must be in writing and signed by the authorized representative(s) of both Agency and Developer. Failure to insist on any one occasion upon strict compliance with any term, covenant, condition, restriction or agreement contained in this Agreement shall not be deemed a waiver of such term, covenant, condition, restriction or agreement, nor shall any waiver or relinquishment of any rights or powers under this Agreement, at any one time or more times, be deemed a waiver or relinquishment of such right or power at any other time or times.

10.19 Prohibition Against Changes in Ownership, Management or Control of Developer or Assignment. Developer acknowledges and agrees that the qualifications and identity of Developer are of particular importance and concern to Agency. Developer further acknowledges and agrees that Agency has relied and is relying on the specific qualifications and identity of Developer and that Agency would not have entered into this Agreement but for the specific qualifications and identity of Developer. As a result, Developer and Agency agree that the following restrictions on Transfers shall apply: (a) Developer may not make any Transfer of a Parcel prior to the issuance by Agency of a Certificate of Completion for the portion of the Project to be completed upon such Parcel, except that, after the Close of Escrow, Developer may grant easements and other encumbrances that are Permitted Encumbrances; and (b) after the Project Completion Date, the restrictions on Transfers set forth in this Section 10.189 shall terminate. Any Transfers of all or any portion of Developer's rights or obligations under this Agreement or of all or any portion of the Property, not expressly allowed in this Section 10.189, or that are not otherwise Permitted Encumbrances, are only permitted with the prior written consent of Agency, which may be withheld or conditioned in Agency's sole and absolute discretion. Developer represents and warrants to Agency that Developer has not made and agrees that Developer will not create or permit to be made or created any Transfer, except in accordance with this Section 10.189, either voluntarily, involuntarily or by operation of law. Any Transfer made in violation of this Section 10.189 shall be voidable at the election of Agency. Developer acknowledges and agrees that the restrictions on Transfers set forth in this Section 10.189 are reasonable.

10.20 Executive Director Implementation. Agency shall implement this Agreement through the Executive Director. The Executive Director is hereby authorized by Agency to enter into agreements referenced in this Agreement or reasonably required to implement this Agreement on behalf of Agency, issue approvals, interpretations or waivers and enter into amendments to this Agreement on behalf of Agency, to the extent that any such action(s) does/do

not materially or substantially change the Project or increase the monetary obligations of Agency by more than Fifty Thousand Dollars (\$50,000) in the aggregate. All other actions shall require the consideration and approval of Agency, unless expressly provided otherwise by action of Agency. Nothing in this Section 10.20 shall restrict the submission to Agency of any matter within the Executive Director's authority under this Section 10.20, in the Executive Director's sole and absolute discretion, to obtain Agency authorization on such matter. The specific intent of this Section 10.20 is to authorize certain actions on behalf of Agency by the Executive Director, but not to require that such actions be taken by the Executive Director, without consideration by Agency.

10.21 Survival of Agreement. All of the provisions of this Agreement shall be applicable to any dispute between the Parties arising from this Agreement, whether prior to or following expiration or termination of this Agreement, until any such dispute is finally and completely resolved between the Parties, either by written settlement, entry of a non-appealable judgment or expiration of all applicable statutory limitations periods and all terms and conditions of this Agreement relating to dispute resolution and limitations on damages or remedies shall survive any expiration or termination of this Agreement.

10.22 Counterparts. This Agreement shall be signed in three (3) counterpart originals, each of which is deemed to be an original. This Agreement includes **[TO BE DETERMINED]** pages and seven (7) exhibits (each exhibit is incorporated into this Agreement by reference) that constitute the entire understanding and Agreement of the Parties regarding the subject matter of this Agreement.

10.23 Facsimile or Electronic Signatures. Signatures delivered by facsimile or electronic means shall be binding as originals upon the Party so signing and delivering; provided, however, that original signature(s) of each Party shall be required for each document to be recorded.

[Signatures on following page]

**SIGNATURE PAGE
TO
DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

IN WITNESS WHEREOF, the Parties have signed and entered into this Agreement by and through the signatures of their respective authorized representative(s) as follow:

AGENCY:

SUCCESSOR AGENCY TO THE CITY OF STANTON REDEVELOPMENT AGENCY, a public body, corporate and politic

By: _____
Omar Dadabhoy
Executive Director

DEVELOPER:

FRONTIER REAL ESTATE INVESTMENTS, INC., a California corporation

By: _____
Dan Almquist, President

By: _____
Robert M. Jonas, Secretary

ATTEST:

By: _____
Secretary to the Board

APPROVED AS TO FORM:

BEST BEST & KRIEGER LLP

By: _____
General Counsel

**EXHIBIT A
TO
DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

LEGAL DESCRIPTION

[Attached behind this cover page]

**EXHIBIT B
TO
DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

AGENCY DEED

[Attached behind this cover page]

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

Frontier Real Estate Investments, Inc.
2700 Pacific Coast Highway, Second Floor
Torrance, CA 90505
Attn: Robert M. Jonas

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**GRANT DEED
(Beach and Oranewood)**

PART ONE

For valuable consideration, the receipt of which is hereby acknowledged, the Successor Agency to the City of Stanton Redevelopment Agency, a public body, corporate and politic (the "Agency"), hereby grants to Frontier Real Estate Investments, Inc., a California corporation (the "Grantee"), the real property legally described in Exhibit "A" and by this reference incorporated into this Deed (the "Property").

PART TWO

The grant of the Property by the Agency to the Grantee in Part One is subject to the following community development terms, conditions and covenants:

Section 1. Conveyance Subject to Terms of a Disposition and Development Agreement. The Property is conveyed subject to that certain Disposition and Development Agreement, dated as of _____, 2015 by and between the Agency and the Grantee (the "Agreement"). The provisions of the Agreement are incorporated into this Deed by this reference and are deemed to be a part of this Deed, as though fully set forth in this Deed.

Section 2. Condition of Property. The Grantee acknowledges and agrees that the Property is accepted by the Grantee from the Agency in its "AS IS," "WHERE IS" and "SUBJECT TO ALL FAULTS CONDITION," as of the date of recordation of this Deed, with no warranties, expressed or implied, as to the environmental or other physical condition of the Property, the presence or absence of any patent or latent environmental or other physical condition on or in the Property, or any other matters affecting the Property, except as otherwise expressly set forth in the Agreement.

Section 3. Agreement Section 5.1 Maintenance Condition of the Property. Developer for itself, its successors and assigns covenants and agrees that:

5.1.1 The areas of the Property that are subject to public view (including all existing and future improvements, paving, walkways, landscaping, exterior signage and ornamentation) shall be maintained in good repair and a neat, clean and orderly condition, ordinary wear and tear excepted. If, at any time within fifteen (15) years following the Close of Escrow, there is an

occurrence of an adverse condition on any area of the Property that is subject to public view in contravention of the general maintenance standard described above (a "Maintenance Deficiency"), then Agency shall Notify Developer in writing of the Maintenance Deficiency. If Developer fails to cure or commence and diligently pursue to cure the Maintenance Deficiency within thirty (30) calendar days of its receipt of Notice of the Maintenance Deficiency, Agency may conduct a public hearing, following transmittal of Notice of the hearing to Developer, at least ten (10) calendar days prior to the scheduled date of such public hearing, to verify whether a Maintenance Deficiency exists and whether Developer has failed to comply with the provisions of this Section 5.1. If, upon the conclusion of the public hearing, Agency finds that a Maintenance Deficiency exists and that there appears to be non-compliance with the general maintenance standard described in this Section 5.1.1, Agency shall have the right to enter the Property and perform all acts necessary to cure the Maintenance Deficiency, or to take any other action at law or in equity that may then be available to Agency to accomplish the abatement of the Maintenance Deficiency. Any sum expended by Agency for the abatement of a Maintenance Deficiency on the Property as authorized by this Section 5.1 shall become a lien on the Property until paid.

5.1.2 Graffiti, as this term is defined in Government Code Section 38772, that has been applied to any exterior surface of a structure or improvement on the Property that is visible from any public right-of-way adjacent or contiguous to the Property, shall be removed by Developer by either painting over the evidence of such vandalism with a paint that has been color-matched to the surface on which the paint is applied, or graffiti may be removed with solvents, detergents or water, as appropriate. If any such graffiti and is not removed within 72 hours following the time of the discovery of the graffiti by Developer, Agency shall have the right to enter the Property and remove the graffiti, after not less than 48 hours Notice to Developer during Business Days; provided, however, if the extent and nature of the graffiti is such that more than 72 hours is reasonably necessary to remove the graffiti, then Developer shall have such additional time as is reasonably necessary to remove the graffiti so long as Developer commences the removal of the graffiti during such 72 hour period and thereafter diligently continues the removal process until complete. Any sum expended by Agency for the removal of graffiti from the Property as authorized by this Section 5.1.2, shall become a lien on the Property until paid.

Section 4. Agreement Section 5.2 - Covenant to Maintain Property on Tax Rolls for 10 Years.

5.2.1 The Developer shall assure that the entire Property remains on the County of Orange, California, secured real property tax rolls for the ten (10) years following the Project Completion Date.

5.2.2 For the ten (10) year period following the Project Completion Date, the Developer for itself and its successors and assigns covenants and agrees to pay all property tax bills with respect to the Property and all improvements thereon on or before the last day for the timely payment of each property tax installment on December 10 and April 10 and to timely pay all supplemental tax bills regarding the Property issued by the County of Orange, California.

5.2.3 The Developer understands and agrees that neither the Developer, nor its successors or assigns shall use or otherwise sell, transfer, convey, assign, lease, leaseback or hypothecate the Property or the Project or any portion thereof to any entity or person, or for any

use of the Property or the Project, or any portion thereof, that is partially or wholly exempt from the payment of real property taxes or that would cause the exemption of the payment of all or any portion of real property taxes otherwise assessable regarding the Property or the Project, without the prior written consent of the Agency for a period of ten (10) years after the Project Completion Date.

5.2.4 The covenants of this Section 5.2 shall run with the land of the Property and shall be covenants set forth in the Agency Deed. Upon an approved or Permitted Transfer of the Property by Developer, Developer shall be deemed released from any obligations pursuant to this Article.

Section 5. **Agreement Section 5.3 - No Discrimination or Segregation.** The Developer covenants by and for itself, himself or herself, its, his or her heirs, executors, administrators, and assigns, and all Persons claiming under or through it, him or her, and this Agreement is made and accepted upon and subject to the following conditions:

5.3.1 Standards. That there shall be no discrimination against or segregation of any Person or group of Persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the Property nor shall the Developer, itself, himself or herself, or any Person claiming under or through it, him or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, subtenants, sublessees, or vendees in the Property.

5.3.2 Covenant Running With Land. The provisions of this Section 5.3 shall be a covenant running with the land of the Property and binding on all successive owners and users of the Property.

Section 6. **Agreement Section 5.8 Prohibited Uses.** No portion of the Property shall be used for a junkyard, adult entertainment, adult movie theater, adult bookstore, massage parlor, pawn shop, dollar store, check cashing center (the foregoing shall in no event prohibit banking facilities within a grocery store or a walk up ATM), payday loan or other similar business, laundromat, marijuana dispensary, tattoo parlor or fortuneteller, or for the sale of narcotics paraphernalia, or for the long term treatment, storage or disposal of Hazardous Materials.”

Section 7. **Agreement Section 5.9 Covenant to Open Anchor Tenant.** Developer covenants that the Tenant shall open and conduct retail/commercial sales for not less than one day in accordance with the Schedule of Performance. Developer may seek a waiver of this covenant by the City Manager if, after making a good faith effort to secure a Tenant willing to comply with this covenant, Developer provides City Manager with written evidence that a good faith effort has been made to secure compliance with this covenant and that Tenant is unwilling to sign a lease containing a requirement to open for retail/commercial sales. City Manager’s consent to waive this covenant shall not be unreasonably withheld.

PART THREE

Section 1. **Duration of Covenants.** The covenants, terms and conditions of PART TWO of this Deed shall have the duration as set forth below in association with the PART TWO sections:

- Section 1: with respect to each Parcel, until the earlier of the date of recordation of the Certificate of Completion applicable to the portion of the Project to be completed on such Parcel or the fifteenth (15th) anniversary of the date hereof
- Section 2: in perpetuity
- Section 3: fifteen (15) years from the date hereof
- Section 4: for ten (10) years following the Project Completion Date
- Section 5: in perpetuity
- Section 6: fifteen (15) years from the date hereof
- Section 7: until the Tenant has opened for business for not less than one (1) day or the City Manager has waived the covenant requiring such opening

Section 2. **Covenants Run with the Land of the Property.** Each of the covenants and agreements contained in this Deed touch and concern the Property and each of them is expressly declared to be a covenant that runs with the land for the benefit of the Agency and such covenants run with the land in favor of the Agency for the entire period that such covenants are in full force and effect, regardless of whether the Agency is an owner of any land or interest in land to which such covenants relate. The Agency, in the event of any breach of any such covenants, has the right to exercise all of the rights and remedies, and to maintain any actions at law or suits in equity or other proper proceedings, to enforce the curing of such breach, as provided in the Agreement or by law. The covenants contained in this Deed are for the benefit of and are enforceable only by the Agency and shall survive the Close of Escrow, execution and recordation of this Deed, for the time period set forth for each covenant in Section 1 above. Notwithstanding any provision of this Deed to the contrary, the covenants and agreements contained in this Deed shall be binding on each owner of the Property only with respect to the period of such owner's ownership of the Property.

Section 3. **Mortgagee Protection.** No violation or breach of the covenants, conditions, restrictions, provisions or limitations set forth in this Agreement shall defeat or render invalid or in any way impair the lien or charge of any Permitted Security Instrument or, following the issuance of a Certificate of Completion for the portion of the Project to be completed upon a Parcel, any Security Instrument encumbering such Parcel; provided, however, that any successor in interest to the Property shall be bound by such remaining covenants, conditions, restrictions, limitations and provisions, whether such successor's title was acquired by foreclosure, deed in lieu of foreclosure, trustee's sale or otherwise.

Section 4. **Costs and Attorneys' Fees for Enforcement Proceeding.** If legal proceedings are initiated to enforce the rights, duties or obligations of any of the covenants set forth in this Deed, then the prevailing party in such proceeding shall be entitled to collect its

reasonable attorney fees and costs from the other party in addition to any other damages or relief obtained in such proceedings.

Section 5. **Effect of Unlawful Provision; Severability.** In the event that any provision of this Deed is held to be invalid or unlawful by a final judgment of a court of competent jurisdiction, such invalidity shall not affect the validity of any other provision of this Deed.

Section 6. **Interpretation.** The meaning of defined terms, indicated by initial capitalization, used in this Grant Deed shall be the same as the meaning ascribed to such terms, respectively, in the Agreement. The foregoing provisions of the Agreement are incorporated into this Grant Deed by this reference and are deemed to be a part of this Grant Deed, as though fully set forth in this Grant Deed.

Dated: _____

SUCCESSOR AGENCY TO THE CITY OF
STANTON REDEVELOPMENT AGENCY, a
public body, corporate and politic

By: _____

Omar Dadabhoy
Executive Director

EXHIBIT "1"
TO
GRANT DEED
(Beach and Oranewood)

Property Legal Description

[Attached behind this cover page]

CERTIFICATE OF ACCEPTANCE OF GRANT DEED

This is to certify that the interest in real property conveyed by the foregoing Grant Deed from the **SUCCESSOR AGENCY TO THE CITY OF STANTON REDEVELOPMENT AGENCY**, a public body, corporate and politic, to **FRONTIER REAL ESTATE INVESTMENTS, INC.**, a California corporation, is hereby accepted by the undersigned, who consents to the recordation of such Grant Deed in the official records of the County of Orange, California.

FRONTIER REAL ESTATE INVESTMENTS, INC., a California corporation

By: _____
Dan Almquist, President

By: _____
Robert M. Jonas, Secretary

**EXHIBIT C
TO
DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

NOTICE OF AGREEMENT

[Attached behind this cover page]

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

Successor Agency to the Redevelopment
Agency for the City of Stanton
7800 Katella Avenue
Stanton, CA 90680
Attention: Executive Director

SPACE ABOVE FOR RECORDER'S USE ONLY
EXEMPT FROM RECORDING FEES – GOVT. CODE § 27383

SUCCESSOR AGENCY TO THE CITY OF STANTON
REDEVELOPMENT AGENCY

Notice of Agreement

Disposition and Development Agreement
(Beach and Oranewood)

TO ALL INTERESTED PERSONS PLEASE TAKE NOTICE that as of _____, 2015, Frontier Real Estate Investments, Inc., a California corporation (“Developer”), and the Successor Agency to the City of Stanton Redevelopment Agency, a public body, corporate and politic (“Agency”), entered into an agreement entitled “Disposition and Development Agreement (Beach and Oranewood)” (“Agreement”). A copy of the Agreement is available for inspection and copying by interested persons as a public record of Agency at the City of Stanton’s offices located 7800 Katella Avenue, Stanton, California, during the regular business hours of the City.

The Agreement affects the real property described in Exhibit “1” attached to this Notice of Agreement (“Property”). The meaning of defined terms, indicated by initial capitalization, used in this Notice of Agreement shall be the same as the meaning ascribed to such terms, respectively, in the Agreement.

PLEASE TAKE FURTHER NOTICE that the Agreement contains certain covenants running with the land of the Property and other agreements between Developer and Agency affecting the Property, including, without limitation (all section references are to the Agreement):

4.2 Developer Covenant to Undertake Each Phase of Project. Developer covenants to and for the exclusive benefit of Agency that Developer shall commence and complete the development of the Project within the time periods set forth in the Schedule of Performance. Developer covenants and agrees to complete the Project in conformity with the terms and conditions of this Agreement, the Scope of Development, the Schedule of Performance, any and all Approvals required by this Agreement, except for such changes as may be mutually agreed upon in writing by and between Developer and Agency, and all applicable Laws of each Government with jurisdiction over Property or the Project. The covenants of this Section 4.1 shall run with the land with respect to each Parcel, until the earlier of the date of

recordation of the Certificate of Completion applicable to the portion of the Project to be completed on such Parcel or the fifteenth (15th) anniversary of the date of the Close of Escrow.

5.1 Maintenance Condition of the Property. Developer for itself, its successors and assigns covenants and agrees that:

5.1.1 The areas of the Property that are subject to public view (including all existing and future improvements, paving, walkways, landscaping, exterior signage and ornamentation) shall be maintained in good repair and a neat, clean and orderly condition, ordinary wear and tear excepted. If, at any time within fifteen (15) years following the Close of Escrow, there is an occurrence of an adverse condition on any area of the Property that is subject to public view in contravention of the general maintenance standard described above (a "Maintenance Deficiency"), then Agency shall Notify Developer in writing of the Maintenance Deficiency. If Developer fails to cure or commence and diligently pursue to cure the Maintenance Deficiency within thirty (30) calendar days of its receipt of Notice of the Maintenance Deficiency, Agency may conduct a public hearing, following transmittal of Notice of the hearing to Developer, at least ten (10) calendar days prior to the scheduled date of such public hearing, to verify whether a Maintenance Deficiency exists and whether Developer has failed to comply with the provisions of this Section 5.1. If, upon the conclusion of the public hearing, Agency finds that a Maintenance Deficiency exists and that there appears to be non-compliance with the general maintenance standard described in this Section 5.1.1, Agency shall have the right to enter the Property and perform all acts necessary to cure the Maintenance Deficiency, or to take any other action at law or in equity that may then be available to Agency to accomplish the abatement of the Maintenance Deficiency. Any sum expended by Agency for the abatement of a Maintenance Deficiency on the Property as authorized by this Section 5.1 shall become a lien on the Property until paid.

5.1.2 Graffiti, as this term is defined in Government Code Section 38772, that has been applied to any exterior surface of a structure or improvement on the Property that is visible from any public right-of-way adjacent or contiguous to the Property, shall be removed by Developer by either painting over the evidence of such vandalism with a paint that has been color-matched to the surface on which the paint is applied, or graffiti may be removed with solvents, detergents or water, as appropriate. If any such graffiti and is not removed within 72 hours following the time of the discovery of the graffiti by Developer, Agency shall have the right to enter the Property and remove the graffiti, after not less than 48 hours Notice to Developer during Business Days; provided, however, if the extent and nature of the graffiti is such that more than 72 hours is reasonably necessary to remove the graffiti, then Developer shall have such additional time as is reasonably necessary to remove the graffiti so long as Developer commences the removal of the graffiti during such 72 hour period and thereafter diligently continues the removal process until complete. Any sum expended by Agency for the removal of graffiti from the Property as authorized by this Section 5.1.2, shall become a lien on the Property until paid.

5.2 Covenant to Maintain Property on Tax Rolls for 10 Years.

5.2.1 The Developer shall assure that the entire Property remains on the County of Orange, California, secured real property tax rolls for the ten (10) years following the Project Completion Date.

5.2.2 For the ten (10) year period following the Project Completion Date, the Developer for itself and its successors and assigns covenants and agrees to pay all property tax bills with respect to the Property and all improvements thereon on or before the last day for the timely payment of each property tax installment on December 10 and April 10 and to timely pay all supplemental tax bills regarding the Property issued by the County of Orange, California.

5.2.3 The Developer understands and agrees that neither the Developer, nor its successors or assigns shall use or otherwise sell, transfer, convey, assign, lease, leaseback or hypothecate the Property or the Project or any portion thereof to any entity or person, or for any use of the Property or the Project, or any portion thereof, that is partially or wholly exempt from the payment of real property taxes or that would cause the exemption of the payment of all or any portion of real property taxes otherwise assessable regarding the Property or the Project, without the prior written consent of the Agency for a period of ten (10) years after the Project Completion Date.

5.2.4 The covenants of this Section 5.2 shall run with the land of the Property and shall be covenants set forth in the Agency Deed. Upon an approved or Permitted Transfer of the Property by Developer, Developer shall be deemed released from any obligations pursuant to this Article.

5.3 No Discrimination or Segregation. The Developer covenants by and for itself, himself or herself, its, his or her heirs, executors, administrators, and assigns, and all Persons claiming under or through it, him or her, and this Agreement is made and accepted upon and subject to the following conditions:

5.3.1 Standards. That there shall be no discrimination against or segregation of any Person or group of Persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the Property nor shall the Developer, itself, himself or herself, or any Person claiming under or through it, him or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, subtenants, sublessees, or vendees in the Property.

5.3.2 Covenant Running With Land. The provisions of this Section 5.3 shall be a covenant running with the land of the Property and binding on all successive owners and users of the Property.

5.7 Mortgagee Protection. No violation or breach of the covenants, conditions, restrictions, provisions or limitations set forth in this Agreement shall defeat or render invalid or in any way impair the lien or charge of any Permitted Security Instrument or, following the

issuance of a Certificate of Completion for the portion of the Project to be completed upon a Parcel, any Security Instrument encumbering such Parcel; provided, however, that any successor in interest to the Property shall be bound by such remaining covenants, conditions, restrictions, limitations and provisions, whether such successor's title was acquired by foreclosure, deed in lieu of foreclosure, trustee's sale or otherwise.

5.8 Prohibited Uses. No portion of the Property shall be used for a junkyard, adult entertainment, adult movie theater, adult bookstore, massage parlor, pawn shop, dollar store, check cashing center (the foregoing shall in no event prohibit banking facilities within a grocery store or a walk up ATM), payday loan or other similar business, laundromat, marijuana dispensary, tattoo parlor or fortuneteller, or for the sale of narcotics paraphernalia, or for the long term treatment, storage or disposal of Hazardous Materials.

5.9 Covenant to Open Anchor Tenant. Developer covenants that the Tenant shall open and conduct retail/commercial sales for not less than one day in accordance with the Schedule of Performance. Developer may seek a waiver of this covenant by the City Manager if, after making a good faith effort to secure a Tenant willing to comply with this covenant, Developer provides City Manager with written evidence that a good faith effort has been made to secure compliance with this covenant and that Tenant is unwilling to sign a lease containing a requirement to open for retail/commercial sales. City Manager's consent to waive this covenant shall not be unreasonably withheld.

THIS NOTICE OF AGREEMENT is dated as of _____, 2015, and has been signed and made by and on behalf of Developer and Agency by and through the signatures of their authorized representative(s) set forth below. This Notice of Agreement may be signed in counterparts and each counterpart shall, collectively, be deemed to be one original instrument.

AGENCY:

SUCCESSOR AGENCY TO THE
REDEVELOPMENT AGENCY FOR THE
CITY OF STANTON, a public body, corporate
and politic

By: _____
Omar Dadabhoy
Executive Director

ATTEST:

By: _____
Secretary to the Board

APPROVED AS TO FORM:

BEST BEST & KRIEGER LLP

By: _____
General Counsel

DEVELOPER:

FRONTIER REAL ESTATE
INVESTMENTS, INC., a California
corporation

By: _____
Dan Almquist, President

By: _____
Robert M. Jonas, Secretary

EXHIBIT "1"
TO
NOTICE OF AGREEMENT

Property Legal Description

[Attached behind this cover page]

**EXHIBIT D
TO
DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

SCOPE OF DEVELOPMENT

The proposed commercial/retail development of the site shall contain approximately 25,000 square feet of general retail and community service retail space (including but not limited to soft goods, food/grocery, and onsite dining) and takes into consideration the existing adjacent live/work units. The site will be developed generally in accordance with the attached site plan. The parties acknowledge that the attached site plan shows two (2) legal parcels, and that the number of parcels may change subject to the mutual agreement of the parties.

**EXHIBIT E
TO
DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

SCHEDULE OF PERFORMANCE

- A. Days shall be calendar days, unless otherwise specified.
- B. The Executive Director is authorized by Agency to make minor changes to the schedule of ninety (90) calendar days or less.
- C. In the event of any conflict between this schedule and the Agreement, the terms and provisions of this schedule shall control, subject to extension for Unavoidable Delays.
- D. All defined terms indicated by initial capitalization used in this schedule shall have the meanings ascribed to the same terms in the Agreement.

Action	Date Action to be Completed By
Escrow Opening Date	Within seven (7) calendar days after Effective Date
Delivery of Due Diligence Completion Notice to Agency	Within ninety (90) days after Effective Date
Identify Anchor Tenant	Within one hundred eighty (180) days after Effective Date
Developer to submit building plans for the Project	Within two hundred seventy (270) days after Effective Date
Developer to obtain all building permits from the City necessary for the construction of the Project	Within fifteen (15) months after Effective Date
Close of Escrow	By the Outside Close of Escrow Date, sixteen (16) months after Effective Date
Completion of construction of the Project	Within twenty-four (24) months after Effective Date
Open Anchor Tenant	Within thirty (30) months after Effective Date

**EXHIBIT F
TO
DISPOSITION AND DEVELOPMENT AGREEMENT
(Beach and Oranewood)**

FORM OF CERTIFICATE OF COMPLETION

[Attached Behind This Cover Page]

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

(Space above for Recorder's Use Only)

CERTIFICATE OF COMPLETION
(Beach and Oranewood)

We, _____, Chairperson and _____, Secretary of the Successor Agency to the Redevelopment Agency for the City of Stanton ("Agency") certify that:

By its Resolution No. _____, adopted and approved on _____, 20____, the Agency resolved:

Section 1. The _____ required to be constructed in accordance with that certain Disposition and Development Agreement (Beach and Oranewood) (the "Agreement") dated _____, by and between the Agency and Frontier Real Estate Investments, Inc., a California corporation ("Developer"), on that certain real property specifically described in the legal description(s) attached to this Certificate of Completion as Exhibit "A" (the "Property"), is complete in accordance with the provisions of the Agreement.

Section 2. This Certificate of Completion constitutes conclusive evidence of Agency's determination of Developer's satisfaction of its obligation under the Agreement to construct and install the _____ on the Property, including any and all buildings, parking areas, landscaping areas and related improvements necessary to support or meet any requirements applicable to the _____ and its use and occupancy on the Property, whether or not such improvements are located on the Property or on other property subject to the Agreement, excluding any normal and customary tenant improvements and minor building "punch-list" items. Notwithstanding any provision of this Certificate of Completion, the Agency may enforce any covenant surviving this Certificate of Completion in accordance with the terms and conditions of the Agreement and the Deed(s) by which the Property was conveyed to the Developer by the Agency under the Agreement. The Agreement is an official record of the Agency and a copy of the Agreement may be inspected at the City of Stanton's offices located at _____, Stanton, California, during the regular business hours of the City.

DATED AND ISSUED this ____ day of _____, _____.

Chairperson

Secretary

**EXHIBIT 1
TO
CERTIFICATE OF COMPLETION**

Legal Description of Property

[To Be Inserted]