



**CITY OF STANTON
STANTON CITY HALL, 7800 KATELLA AVENUE, STANTON, CA**

PLANNING COMMISSION REGULAR MEETING

WEDNESDAY, DECEMBER 15, 2021 - 6:30 P.M.

AGENDA

SAFETY ALERT – NOTICE REGARDING COVID-19

The health and well-being of our residents is the top priority for the City of Stanton and you are urged to take all appropriate health safety precautions given the health risks associated with COVID-19. The Planning Commission Meeting will be held in-person in the City Council Chambers located at 7800 Katella Avenue, Stanton, CA 90680.

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT FOR ANY ITEM ON THE AGENDA MAY DO SO AS FOLLOWS:

- Attend in person and complete and submit a request to speak card to the Planning Commission Chair.
- E-mail your comments to CommunityDevelopment@StantonCA.gov with the subject line "PUBLIC COMMENT ITEM #" (insert the item number relevant to your comment) or "PUBLIC COMMENT NON-AGENDA ITEM" no later than 5:00 p.m. before the meeting (*Wednesday, December 15, 2021*). Comments received no later than 5:00 p.m. before the scheduled meeting will be compiled, provided to the Planning Commission, and made available to the public before the start of the meeting. Staff will not read e-mailed comments out loud during the meeting; however, the official record will include all e-mailed comments received until the close of the meeting.

Should you have any questions related to participation in the Planning Commission Meeting, please contact the Community Development Department at (714) 890-4243.

In compliance with the American Disabilities Act, if you need special assistance to participate in this meeting, you should contact the Community Development Department at (714) 890-4243. Notification 48 hours prior to the Commission meeting will enable the City to make the reasonable arrangements to assure accessibility to this meeting.

1. **CALL TO ORDER STANTON PLANNING COMMISSION REGULAR MEETING**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Chair Frazier, Vice Chair Marques, Commissioner Ash, Commissioner Adams, Commissioner Norgaard

4. **SPECIAL PRESENTATION**

None.

5. **APPROVAL OF MINUTES**

1. The Planning Commission approve minutes of Special Study Session & Regular Meeting for September 15, 2021;
2. Planning Commission approve minutes of Regular Meeting for October 6, 2021; and
3. Planning Commission approve minutes of Special Study Session & Regular Meeting for October 20, 2021.

6. **PUBLIC COMMENTS**

This is the time for members of the public to address the Planning Commission on any non-agendized matters within the subject matter jurisdiction of the Planning Commission.

- Each speaker will have a maximum of three (3) minutes,
- The Commission cannot discuss or take action on these items.
- All speakers must fill out a REQUEST TO SPEAK card and submit it to the Secretary of the Commission.
- The Chair will call speakers to the microphone. Please state your name, slowly and clearly, for the record.
- When three (3) minutes has expired, please return to your seat as you will not be permitted to have additional time for comments

7. PUBLIC HEARINGS

- 7A. PUBLIC HEARING TO CONSIDER SITE PLAN AND DESIGN REVIEW SPDR-811, CONDITIONAL USE PERMIT C20-04, PLANNED DEVELOPMENT PERMIT PDP 20-07, DEVELOPMENT AGREEMENT DA 20-04, TENTATIVE TRACT MAP NO. 19119 AND ADOPTION OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM FOR A NEW 79-UNIT TOWNHOME PROJECT INCLUDING 8 MODERATE INCOME AFFORDABLE UNITS LOCATED AT 12200 BEACH BOULEVARD IN THE COMMERCIAL GENERAL (CG), GENERAL MIXED-USE (GLMX) OVERLAY ZONE.**

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Adopt Resolution No. 2542 recommending the City Council adopt the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and
- Adopt Resolution No. 2543 recommending the City Council approve a Development Agreement between the City of Stanton and Bonanni Development for certain real property located at 12200 Beach Boulevard pursuant to California Government Code Section 65864 et seq.; and
- Adopt Resolution No. 2544 recommending the City Council approve Site Plan and Design Review SPDR-811, Conditional Use Permit C20-04, Planned Development Permit PDP 20-07 and Tentative Tract Map No. 19119 for a new 79-unit, townhome development including 7 low-income affordable units and associated improvements.

- 7B. CONSIDERATION OF AN ORDINANCE ADDING CHAPTERS 19.23 AND 20.211 TO THE STANTON MUNICIPAL CODE TO REGULATE URBAN LOT SPLITS AND TWO-UNIT PROJECTS UNDER SB 9; AND FINDING THE ACTION TO BE EXEMPT FROM CEQA.**

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Declare the project is Categorically Exempt per California Environmental Quality Act, Public Resource Code Section 15301, Class 1(a) (Existing Facilities); and
- Adopt Resolution No. 2546 recommending the City Council Adopt Ordinance No. 1117.

8. **NEW BUSINESS**

None.

9. **OLD BUSINESS**

None.

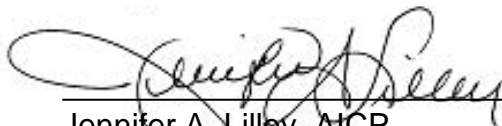
10. **PLANNING COMMISSION COMMENTS**

At this time Commissioners may report on items not specifically described in the agenda which are of interest to the Commission 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.

11. **DIRECTOR'S REPORT**

12. **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 9th day of December 2021.



Jennifer A. Lilley, ATCP
Community & Economic Development Director

DRAFT
MINUTES OF THE PLANNING COMMISSION OF THE CITY OF STANTON
SPECIAL MEETING - STUDY SESSION
REGULAR MEETING
WEDNESDAY, SEPTEMBER 15, 2021

1. CALL TO ORDER STANTON SPECIAL STUDY SESSION

The members of the Planning Commission of the City of Stanton met in Special Study Session in the City Council Chambers at 5:30 p.m., Chair Frazier presiding.

2. ROLL CALL

Present: Chair Frazier, Commissioner Ash, Commissioner Adams, Commissioner Norgaard

Absent: None

Excused: Vice Chair Marques

3. PLANNING COMMISSION TRAINING

Director Lilley introduced the topic for the night's discussion - Development Agreements and the Planning Commission's Role.

4. CALL TO ORDER STANTON PLANNING COMMISSION REGULAR MEETING

The members of the Planning Commission of the City of Stanton met in regular session in the City Council Chambers at 6:30 p.m., Chair Frazier presiding.

5. PLEDGE OF ALLEGIANCE

None.

6. ROLL CALL

Present: Chair Frazier, Commissioner Ash, Commissioner Adams, Commissioner Norgaard

Absent: None

Excused: Vice Chair Marques

7. SPECIAL PRESENTATION AND AWARDS

None.

8. **APPROVAL OF MINUTES**

The Planning Commission approved the Minutes of the Stanton Planning Commission Regular Meeting held on July 21, 2021.

Motion/Second: Ash/Norgaard

Motion passed unanimously by the following vote:

AYES: Frazier, Ash, Adams, Norgaard
NOES: None
ABSTAIN: None
ABSENT: None

9. **PUBLIC COMMENTS**

None.

10. **PUBLIC HEARING**

None.

11. **NEW BUSINESS**

None.

12. **OLD BUSINESS**

None.

13. **PLANNING COMMISSION COMMENTS**

Chair Frazier asked whether staff has reached regarding available grants to improve the City's urban canopy.

Director Lilley confirmed the City is working on grants related to this process.

14. **DIRECTOR'S REPORT**

Director Lilley provided a status update on the housing element process.

15. **ADJOURNMENT**

Commission adjourned at 6:38 p.m.

Jennifer A. Lilley, AICP
COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

DRAFT
MINUTES OF THE PLANNING COMMISSION OF THE CITY OF STANTON
REGULAR MEETING
WEDNESDAY, OCTOBER 6, 2021

1. CALL TO ORDER STANTON PLANNING COMMISSION REGULAR MEETING

The members of the Planning Commission of the City of Stanton met in regular session in the City Council Chambers at 6:30 p.m., Chair Frazier presiding.

2. PLEDGE OF ALLEGIANCE

Led by Chair Frazier.

3. ROLL CALL

Present: Chair Frazier, Vice Chair Marques, Commissioner Ash, Commissioner Adams, Commissioner Norgaard.

Absent: None.

Excused: None.

4. SPECIAL PRESENTATION AND AWARDS

None.

5. APPROVAL OF MINUTES

None.

6. PUBLIC COMMENT

None.

7. PUBLIC HEARING

7A. PUBLIC HEARING TO CONSIDER CONDITIONAL USE PERMIT C21-01 TO ALLOW ON-SITE SALE OF BEER, WINE, AND DISTILLED SPIRITS IN CONJUNCTION WITH A BONA FIDE RESTAURANT LOCATED AT 12033 BEACH BOULEVARD IN THE CG COMMERCIAL GENERAL ZONE AND TO REVOKE CONDITIONAL USE PERMIT C86-17 PREVIOUSLY APPROVED FOR THIS SAME ADDRESS.

Associate Planner Estefany Franco introduced Planning Technician Aneli Gonzalez to present the item for consideration.

Ms. Gonzalez provided a brief presentation.

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Ms. Gonzalez noted staff is recommending that Conditional Use Permit C86-17 be revoked to maintain accurate track of licenses and uses at the site.

As such, she noted the recommended action was that the Commission conduct a public hearing, declare the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section 15301, Class 1(a) (Existing Facilities); and adopt Resolution No. 2538 approving Conditional Use Permit C21-01 and revoking Conditional Use Permit C86-17.

Commissioner Adams asked whether there will be a designated smoking area outside.

Commissioner Norgaard noted her concerns with the proximity of the location to the school.

Vice Chair Marques asked whether the building has fire sprinklers.

Ms. Gonzalez explained the Fire Department's Condition Sixteen will require the sprinklers.

Chair Frazier asked how many other establishments within the shopping center serve alcohol.

Ms. Gonzales explained that the tract is allowed six and only five have active business licenses for the sale of alcohol.

A representative for the Applicant, Michael Ayaz, addressed the Commission and answered questions pertaining to the location and the proposed use.

Commissioner Adams noted a concern with the safety of the parking lot.

Mr. Ayaz provided an overview of security on the premises and the types of patrons they anticipate.

Commissioner Adams also asked about the sale of alcohol to go.

Mr. Ayaz explained how COVID guidelines impact that ability.

Commissioner Ash asked whether Lucky Johns is still open or whether the focus will be on the restaurant.

Mr. Ayaz explained that eventually Lucky Johns will shut down as the business evolves.

Vice Chair Marques noted his concern with space for outdoor seating.

Mr. Ayaz explained that the Applicant will deal with seating in a way that makes sense.

Vice Chair Marques also noted his concerns with the amount of additional cooking at the restaurant and asked if the kitchen remodel includes plans for a sprinkler system.

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Chair Frazier asked Mr. Ayaz whether the restaurant would have internal security cameras to assist law enforcement.

Mr. Ayaz confirmed there will be security cameras.

Chair Frazier also asked regarding the type of food that will be served.

Mr. Ayaz explained the restaurant will serve traditional American meal options for brunch, lunch and dinner.

Chair Frazier asked whether the restaurant will be family-centric.

Mr. Ayaz confirmed they expect the clientele will include children. He explained the type of separation between the restaurant and bar area.

Commissioner Norgaard asked whether the restaurant will plan for take-out options and parking for delivery drivers.

Mr. Ayaz confirmed take-out will be considered but noted there will not be a dedicated parking spot for take-out.

Motion/Second: Marques/Ash

Motion passed unanimously by the following vote:

AYES:	Frazier, Marques, Ash, Adams, Norgaard
NOES:	None
ABSTAIN:	None
ABSENT:	None

8. NEW BUSINESS

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION COMMENTS

The Planning Commission thanked staff for their thorough work on this project. Commissioner Ash also wished a staff member a happy birthday.

11. DIRECTOR'S REPORT

None.

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12. **ADJOURNMENT**

Commission adjourned at 7:11 p.m.

Jennifer A. Lilley, AICP
COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR

DRAFT
MINUTES OF THE PLANNING COMMISSION OF THE CITY OF STANTON
SPECIAL MEETING – STUDY SESSION
REGULAR MEETING
WEDNESDAY, OCTOBER 20, 2021

1. CALL TO ORDER PLANNING COMMISSION SPECIAL STUDY SESSION

The members of the Planning Commission of the City of Stanton met in Special Study Session in the City Council Chambers at 5:30 p.m., Chair Frazier presiding.

2. ROLL CALL

Present: Chair Frazier, Vice Chair Marques, Commissioner Ash, Commissioner Adams, Commissioner Norgaard.

Absent: None.

Excused: None.

3. HOUSING ELEMENT UPDATE

Community & Economic Development Director Jennifer Lilley introduced Mr. Perry Banner of DeNovo Planning Group to give a presentation on the Housing Element process and Regional Housing Needs Allocation requirements.

Commissioner Ash asked whether the numbers report provided to the State is part of the Housing Element of the General Plan.

Mr. Banner confirmed it is. He provided a graph to describe the breakdown of the Housing Element and what is considered in the methodology to determine allocation.

Commissioner Ash asked regarding the thresholds of affordable housing developments.

Mr. Banner outlined the threshold and housing prices.

Commissioner Frazier asked what moderate income is.

Mr. Banner explained the threshold for moderate income.

Commissioner Ash commented that the Housing Element is a strategy and roadmap to meet the standards of the State.

Vice Chair Marques noted his concerns regarding changes in income and whether there is a review process utilized to take into account these changes to determine qualification.

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4. CALL TO ORDER STANTON PLANNING COMMISSION REGULAR MEETING

The members of the Planning Commission of the City of Stanton met in regular session in the City Council Chambers at 6:31 p.m., Chair Frazier presiding.

5. PLEDGE OF ALLEGIANCE

Led by Chair Adams.

6. ROLL CALL

Present: Chair Frazier, Vice Chair Marques, Commissioner Ash, Commissioner Adams, Commissioner Norgaard.

Absent: None.

Excused: None.

7. SPECIAL PRESENTATION

None.

8. APPROVAL OF MINUTES

The Planning Commission approved minutes of Special Study Session and Regular Meeting for August 18, 2021.

Motion/Second: Norgaard/Ash

Motion passed unanimously by the following vote:

AYES: Frazier, Marques, Ash, Adams, Norgaard

NOES: None

ABSTAIN: None

ABSENT: None

9. PUBLIC COMMENT

None.

10. PUBLIC HEARING

None.

11. NEW BUSINESS

None.

12. **OLD BUSINESS**

None.

13. **PLANNING COMMISSION COMMENTS**

None.

14. **DIRECTOR'S REPORT**

Director Lilley announced a training opportunity for the Planning Commission at the Nixon Library in Yorba Linda on Thursday, October 28, 2021.

She also noted the Housing Element thirty-day public comment period will commence Thursday, October 21, 2021.

15. **ADJOURNMENT**

Commission adjourned at 6:37 p.m.

Jennifer A. Lilley, AICP
COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR



**CITY OF STANTON
REPORT TO THE
PLANNING COMMISSION**

TO: Chair and Members of the Planning Commission

DATE: December 15, 2021

SUBJECT: PUBLIC HEARING TO CONSIDER SITE PLAN AND DESIGN REVIEW SPDR-811, CONDITIONAL USE PERMIT C20-04, PLANNED DEVELOPMENT PERMIT PDP 20-07, DEVELOPMENT AGREEMENT DA 20-04, TENTATIVE TRACT MAP NO. 19119 AND ADOPTION OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM FOR A NEW 79-UNIT TOWNHOME PROJECT INCLUDING 8 MODERATE INCOME AFFORDABLE UNITS LOCATED AT 12200 BEACH BOULEVARD IN THE COMMERCIAL GENERAL (CG), GENERAL MIXED-USE (GLMX) OVERLAY ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Adopt Resolution No. 2542 recommending the City Council adopt the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and
- Adopt Resolution No. 2543 recommending the City Council approve a Development Agreement between the City of Stanton and Bonanni Development for certain real property located at 12200 Beach Boulevard pursuant to California Government Code Section 65864 et seq.; and
- Adopt Resolution No. 2544 recommending the City Council approve Site Plan and Design Review SPDR-811, Conditional Use Permit C20-04, Planned Development Permit PDP 20-07 and Tentative Tract Map No. 19119 for a new 79-unit, townhome development including 7 low-income affordable units and associated improvements.

BACKGROUND

The applicant, Chris Segesman representing Bonanni Development (Applicant), is requesting to develop seventy-nine (79) three-story townhome units and associated improvements within a 3.54-acre site located at 12200 Beach Boulevard, south of Chapman Avenue and highlighted in Figure 1 below. The subject property currently includes a recreational vehicle rental business with three buildings and accessory structures. The applicant plans to remove all existing structures and construct a 79-unit townhome development with 8 units dedicated for moderate-income affordable housing.

Figure 1. Aerial Map



The project is located in the Commercial General (CG) zone with a General Mixed-Use (GLMX) Overlay and has a General Plan Land Use designation of General Mixed Use. Surrounding zoning and land uses are as follows:

Direction	Zoning	Existing Land Use
North	Commercial General (CG) with General Mixed-Use Overlay (GLMX) and High Density Residential (RH)	Commercial Center (restaurants, laundromat, liquor store) and Su Casa Apartments
South	Commercial General (CG) with General Mixed-Use Overlay (GLMX) and Open Space/Buffer Zone (OS)	Beach Auto Glass and Anaheim Barber City Channel

East	Open Space/Buffer Zone (OS)	Anaheim Barber City Channel
West	Across Beach Boulevard R-3 Multiple-Family Residential (City of Garden Grove)	Beach Creek Resort Apartments (City of Garden Grove)

ANALYSIS/JUSTIFICATION

TENTATIVE TRACT MAP- The applicant is requesting approval of Tentative Tract Map No. 19119 to subdivide a single-lot for condominium purposes to allow for individual ownership of the proposed 79 attached condominium units. The proposed Tentative Tract Map has been reviewed by the City Engineer and is technically correct and conforms to the requirements of the Subdivision Map Act (Government Code section 66410 *et. seq.*) and the City’s Subdivision Ordinance (Title 19 of the Stanton Municipal Code).

DEVELOPMENT AGREEMENT- The City Council authorized staff to enter into negotiations for a Development Agreement for this project. The Development Agreement would vest the project in accordance with existing land use laws, regulations, and ordinances. In exchange, the Developer has agreed to provide substantial improvements to the neighborhood by building a high quality designed and executed residential community and improving the public experience and visual corridor of Beach Boulevard in accordance with the Livable Beach Boulevard Mobility Plan. This development contributes financially to the Public Benefit, Neighborhood Preservation and City Beautification and Enhancement Funds.

The Planning Commission’s review of the Development Agreement as prescribed by Stanton Municipal Code Section 20.510.050, provides the Commission review the Development Agreement to determine whether it provides a public benefit to the city, that it is consistent with the General Plan, Specific Plan, and Zoning Code, and it complies with the DA statute. All other considerations within the Development Agreement are to be considered by the City Council.

CONDITIONAL USE PERMIT- The Stanton Municipal Code (SMC) requires a Conditional Use Permit for stand-alone residential developments within the General Mixed Use Overlay Zone for properties that are a minimum distance of 500 feet away from intersections of Principal, Major, Primary, or Secondary arterial streets as defined in the Stanton General Plan. In this case, a CUP is required because the proposed project is a stand-alone residential development approximately 880 feet away from the intersection of Beach Boulevard and Chapman Avenue—which is identified as a primary arterial in the General Plan.

Staff is recommending approval, finding the development of a stand-alone residential project at this location is complimentary to the adjacent commercial and residential developments. Bringing a for-sale development onto Beach Boulevard offers a new and unique housing option not currently found in Stanton. Replacing this commercial site with a vibrant, residential development will enhance the community and bring a pedestrian

focus into this portion of Beach Boulevard. The project will improve the pedestrian experience along Beach Boulevard by adding public fixtures, benches, wider sidewalks, enhanced landscaping and lighting as well as integrating the project into the built environment along this important corridor.

SITE PLAN AND DEVELOPMENT REVIEW- The Stanton Municipal Code (SMC) requires a site plan and development review permit for land use projects in the Mixed-Use Overlay Zone. The project meets or exceeds the required front, side and rear yard setbacks, density, building height and other significant development standards for this zone.

The project is comprised of 79, for-sale, three-story townhome units with 8 units reserved for moderate-income affordable housing. Fourteen buildings are proposed on site in clusters of 4 and 6 units in each building.

Figure 2. Site Plan



The units are comprised of five floor plan types as follows:

Plan Type	Number of Units	Size	Bedrooms
Unit 1A	6	940 sq. ft.	1 Bed/1 Ba
Unit 1B	6	880 sq. ft.	1 Bed/1 Ba
Unit 2A	29	1,355 sq. ft.	3 Bed/ 3 Ba
Unit 2B	7	1,375 sq. ft.	2 Bed/ 2.5 Ba
Unit 3A	31	1,625 sq. ft.	3 Bed/ 3.5 Ba

Access to the site is provided from a main and secondary driveway on Beach Boulevard. A 25-foot interior street serves the proposed development. The 36-foot-wide driveway entrance on the southernmost portion of the site will be restricted to right in and right out maneuvers only and the secondary 19-foot 10-inch driveway to the north is restricted for right turn exiting maneuvers only.

On-site amenities include a recreation area, community park and dog park. The recreation area includes outdoor seating, shade structures, BBQ counter, fireplace etc. The community park is proposed with a playground, a lawn for active and passive play, corn hole, lounge seating, shade structures and fire pits for gatherings. The dog park will include bench seating and a pet station.

PLANNED DEVELOPMENT PERMIT: The Zoning Code allows applicants to request a Planned Development Permit, which is a flexible land use planning tool intended to:

- Ensure efficient use of land and better living environment: apply modern site planning techniques resulting in a more efficient use of land for superb site planning and excellent design that would not be achievable within the strict application of the development standards;
- Ensure high standards of environmental quality, public health and safety and efficient use of the City's resources; and
- Provide for amenities over and above what is typically required by the Zoning Code.

The applicant is requesting the following modifications:

- Common and Private Open Space: The Zoning Code's development standards for multi-family projects do not differentiate between an apartments, condominiums or townhomes. As such, the standard common open space requirement is intended to ensure those living in a multi-family development have useable open space and outdoor areas adding value to the quality of life of the development.

The standard requirement for multi-family developments includes two common amenities and 30% of the site dedicated to common usable open space. Here, strict application of the Code would require 46,341 square feet of common open space and two on-site amenities. The project offers 41,748 square feet and provides three usable on-site amenities including: recreation area, community park and dog park. The variety of on-site amenities ensures the open space provided is usable and meets the anticipated needs of the residents in the development.

Similarly, the SMC requires private open space for each unit with a minimum area of 250 square feet or 25 percent of the total dwelling unit size, whichever is less. The project proposes the following private open space:

Unit Square Footage	Private Open Space Required	Provided
Unit 1A: 940 sq. ft.	238 sq. ft.	40 sq. ft.
Unit 1B: 880 sq. ft.	230 sq. ft.	40 sq. ft.
Unit 2A: 1,355 sq. ft.	250 sq. ft.	95 sq. ft.
Unit 2B: 1,375 sq. ft.	250 sq. ft.	75 sq. ft.
Unit 3A: 1,625 sq. ft.	250 sq. ft.	90 sq. ft.

While the project does not meet the required private open space and common area requirements, it provides usable, quality of life improving features that bring value to the individual unit and to the development as a whole. Additionally, the project provides additional benefits to the community offering improvements to the pedestrian experience along Beach Boulevard as well as an offsite parkette at the terminus of Orangewood Avenue and Santa Rosalia Street or funds equivalent to the project.

- Four Feet Architectural Offset: The SMC requires a minimum four-foot offset for every two units be provided at the front of the structure. The proposed project has units attached in clusters of four and six. Buildings 3 and 4, facing Beach Boulevard, include this offset, but the remaining buildings do not provide for the offset. To break up the mass of the buildings the developer proposes variations in the materials including plaster, lap siding, faux wood porcelain tile and brick.



View Along Beach Boulevard



View Along Beach Boulevard

In conclusion, the project meets the intent of the Planned Development Permit and the Site Plan and Development Review. The utilization of modern site planning provides additional market rate and affordable housing opportunities and improves the character and condition of the Beach Boulevard corridor. The project offers increased common on-site amenities, improved street frontage character, quality landscaping, decorative paving and will result in an aesthetically pleasing development compatible with the community as a whole.

PARKING: The project proposes 146 covered parking spaces and 56 uncovered spaces for a total of 202 off-street parking spaces or 2.56 parking spaces per unit. The individual units will have 1-car and 2 car garages (depending on the unit's size and floor plan).

The Code requires a total of 311 parking spaces or 3.9 parking spaces per unit for this project.

Affordable Housing Concession Option: The project includes 10 percent moderate income affordable housing units and is therefore eligible for a by-right parking concession per Government Code Section 65915. The parking concession allows for:

- 1 onsite parking space for 0-1 bedroom units
- 1 ½ onsite parking spaces for 2-3 bedroom units
- 2 ½ parking spaces for 4 and more bedroom units.

For a total 146 parking spaces for the project.

Planned Development Permit Option: Staff proposes a second option to consider a parking modification through the Planned Development Permit process and in exchange receive 7 units at a lower affordability level in the low-income category.

The project proposes to exceed the allowed parking by right by including 56 uncovered spaces for a total of 202 off-street parking spaces. For reference, the following table outlines the latest project's parking ratios.

Project	Parking Ratio
Cloud House	1.7 spaces per unit
The VRV	1.75 spaces per unit
Brookfield	2.48 spaces per unit
Bigsby	2.55 spaces per unit
Lighthouse	3.25 spaces per unit
Katella Assemblage	3.63 spaces per unit

It is important to note that Lighthouse is a 3- and 4-bedroom unit designed project and Assemblage is a 3 bedroom project. Bigsby is a mix of 1, 2 and 3 bedrooms and thus, provides a higher ratio per bedroom than any other development recently approved.

Additionally, with this option the City achieves deeper affordability for the restricted units to the low-income category. While this option reduces the total number of affordable units from 8 to 7, the deeper affordability far exceeds the loss of the single unit.

Staff recommends the Planning Commission recommend approval of the project allowing the parking as proposed through the Planned Development Permit process to accept 7 low-income restricted units and the 2.55 spaces per unit ratio.

As has been the practice, condition 15(l) to require a Parking Management Plan to among other things, ensure that sufficient parking is provided on site and adequate procedures exist for the HOA to resolve future parking issues.

ENVIRONMENTAL IMPACT

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project pursuant to the California Environmental Quality Act (CEQA) and State CEQA Guidelines. The IS/MND document prepared by consultant Blodgett Baylosis Environmental Planning, includes the project setting and description, initial study checklist, and an environmental evaluation. The Draft MND was circulated for a 30-day public review period beginning on October 26, 2021 and ending on December 1, 2021. Copies of the document were made available at City Hall, Stanton Library and City website. A notice of intent was posted at 12200 Beach Boulevard and the terminus of Orangewood Avenue and Santa Rosalia Street, mailed to property owners and tenants within a 500 feet radius of both sites and posted at City Hall, Stanton Post Office and Family Resource Center. Notice and the IS/MND were sent to the State Clearinghouse, Office of Planning and Research. The State Clearinghouse issued a project number for this MND (SCH No. 2021110029) and circulated the NOI and IS/MND to various state agencies. The project will require adoption of a Mitigation Monitoring and Reporting Program (MMRP) which contains mitigation measures to address noise stemming from construction and measures to address biological and tribal cultural resources impacts. The IS/MND has concluded that the project will have a less than significant impact on the environment with the implementation of the mitigation measures identified in the Mitigation Monitoring and Reporting Program.

PUBLIC NOTIFICATION


Notice of Public Hearing was mailed to all property owners within a five-hundred-foot radius of the subject property and made public through the agenda-posting process.

Prepared by,



Estefany Franco
Associate Planner

Approved by,



Jennifer A. Liffey, AICP
Community and Economic Development Director

ATTACHMENTS

- A. PC Resolution No. 2542- Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program
- B. PC Resolution No. 2543 – Development Agreement DA 20-04
- C. PC Resolution No. 2544 – Site Plan and Design Review SPDR-811, Conditional Use Permit CUP 20-04, Planned Development Permit PDP 20-07 and Tentative Tract Map No. 19119
- D. Vicinity Map
- E. Project Plans
- F. Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- G. Response to Comments

RESOLUTION NO. 2542

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON, CALIFORNIA, RECOMMENDING THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR A 79-UNIT TOWNHOME DEVELOPMENT INCLUDING 7 LOW INCOME AFFORDABLE UNITS FOR THE PROPERTY LOCATED AT 12200 BEACH BOULEVARD IN THE COMMERCIAL GENERAL (CG), GENERAL MIXED-USE (GLMX) OVERLAY ZONE.

WHEREAS, on November 4, 2020, Chris Segesman representing Bonanni Development, (“Applicant”) filed applications for a Site Plan and Design Review SPDR-811, Conditional Use Permit CUP 20-04, Planned Development Permit PDP 20-07 and Tentative Tract Map No. 19119, for the development of a 3.54-acre site (“Project Site”), located at 12200 Beach Boulevard (APN: 131-422-20) for a new 79-unit townhome development with 7 Low Income affordable units and associated improvements (“Project”) and the City of Stanton is the Lead Agency; and

WHEREAS, a Draft Initial Study and Mitigated Negative Declaration (“Draft IS/MND”) for the Project were prepared in accordance with the California Environmental Quality Act (“CEQA”) and the State CEQA Guidelines. A Notice of Intent to Adopt a Mitigated Negative Declaration was mailed to contiguous properties and the surrounding neighborhood on October 25, 2021 and posted at the Project site. The IS/MND was made available for a 30-day public review and comment period from October 26, 2021, through December 1, 2021 at the Stanton Library, City of Stanton Community and Economic Development Department, and on the City website.

WHEREAS, the Draft IS/MND was submitted to the State Clearinghouse and made available for a 30-day review period by pertinent agencies and interested members of the public, commencing on November 1, 2021 and ending on December 1, 2021 (SCH# 2021110029).; and

WHEREAS, an Initial Study and environmental review was prepared to evaluate the physical and environmental impacts of the project in conformance with the provisions of the California Environmental Quality Act (CEQA) and State CEQA Guidelines. The Mitigated Negative Declaration finds that the project will have less than significant impacts to the environment with the implementation of mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, the Planning Commission finds and determines that the environmental effects of the proposed Project were reviewed pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines through the preparation and circulation of an Initial Study and Mitigated Negative Declaration (IS/MND). The Planning Commission further finds and determines that the mitigation measures as identified in the MMRP set forth in the IS/MND are sufficient to mitigate all potentially significant impacts to less than

significant levels. Therefore, the Commission recommends that the City Council adopt the project IS/MND and MMRP in conjunction with the Project; and

WHEREAS, the City has endeavored to take all steps and impose all conditions necessary to ensure that impacts to the environment would not be significant; and

WHEREAS, all of the findings and conclusions made by the Planning Commission pursuant to this Resolution are based upon the oral and written evidence before it as a whole; and

WHEREAS, the Planning Commission has reviewed the Initial Study, MND and all other relevant information contained in the record regarding the Project; and

WHEREAS, on December 15, 2021, the Planning Commission of the City of Stanton conducted a duly noticed public hearing and the public was afforded an opportunity to comment on the Project and the Initial Study and MND and the Planning Commission discussed and considered the Project and the Initial Study and MND; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this resolution.

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND, RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

SECTION 2. Based upon the Initial Study and Mitigated Negative Declaration, the Planning Commission exercises its independent judgment and finds the project's potential significant adverse impacts can be mitigated to a level of insignificance with the mitigation measures identified in the IS/MND and MMRP.

SECTION 3. The Planning Commission hereby recommends that the City Council approve and adopt the MND and associated MMRP prepared for the Project.

SECTION 4. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at City Hall for the City of Stanton, located at 7800 Katella Avenue, Stanton, California. The Community and Economic Development Director is the custodian of these documents is the custodian of the record of proceedings.

SECTION 5. Staff is directed to file a Notice of Determination with the County of Orange and the State Clearinghouse within five (5) working days of approval of the Project.

SECTION 6. Execution of Resolution. The Chairperson of the City of Stanton Planning Commission shall sign this Resolution and the Planning Secretary shall attest and certify to the passage and adoption thereof.

ADOPTED, SIGNED, AND APPROVED by the Planning Commission of the City of Stanton at a meeting held on December 15, 2021, by the following vote, to wit:

AYES: COMMISSIONERS: _____

NOES: COMMISSIONERS: _____

ABSENT: COMMISSIONERS: _____

ABSTAIN: COMMISSIONERS: _____

Thomas Frazier, Chair
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary

RESOLUTION NO. 2543

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON RECOMMENDING THE CITY COUNCIL APPROVE A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF STANTON AND BONANNI DEVELOPMENT FOR CERTAIN REAL PROPERTY LOCATED AT 12200 BEACH BOUELVARD WITHIN THE CITY OF STANTON PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65864 ET SEQ. AND MAKING CEQA FINDINGS IN CONNECTION THEREWITH.

WHEREAS, on November 4, 2020, Chris Segesman representing Bonanni Development, (“Applicant”) filed applications for a Site Plan and Design Review SPDR-811, Conditional Use Permit CUP 20-04, Planned Development Permit PDP 20-07, Tentative Tract Map No. 19119 and Development Agreement DA 20-04, for the development of a 3.54-acre site (“Project Site”), located at 12200 Beach Boulevard (APN: 131-422-20) for a new 79-unit townhome development including 7 low income affordable units and associated improvements (“Project”); and

WHEREAS, pursuant to California Government Code Section 65864 *et seq.*, the City of Stanton (City) is authorized to enter into development agreements providing for the development of land under terms and conditions set forth therein; and

WHEREAS, the City has found that Development Agreements benefit the City by, among other things, strengthening the public planning process, encouraging private participation in comprehensive planning by providing a greater degree of certainty in that process, reducing the economic costs of development, allowing for the orderly planning of public improvements and services, allocating costs to achieve maximum utilization of public and private resources in the development process, and ensuring that appropriate measures to enhance and protect the environment are achieved; and

WHEREAS, given the logistics, magnitude of the expenditures and considerable lead time with regard to planning and developing the Project, the Applicant has proposed to enter into a development agreement with the City for the Project (Development Agreement); and

WHEREAS, entering into the Development Agreement will provide the applicant with assurances that the Project can proceed without disruption caused by a change in the City's planning policies and requirements (except as provided in the Development Agreement). Such assurances will reduce the actual or perceived risk of planning for and proceeding with development of the Project; and

WHEREAS, the City desires the timely, efficient, orderly and proper development of the Project in furtherance of the goals of the General Plan; and

WHEREAS, the Planning Commission has found this Development Agreement is consistent with the City's General Plan; and

WHEREAS, the Planning Commission has determined that entering into the Development Agreement will benefit the City by: (i) promoting orderly growth and quality development on the Property in accordance with the goals and policies set forth in the General Plan; (ii) provide the City with numerous benefits, including increased housing opportunities for residents and significant financial contributions from the Applicant; and

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.) ("CEQA") and the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.), the City is the lead agency for the proposed Project; and

WHEREAS, the Planning Commission finds and determines the environmental effects of the proposed Project were reviewed pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines through the preparation and circulation of an Initial Study and Mitigated Negative Declaration (IS/MND). The Planning Commission further finds and determines that the mitigation measures as identified in the Mitigation Monitoring and Reporting Program (MMRP) set forth in the IS/MND are sufficient to mitigate all potentially significant impacts to less than significant levels. Therefore, the Commission recommends that the City Council adopt the project IS/MND and MMRP in conjunction with the project; and

WHEREAS, on December 2, 2021, the City gave public notice of the Planning Commission meeting to conduct a public hearing to consider Site Plan and Design Review SPDR-811, Conditional Use Permit CUP 20-04, Planned Development Permit PDP 20-07, Tentative Tract Map No. 19119 and Development Agreement DA 20-04 for the Project, by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500-foot radius of the subject property, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on December 15, 2021, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Site Plan and Design Review SPDR-811, Conditional Use Permit CUP 20-04, Planned Development Permit PDP 20-07, Tentative Tract Map No. 19119 and Development Agreement DA 20-04 for the development of a 3.54-acre site located at 12200 Beach Boulevard in the Commercial General (CG), General Mixed-Use (GLMX) Overlay Zone, at which hearing members of the public were afforded an opportunity to comment upon the Development Agreement; and

WHEREAS, the terms and conditions of the Development Agreement have undergone review by the Planning Commission at a publicly noticed hearing and have been found to be fair, just, and reasonable, and consistent with the General Plan; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND, RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1: Recitals. The foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

SECTION 2: CEQA. The Planning Commission hereby recommends that the City Council adopt the Mitigated Negative Declaration (MND) and associated Mitigation Monitoring and Reporting Program (MMRP) for the Project.

SECTION 3: Planning Commission Findings. Pursuant to Government Code Section 65867.5(b) and Stanton Municipal Code Section 20.510.050(D), and based on the entire record before the Planning Commission, the Planning Commission hereby makes the following findings:

1. The Development Agreement provides benefit to the City:

The Project contemplated in the Development Agreement includes a Tract Map for the subdivision of land for condominium purposes, improvement of an underutilized lot. The Development Agreement requires the Applicant to provide substantial improvements to the site including usable on-site amenities. This project proposes a recreation area, community park and dog park and provides a financial benefit for the improvement of public facilities throughout the city. The project also includes 7 low income affordable housing units.

2. The Development Agreement is consistent with the purpose, intent, goals, policies, programs, and land use designations of the General Plan and any applicable Specific Plan, and this Zoning Code:

The Project Site is in the General Mixed-Use District and is zoned Commercial General (CG) with a General Mixed-Use (GLMX) Overlay Zone. The project furthers the goals and policies of the General Plan and meets the requirements of the Zoning standards including density, height, setbacks and all applicable development standards. The applicant is asking for modification to common and parking, private open space and four-foot architectural offset through the Planned Development Permit. There is no Specific Plan applicable to the Project Site. The proposed Project meets the following General Plan Goals and Strategies:

- ***Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites.*** The property is located within the General Mixed Use Overlay zone which allows for stand-alone residential development. The Project provides for 79

residential townhome units attached in clusters of four and six units and offers open space areas with a variety of recreational opportunities. The subdivision allows for the units to be sold separately, providing a more stable resident population and also adds to City's affordable housing stock. The proposed project offers infill development to serve the residential needs of the community while maintaining access to existing public services and utilities.

- ***Goal CD-1.1 Promote quality development and design that preserves and enhances a positive and unique image of Stanton, and fosters a sense of community pride. Strategy CD-1.1.2 Ensure that new development within the city contributes to the image of Stanton in a positive way and places a high standard of architecture and site design.***

Beach Boulevard is evolving with several new mixed use and residential developments. The proposed 79 townhomes units offer a contemporary architecture that would continue to enhance the positive image of Stanton. The development also proposes to improve the Beach Boulevard corridor through the implementation of the Livable Beach Boulevard Mobility Plan.

- ***Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.***

The proposed project improves the pedestrian and vehicular experience along Beach Boulevard by applying the Livable Beach Boulevard Mobility Plan. The parkway will offer enhanced landscaping and street furnishings. In addition, the elevations of the new residential units facing Beach Boulevard are designed to provide high-quality design, visual interest and a vibrant streetscape.

- ***Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.***

The residential Project would provide for market rate and affordable housing for people close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard and contribute to the City's economic base.

- ***Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.***

The project will develop an underutilized lot located at a key corridor and will complement the surrounding neighborhood-serving commercial uses

and established residential neighborhoods. The infill development will redevelopment this important corridor while maintaining the appropriate use of public facilities, utilities land available infrastructure.

3. The Development Agreement complies with the requirements of Government Code Sections 65864 through 65869.5:

The Agreement provides assurance to the applicant for the development of the Project. The Development Agreement specifies the duration of the agreement, permitted uses of the property, density and intensity of use, and provision of public benefits to the City. Specifically, the Development Agreement provides a seven-year term, in which the Applicant has a vested right to develop residential development on the Project Site in accordance with existing City regulations and Planned Development Permit PDP 20-07. In exchange, the Project will provide affordable housing opportunities in Stanton, and opportunities for improvements to public facilities throughout the City. Moreover, the Applicant will provide a high-quality development with substantial improvements to the site including amenities for the residents and enhanced public and private improvements throughout the development.

SECTION 4: Council Body to Approve. As provided in the Development Agreement and pursuant to Stanton Municipal Code Section 20.500.030, the City Council shall be the approving body for the Site Plan and Development Review, Conditional Use Permit, Tentative Map and Planned Development Permit for the project addressed by the Development Agreement.

SECTION 5: Planning Commission Recommendation: The Planning Commission hereby recommends that the City Council adopt an ordinance approving the Development Agreement attached hereto as Exhibit "A", entitled "Development Agreement between the City of Stanton, a California municipal corporation and Bonanni Development".

SECTION 6: Custodian and Location of Records. The documents related to this Ordinance are on file and available for public review at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680. The Community and Economic Development Director is the custodian of these documents.

SECTION 7: Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Resolution for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution.

SECTION 8: Certification. The Planning Commission Secretary shall certify to the adoption of this Resolution and cause a copy to be transmitted to the City Clerk.

ADOPTED, SIGNED, AND APPROVED by the Planning Commission of the City of Stanton at a meeting held on December 15, 2021, by the following vote, to wit:

AYES: COMMISSIONERS: _____

NOES: COMMISSIONERS: _____

ABSENT: COMMISSIONERS: _____

ABSTAIN: COMMISSIONERS: _____

Thomas Frazier, Chair
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary

EXHIBIT "A"
CITY OF STANTON AND BONANNI DEVELOPMENT
DEVELOPMENT AGREEMENT

Resolution No. 2543
December 15, 2021
Pg. 7

Recorded at request of:)
City Clerk)
City of Stanton)
)

When recorded return to:)
City of Stanton)
7800 Katella Ave.)
Stanton, CA 90680)
Attention: City Clerk)
)

Exempt from filing fees pursuant to Government Code §6103

DEVELOPMENT AGREEMENT NO. 20-04

A DEVELOPMENT AGREEMENT BETWEEN

CITY OF STANTON

and

**BONANNI DEVELOPMENT COMPANY III, LLC
A LIMITED LIABILITY COMPANY**

DEVELOPMENT AGREEMENT NO. 20-04

This Development Agreement (hereinafter “Agreement”) is entered into as of this ___ day of January, 2022 by and between the City of Stanton, California (hereinafter “CITY”), Bonanni Development Company III, LLC, a California limited liability company (hereinafter “OWNER”):

RECITALS

WHEREAS, CITY is authorized to enter into binding Development Agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, et seq. of the Government Code; and

WHEREAS, this Agreement constitutes a current exercise of CITY’s police powers to provide predictability to the OWNER in the development approval process by vesting the permitted uses, density, intensity of use, and timing and phasing of development consistent with the Development Plan in exchange for Owner’s commitment to provide significant public benefits to CITY as set forth in Section 4 below.

WHEREAS, OWNER has requested CITY to enter into a Development Agreement and proceedings have been taken in accordance with the rules and regulations of CITY; and

WHEREAS, the best interests of the citizens of Stanton and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, the City Council hereby finds and determines that this Agreement is of major significance because it will enable the CITY to fund much needed capital improvements and provide much needed public services and will therefore have a positive economic impact on the CITY; and

WHEREAS, the provision by Owner of the public benefits allows the CITY to realize significant economic, open space, and public facilities benefits. The public benefits will advance the interests and meet the needs of Stanton residents and visitors to a greater extent than would development of the Property without this Agreement.

WHEREAS, the physical effects, of the project have been reviewed and analyzed through the IS/MND and has concluded that with the inclusion of the Mitigation Monitoring and Reporting Program there will be a less than significant effect on the environment; and

WHEREAS, this Agreement and the Project are consistent with the Stanton General Plan and any specific plan applicable thereto; and

WHEREAS, all actions taken and approvals given by CITY have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Property in accordance with this Agreement will provide substantial benefits to CITY and will further important policies and goals of CITY; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which Development Agreements under Section 65864, et seq. of the Government Code are intended.

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1 “Agreement” means this Development Agreement.

1.1.2 “CITY” means the City of Stanton, a California municipal corporation.

1.1.3 “City Council” means the duly elected city council of the City of Stanton.

1.1.4 “Commencement Date” means the date the Term of this Agreement commences.

1.1.5 “Development” means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project as specified in the Development Approvals (defined below), including, but not limited to: grading; the construction of infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. “Development” does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.6 “Development Approvals” means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:

- (a) Planned Development Permit;
- (b) Site Plan and Development Review;
- (b) Tentative and Final subdivision maps;

- (c) Conditional use permits, public use permits and plot plans;
- (d) Zoning; and
- (e) Grading and building permits.

1.1.7 “Development Exaction” means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.8 “Development Impact Fee” a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, including but not limited to park “in lieu” fees specified in Government Code Section 66477, fees for processing applications for governmental regulatory actions or approvals, or fees collected under Development Agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4.

1.1.9 “Development Plan” means the plan for development of the Property as set forth in Exhibit “C”. OWNER’s obligations under this Agreement shall be contingent on CITY’s approval of OWNER’s applications for all of the Development Approvals.

1.1.10 “Effective Date” means the date the Ordinance approving and authorizing this Agreement becomes effective.

1.1.11 “Land Use Regulations” means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property which are in effect as of the Effective Date. “Land Use Regulations” does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:

- (a) the conduct of businesses, professions, and occupations;
- (b) taxes (special or general) and assessments;
- (c) the control and abatement of nuisances;

(d) the granting of encroachment permits and the conveyance of rights and interests that provide for the use of or the entry upon public property; or

(e) the exercise of the power of eminent domain.

1.1.12 “OWNER” means the persons and entities listed as OWNER on page 1 of this Agreement and their successors and assigns in interest to all or any part of the Property.

1.1.13 “Mortgagee” means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.14 “Project” means the development of the Property contemplated by the Development Plan as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.15 “Property” means the real property described on Exhibit “A” and shown on Exhibit “B” to this Agreement.

1.1.16 “Public Benefit” refers to those benefits provided to the CITY and the community by Owner pursuant to Section 4 below.

1.1.17 “Reservation of Rights” means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.3 of this Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit “A” – Legal Description of the Property.

Exhibit “B” – Map showing Property and its location.

Exhibit “C” – Development Plan.

Exhibit “D” – Development Impact Fees.

Exhibit “E” – Affordable Housing Requirements

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out in accordance with the terms of the Development Plan and this Agreement.

2.2 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to, or has an equitable interest in, the Property or a portion thereof.

2.3 City Council Findings. The City Council finds that:

2.3.1 This Agreement is consistent with the CITY's General Plan.

2.3.2 This Agreement ensures a desirable and functional community environment, provides effective and efficient development of public facilities, infrastructure, and services appropriate for the development of the Project, and enhances effective utilization of resources within the CITY.

2.3.3 This Agreement provides public benefits beyond those which are necessary to mitigate the development of the Project.

2.3.4 This Agreement strengthens the public planning process, encourages private participation in comprehensive planning and reduces costs of development and government.

2.3.5 The best interests of the citizens of the CITY and the public health, safety, and welfare will be served by entering into this Agreement.

2.4 Term. The term of this Agreement shall commence on the date (the "Commencement Date") that is the Effective Date, and shall continue for a period of (i) five (5) years after the issuance of a grading permit, unless this term is modified or extended pursuant to the provisions of this Agreement. Thereafter, the OWNER shall have no vested right under this Agreement, regardless of whether or not OWNER has paid any Development Impact Fee; nevertheless, OWNER may have a common law vested right to complete the Project under the 'Avco rule' (see *Avco Community Developers, Inc. v. South Coast Regional Commission* (1976) 17 Cal.3d 785)".

2.5 Assignment.

2.5.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, et seq.) to any person, partnership, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement and be made in strict compliance with the following conditions precedent:

(a) No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property.

(b) Concurrent with any such sale, transfer or assignment, OWNER shall notify CITY, in writing, of such sale, transfer or assignment and shall provide CITY with an executed agreement ("Assignment and Assumption Agreement"), in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties, obligations,

agreements, covenants, waivers of OWNER under this Agreement, including, without limitation, the covenants not to sue and waivers contained in Sections 7.2 and 8.4 hereof.

Any sale, transfer or assignment not made in strict compliance with the foregoing conditions shall constitute a default by Owner under this Agreement. Notwithstanding the failure of any purchaser, transferee or assignee to execute the agreement required by Paragraph (b) of this Subsection 2.5.1, the burdens of this Agreement shall be binding upon such purchaser, transferee or assignee, but the benefits of this Agreement shall not inure to such purchaser, transferee or assignee until and unless such agreement is executed.

2.5.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement with respect to the transferred Property or any transferred portion thereof, unless such transferring OWNER is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring OWNER of the following conditions:

- (a) OWNER no longer has a legal or equitable interest in all or any part of the Property subject to the transfer.
- (b) OWNER is not then in default under this Agreement.
- (c) OWNER has provided CITY with the notice and executed agreement required under Paragraph (b) of Subsection 2.5.1 above.
- (d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER to secure performance of its obligations hereunder.

2.5.3 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section 2.5.

2.5.4 Utilities. The Project shall be connected to all utilities necessary to provide adequate water, sewer, gas, electric, and other utility service to the Project, prior to the issuance of a Certificate of Occupancy for any portion of the Project.

2.5.5 Sale to Public and Completion of Construction. The provisions of Subsection 2.5.1 shall not apply to the sale or lease (for a period longer than one year) of any lot that has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user. This Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:

- (a) The lot has been finally subdivided and individually (and not in "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and

- (b) A Certificate of Occupancy has been issued for a building on the lot.

Notwithstanding the foregoing, in the event that any title insurance company requests that CITY execute for recordation in the official records of the County a release with respect to any such lot, CITY shall promptly execute for recordation and deliver to such title company such release provided that such release is in a form and contains such terms as is reasonably satisfactory to the City.

2.6 Amendment or Cancellation of Agreement. This Agreement may be amended or canceled in whole or in part only by written consent of all parties in the manner provided for in Government Code Section 65868. This provision shall not limit any remedy of CITY or OWNER as provided by this Agreement.

2.6.1 Minor Changes.

(i) The provisions of this Agreement require a close degree of cooperation between the Parties and “Minor Changes” to the Project may be required from time to time to accommodate design changes, engineering changes, and other refinements related to the details of the Parties’ performance. “Minor Changes” shall mean changes to the Project that are otherwise consistent with the Development Plan, and which do not result in a change in the type of use, an increase in density or intensity of use, significant new or increased environmental impacts that cannot be mitigated, or violations of any applicable health and safety regulations in effect on the Effective Date.

(ii) Accordingly, the Parties may mutually consent to adopting “Minor Changes” through their signing of an “Operating Memorandum” reflecting the Minor Changes. Neither the Minor Changes nor any Operating Memorandum shall require public notice or hearing. The City Attorney and City Manager shall be authorized to determine whether proposed modifications and refinements are “Minor Changes” subject to this Section 2.6.1 or more significant changes requiring amendment of this Agreement. The City Manager may execute any Operating Memorandum without City Council action.

2.7 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

- (a) Expiration of the stated term of this Agreement as set forth in Section 2.4.
- (b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.
- (c) The adoption of a timely initiated referendum measure overriding or repealing the ordinance approving this Agreement.
- (d) Completion of the Project in accordance with the terms of this Agreement including issuance of all required occupancy permits and acceptance by CITY or applicable public

agency of all required dedications.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement that has occurred prior to such termination or with respect to any obligations that are specifically set forth as surviving this Agreement. Upon such termination, any Development Impact Fees paid by OWNER to CITY for residential units on which construction has not yet begun shall be refunded to OWNER by CITY.

2.8 Notices.

(a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.

(b) All notices shall be in writing and shall be considered given either: (i) when delivered in person to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below; or (iii) on the date of delivery shown in the records of the transmitting party after transmission by email to the recipient named below. All notices shall be addressed as follows:

If to CITY: City of Stanton
7800 Katella Ave.
Stanton, CA 90680
Attn: Jarad Hildenbrand
Email: jhildenbrand@ci.stanton.ca.us

Copy to: Best Best & Krieger LLP
18101 Van Karman Ave., Suite 1000
Irvine, CA 92614
Attn: HongDao Nguyen Esq.
Email: Hongdao.Nguyen@bbklaw.com

If to OWNER: Bonanni Development Company III, LLC
5500 Bolsa Avenue, Suite 120
Huntington Beach, CA 92649
Attn: Cole Bonanni
Email: cole@bonannidevelopment.com

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or

to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

3.1 Rights to Develop. Subject to the terms of this Agreement, including the Reservation of Rights, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, this Agreement. Except as expressly provided otherwise herein, the Project shall remain subject to all Land Use Regulations and Development Approvals, which are in effect on the Effective Date including, without limitation, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Land Use Regulations and Development Approvals. Except as expressly provided herein and the Land Use Regulations and Development Approval as of the Effective Date, City shall not impose any additional conditions, fees, or exactions on the Project or increase any fees or exactions. Notwithstanding the foregoing, the City may charge processing fees and increase processing fees in accordance with applicable law.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement including the Reservation of Rights, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Land Use Regulations and Development Approvals in effect on the Effective Date.

3.3 Reservation of Rights.

3.3.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the following regulations shall apply to the development of the Property:

(a) Processing fees and charges of every kind and nature imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued, which shall be those in effect as of the Effective Date.

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure, so long as the same are not inconsistent with those in effect as of the Effective Date.

(c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including, without limitation, all uniform codes adopted by the CITY and any local amendments to those codes adopted by the CITY, including, without limitation, the CITY's Building Code, Plumbing Code, Mechanical Code, Electrical Code, and Grading Ordinance.

(d) “Regulations imposing Development Exactions; provided, however, that no such subsequently adopted Development Exaction shall be applicable to development of the Property unless such Development Exaction is applied uniformly to development, either throughout the CITY or within a defined area of benefit which includes the Property. No such subsequently adopted Development Exaction shall apply if its application to the Property would physically prevent development of the Property for the uses and to the density or intensity of development set forth in the Development Plan. In the event any such subsequently adopted Development Exaction fulfills the same purposes, in whole or in part, as the fees set forth in Section 4 of this Agreement, CITY shall allow a credit against such subsequently adopted Development Exaction for the fees paid under Section 4 of this Agreement to the extent such fees fulfill the same purposes.”

(e) Regulations that may be in conflict with this Agreement but that are reasonably necessary to protect the residents of the project or the immediate community from a condition perilous to their health or safety. To the extent possible, any such regulations shall be applied and construed so as to provide OWNER with the rights and assurances provided under this Agreement.

(f) Regulations that are not in conflict with this Agreement or the Development Plan. Any regulation, whether adopted by initiative or otherwise, limiting the rate or timing of development of the Property shall be deemed to conflict with the Development Plan and shall therefore not be applicable to the development of the Property.

(g) Regulations that are in conflict with the Development Plan; provided OWNER has, in its sole and absolute discretion, given written consent to the application of such regulations to development of that Property in which the OWNER has a legal or equitable interest.

(h) Regulations that impose, levy, alter or amend fees, charges, or Land Use Regulations relating to consumers or end users, including, without limitation, trash can placement, service charges and limitations on vehicle parking.

(i) Regulations of other public agencies, including Development Impact Fees adopted or imposed by such other public agencies, although collected by CITY.

3.3.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on subsequent development approvals and to the same extent it would otherwise be authorized to do so absent this Agreement, from applying subsequently adopted or amended Land Use Regulations that do not conflict with this Agreement. CITY may grant all subsequent permits so long as they are consistent with the Land Use Regulations and Development Approvals.

3.3.3 Modification or Suspension by State or Federal Law. In the event that State, County or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of

this Agreement shall be modified or suspended as may be necessary to comply with such State, County or Federal laws or regulations; provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce. If, in the Owner's reasonable determination, the effect of such changes renders the Project financially infeasible, OWNER may terminate Agreement.

3.3.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit certain aspects of its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power that cannot be or are not expressly so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority that cannot be or is not by this Agreement's express terms so restricted.

3.4 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of CITY may possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies.

3.5 Water Supply Planning. To the extent the Development Plan includes one or more tentative maps totaling more than 500 dwelling units, and to the extent the Project, or any part thereof, is not exempt under Government Code Section 66473.7(i), each such tentative map shall comply with the provisions of Government Code Section 66473.7.

3.6 Timing of Development. Because the California Supreme Court held in Pardee Construction Co. v. City of Camarillo, 37 Cal. 3d 465 (1984), that the failure of the parties in that case to provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over the parties' agreement, it is the specific intent of the Parties to provide for the timing of the Project in this Agreement. To do so, the Parties acknowledge and provide that Owner shall have the right, but not the obligation, to complete the Project in such order, at such rate, at such times, and in as many development phases and sub-phases as Owner deems appropriate in its sole subjective business judgment.

3.7 Conditions, Covenants and Restrictions. Owner shall have the ability to reserve and record such covenants, conditions, and restrictions (CC&Rs) against the Property as Owner deems appropriate, in its sole and absolute discretion. Such CC&Rs may not conflict with this Agreement or the General Plan. Before recording any CC&Rs, Owner shall provide a copy of the CC&Rs to the CITY for review and approval by the City Attorney. The City Attorney's review shall be limited to determining if the CC&Rs substantially comply with this Agreement. Within thirty (30) days after receiving a copy of the proposed CC&Rs from Owner, the City Attorney shall provide Owner with either (i) a statement that the CC&Rs comply with this Agreement ("CC&R Approval") or (ii) written comments identifying each aspect of the CC&Rs which the City Attorney believes not to be in compliance with this Agreement (a "Statement of Non-Compliance"). If the City Attorney fails to provide Owner with either CC&R Approval or a Statement of Non-Compliance within thirty (30) days following a written request by Owner, CITY shall be deemed to have approved the CC&Rs and Owner may record the CC&Rs against the

Property. If the City Attorney provides a Statement of Non-Compliance, Owner shall have thirty (30) days in which to respond to the Statement of Non-Compliance. Upon submittal of Owner's response, the procedure described above for the initial submittal and City Attorney review of proposed CC&Rs shall again be followed. This procedure shall be followed until Owner either (1) receives CC&R Approval, (2) submits the compliance issues to binding arbitration pursuant to the rules of the American Arbitration Association, (3) files an action for declaratory relief in Orange County Superior Court seeking a judicial determination of the compliance of the proposed CC&Rs, or (4) agreement is otherwise reached between the Parties allowing for the recording of the CC&Rs. The CC&Rs shall run with the land and bind Owner's successors and assigns. Except as provided above, any dispute between the Parties regarding the CITY's approval or rejection of the CC&Rs shall be subject to immediate and binding arbitration pursuant to the rules of the American Arbitration Association.

3.8 Approvals and Permits. CITY shall diligently and in good faith comply with the Permit Streamlining Act and shall use its diligent and good faith efforts to cooperate in and expedite the review, comment and approval of plans and the securing of permits.

3.9 Eminent Domain. In the event that, notwithstanding its diligent and good faith efforts, OWNER cannot acquire land necessary for the completion of public improvements or completion of mitigation measures (e.g., street widening, utilities or other off-site improvements) or cannot eliminate any interests of others in the property which is the subject of the Project (e.g., internal rights of way, easements, or diverse property ownerships) which interfere with the completion of such public improvements or mitigation measures, OWNER may request CITY consider utilizing its eminent domain powers to effectuate any needed acquisition. If CITY chooses to proceed, all costs associated with the eminent domain proceedings, including attorney fees and the cost of the acquisition shall be borne by OWNER.

3.9.1 Notwithstanding a request by OWNER for City to utilize its power of eminent domain, CITY hereby retains its sole and unfettered discretion as the use of its eminent domain powers. Nothing in this Agreement shall require CITY to adopt a resolution of necessity regarding the acquisition of property or to acquire any properties by exercise of CITY's power of eminent domain. If CITY considers adoption of a resolution of necessity regarding the acquisition of property and does not adopt such a resolution, OWNER may terminate this Agreement upon seven (7) days' Notice to the CITY, and neither Party shall have liability to the other or any other Person.

3.9.2 Reservation of City Discretion. It is expressly acknowledged, understood and agreed by the Parties that CITY undertakes no obligation to adopt any resolution of necessity, and does not preclude or commit to any Person regarding the findings and determinations to be made by CITY with respect to any resolution of necessity. In the event of termination, neither OWNER nor CITY shall be in Default under this Agreement and OWNER may terminate this Agreement upon seven (7) days' Notice to CITY, and neither Party shall have liability to the other or any other Person.

3.9.3 No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

3.10 Tentative Maps. Pursuant to Government Code Section 66452.6, the duration of all tentative tract maps within the Project approved by the CITY shall be extended to the earlier of ten (10) years after approval by the CITY or the expiration of the term of this Agreement.

4. PUBLIC BENEFITS.

4.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.

4.2 Public Benefits. In addition to complying with the Project conditions of approval which are designed to mitigate any significant impacts of the Project, OWNER has committed by this Agreement to contribute to the acquisition, construction and maintenance of certain "Public Benefits." The Public Benefits consist of contributions toward the "Public Facilities" which may include but are not limited to park maintenance, rehabilitation and improvements, public facility upgrades and improvements, street maintenance and improvements, or any other improvement to the public facilities as the CITY deems necessary to provide appropriate facilities and services to the residents of this community and the CITY at large. CITY shall have no obligation to construct the Public Facilities in any particular order or sequence.

4.2.1 CITY Facilities. OWNER shall make contributions towards the acquisition, construction and maintenance of the CITY Facilities, as follows:

(i) Public Benefit Fee. OWNER shall pay a fee in the amount of one thousand, five hundred dollars (\$1,500) (the "City Facilities Fee") for each residential unit ("Unit") constructed as part of the Project. The City Facilities Fee shall be due concurrently with the issuance of the certificate of occupancy for the Project, unless a different schedule is mutually agreed upon by the CITY and OWNER.

(ii) Neighborhood Preservation Fee. OWNER shall pay a fee in the amount of one thousand dollars (\$1,000) (the "Neighborhood Preservation Fee") for each residential unit ("Unit") constructed as part of the Project. The Neighborhood Preservation Fee shall be due concurrently with the issuance of the certificate of occupancy for the Project, unless a different schedule is mutually agreed upon by the CITY and OWNER.

(iii) City Beautification/Enhancement Fee. OWNER shall pay five hundred thousand dollars (\$500,000) (the "City Beautification/Enhancement Fee") for the design, implementation and improvements including but not limited the proposed parkette park located at the terminus of Orangewood at Santa Rosalia, and/or the pedestrian, bicycle and parkway improvements designed by ALTA design group for the Orangewood/Santa Rosalia Corridor project, and/or the Beach Boulevard Bonanni development project corridor, which includes what is commonly known as of the date of this agreement, VRV, Cloudhouse, and Bigsby to include

connections to include but not be limited to pedestrian enhancements, wayfinding, landscaping, art installation, paving, crosswalk enhancements and monumentation, etc). The City Beautification/Enhancement Fee shall be due concurrently with the issuance of the certificate of occupancy for the Project, unless a different schedule is mutually agreed upon by the CITY and OWNER. Should the above mentioned projects not reach the full \$500,000 commitment, the remaining balance owed will be due for the City to use for beautification and enhancement projects anywhere within the City without limitation.

(iv) Affordable Housing. OWNER shall comply with the Project's affordable housing restrictions set forth in Exhibit "E."

4.3 Development Impact Fees.

4.3.1 Amount of Fee. The Development Impact Fees set forth in Exhibit "D" shall be charged to the Project.

4.3.2 Time of Payment. The fees required pursuant to Subsection 4.3.1 shall be paid to CITY concurrently with the issuance of the certificate of occupancy for the Project. No fees shall be payable for building permits issued prior to the Effective Date of this Agreement, but the fees required pursuant to Subsection 4.3.1 shall be paid prior to the re-issuance or extension of any building permit for a residential Unit for which such fees have not previously been paid.

4.3.3 Development Impact Fees; No Increases. The Parties hereby agree that, except as expressly set forth in Exhibit "D", during the term of this Agreement, the Project shall not be subject to the imposition of any City imposed Development Impact Fee that becomes effective after the Effective Date. Notwithstanding anything to the contrary in the Agreement, the OWNER acknowledges that OWNER shall be responsible for the payment of development impact fees imposed or required by other public agencies, including County or regional agencies.

4.3.4 Prepayment. In no event shall the prepayment of any Development Impact Fees required hereunder establish a vested right on the part of OWNER or any other owner of the Property or any person or entity with an interest therein to develop the Project or the Property following the expiration, cancellation or termination of the Term of this Agreement, provided, however the prepayment of any Development Impact Fees required hereunder for any particular Unit shall satisfy in full OWNER's obligation to pay such Development Impact Fees for such Unit and any subsequent increase in the amount of such Development Impact Fees as to such Unit shall not be applicable to it. Following the expiration, cancellation or termination of this Agreement, unless Development Impact Fees have been previously paid by OWNER as to any particular Unit, in which event OWNER's obligation to pay such Development Impact Fees as to such Unit shall be satisfied in full, all Development Impact Fees then in effect shall be applicable to the Project and Property notwithstanding any provision of this Agreement and notwithstanding any increase or amendment of any Development Impact Fee, or any combination thereof. Nothing contained in this Subsection 4.3.4 shall be construed as limiting the right of OWNER to a credit against any Development Impact Fees as set forth in Section 4.3.1 hereof.

4.4 Dedication of On-Site Easements and Rights of Way. OWNER shall dedicate to

CITY all on-site rights of way and easements deemed necessary for public improvements, in CITY's reasonable discretion, within 15 days of receipt of written demand from CITY.

4.5 Timing of Construction of Off-Site Infrastructure. Approval of any building permits on the Property shall be conditioned upon CITY's determination, in its reasonable discretion, that sufficient progress is being made on construction of off-site infrastructure serving development of OWNER's Property.

4.6 OWNER acknowledges and agrees that the amount of the fees set forth in Sections 4.2 and 4.3 are negotiated fees and not adopted as part of a greater fee program within the City. OWNER waives any right to challenge the mode of imposition of these fees, the amount of these fees or application of these fees to this Project. OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY."

By initialing below, OWNER hereby waives the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

5. FINANCING OF PUBLIC IMPROVEMENTS. OWNER may propose, and if requested by CITY shall cooperate in, the formation of any special assessment district, community facilities district or alternate financing mechanism to pay for the construction and/or maintenance and operation of public infrastructure facilities required as part of the Development Plan. To the extent any such district or other financing entity is formed and sells bonds in order to finance such reimbursements, OWNER may be reimbursed to the extent that OWNER spends funds, including, without limitation, Development Impact Fees, or dedicates land for the establishment of public facilities. Notwithstanding the foregoing, it is acknowledged and agreed by the parties that nothing contained in this Agreement shall be construed as requiring CITY or the City Council to form any such district or to issue and sell bonds.

6. REVIEW FOR COMPLIANCE.

6.1 Periodic Review. The CITY shall review this Agreement annually, on or before the anniversary of the Effective Date, in order to ascertain the compliance by OWNER with the terms of the Agreement. OWNER shall submit an Annual Monitoring Report, in a form acceptable to the City Manager, within thirty (30) days after written notice from the City Manager. The Annual Monitoring Report shall be accompanied by an annual review and administration fee

sufficient to defray the estimated costs of review and administration of the Agreement during the succeeding year. The amount of the annual review and administration fee shall be set annually by resolution of the City Council.

6.2 Special Review. The City Council may order a special review of compliance with this Agreement at any time. The City Manager, or his or her designee, shall conduct such special reviews.

6.3 Procedure.

(a) During either a periodic review or a special review, OWNER shall be required to demonstrate good faith compliance with the terms of the Agreement. The burden of proof on this issue shall be on OWNER.

(b) Upon completion of a periodic review or a special review, the City Manager, or his or her designee, shall submit a report to the Planning Commission setting forth the evidence concerning good faith compliance by OWNER with the terms of this Agreement and his or her recommended finding on that issue.

(c) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has complied in good faith with the terms and conditions of this Agreement, the review shall be concluded.

(d) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has not complied in good faith with the terms and conditions of this Agreement, the Commission may recommend to the City Council modification or termination of this Agreement. OWNER may appeal a Planning Commission determination pursuant to this Section 6.3(d) pursuant to CITY's rules for consideration of appeals in zoning matters then in effect. Notice of default as provided under Section 7.3 of this Agreement shall be given to OWNER prior to or concurrent with proceedings under Section 6.4 and Section 6.5.

6.4 Proceedings Upon Modification or Termination. If, upon a finding under Section 6.3, CITY determines to proceed with modification or termination of this Agreement, CITY shall give written notice to OWNER of its intention so to do. The notice shall be given at least ten (10) calendar days prior to the scheduled hearing and shall contain:

(a) The time and place of the hearing;

(b) A statement as to whether or not CITY proposes to terminate or to modify the Agreement; and,

(c) Such other information that the CITY considers necessary to inform OWNER of the nature of the proceeding.

6.5 Hearing on Modification or Termination. At the time and place set for the hearing on modification or termination, OWNER shall be given an opportunity to be heard. OWNER shall

be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on OWNER. If the City Council finds, based upon substantial evidence, that OWNER has not complied in good faith with the terms or conditions of the Agreement, the City Council may terminate this Agreement or modify this Agreement and impose such conditions as are reasonably necessary to protect the interests of the CITY. The decision of the City Council shall be final.

6.6 Certificate of Agreement Compliance. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER stating that after the most recent Periodic or Special Review and based upon the information known or made known to the City Manager and City Council that: (1) this Agreement remains in effect; and (2) OWNER is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a Periodic or Special Review and shall state the anticipated date of commencement of the next Periodic Review. OWNER may record the Certificate with the County Recorder.

Whether or not the Certificate is relied upon by assignees or other transferees or OWNER, CITY shall not be bound by a Certificate if a default existed at the time of the Periodic or Special Review, but was concealed from or otherwise not known to the City Manager or City Council.

7. DEFAULT AND REMEDIES.

7.1 Remedies in General. It is acknowledged by the parties that neither CITY nor OWNER would have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER and OWNER shall not be liable in damages to CITY, or to any successor in interest of OWNER, CITY, or to any other person or entity, and OWNER and CITY covenant not to sue for damages or claim any damages:

(a) For any breach of this Agreement or for any cause of action that arises out of this Agreement; or

(b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or

(c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

(d) Notwithstanding the foregoing, each Party may sue for specific performance under this Agreement and in the event of an action or proceeding for a declaration of the rights of the parties under this Agreement, for injunctive relief, for an alleged breach or default of, or any other action arising out of, this Agreement, or the transactions contemplated hereby, the

such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.

8. LITIGATION.

8.1 Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement, the approval of any permit granted pursuant to this Agreement, and any claim, action, proceeding or determination arising from the land use entitlements relating to this Project, including this Development Agreement. CITY shall promptly notify OWNER of any claim, action, proceeding or determination included within this Section 8.1, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action, proceeding or determination, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action, proceeding or determination.

8.2 Environmental Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission,. CITY may in its discretion participate in the defense of any such action. The foregoing defense and indemnity obligations, however, shall not apply to any condition of the Property which existed prior to OWNER's acquisition of it unless exacerbated by any act or omission of OWNER.

8.3 Reservation of Rights. With respect to Section 8.1 and Section 8.2 herein, CITY reserves, the right to either (1) approve the attorney(s) that the indemnifying party selects, hires or otherwise engages to defend the indemnified party hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense; provided, however, that the indemnifying party shall reimburse the indemnified party forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.

8.4 Challenge to Existing Land Use Approvals. By accepting the benefits of this Agreement, OWNER, on behalf of itself and its successors in interest, hereby expressly agrees and covenants not to sue or otherwise challenge any land use approval affecting the Property and in effect as of the Effective Date. Such agreement and covenant includes, without limitation, the covenant against any direct suit by OWNER or its successor in interest, or any participation, encouragement or involvement whatsoever that is adverse to CITY by OWNER or its successor in interest, other than as part of required response to lawful orders of a court or other body of

competent jurisdiction. OWNER hereby expressly waives, on behalf of itself and its successors in interest, any claim or challenge to any land use approval affecting the Property and in effect as of the Effective Date. In the event of any breach of the covenant or waiver contained herein, CITY shall, in addition to any other remedies provided for at law or in equity, be entitled to:

- (a) unless previously paid as to any particular Units, impose and recover (at any time, including after sale to a member of the public or other ultimate user) from the party breaching such covenant or waiver, the full amount of Development Impact Fees that the breaching party would have been required to pay in the absence of this Development Agreement; and
- (b) impose any subsequently adopted land use regulation on those land use approvals for which the breaching party had not, as of the time of such breach, obtained a building permit.

OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

"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."

By initialing below, OWNER hereby waives the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

8.5 Survival. The provisions of Sections 8.1 through 8.4, inclusive, shall survive the termination of this Agreement.

9. MORTGAGEE PROTECTION.

The parties hereto agree that this Agreement shall not prevent or limit OWNER, in any manner, at OWNER's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property. CITY acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with OWNER and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. CITY will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.

(c) If CITY timely receives a request from a mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

(d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.5 of this Agreement.

10. MISCELLANEOUS PROVISIONS.

10.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the Orange County Recorder by the Clerk of the City Council within ten (10) days after the CITY enters into the Agreement, in accordance with Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement, or if the CITY terminates or modifies this Agreement as provided herein for failure of the OWNER to comply in good faith with the terms and conditions of this Agreement, the City Clerk shall have notice of such action recorded with the Orange County Recorder.

10.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements that are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

10.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected

thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement, including the payment of the Development Impact Fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

10.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

10.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

10.6 Singular and Plural. As used herein, the singular of any word includes the plural.

10.7 Joint and Several Obligations. If at any time during the Term of this Agreement the Property is owned, in whole or in part, by more than one OWNER, all obligations of such OWNERS under this Agreement shall be joint and several, and the default of any such OWNER shall be the default of all such OWNERS. Notwithstanding the foregoing, no OWNER of a single lot that has been finally subdivided and sold to such OWNER as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as expressly provided for herein.

10.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

10.9 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

10.10 No Third-Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

10.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes, walk-outs, boycotts, similar obstructive actions or other labor difficulties beyond the party's control, government regulations, including without limitation, government regulations related to pandemics, court

actions (such as restraining orders or injunctions), market wide shortages of labor, materials or supplies, delays caused by the CITY, any utility company, or other governmental or quasi-governmental entities in approving entitlements, permits, and other authorizations as well as conducting inspections needed for timely completion of a party's obligations, provided that neither the ordinary and customary processing time shall not be considered a delay; and other similar matters or causes beyond the reasonable control of a party but excluding such party's financial inability to perform the obligation. If any such events shall occur, the Term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the Term of this Agreement shall not be extended for more than five (5) additional years under any circumstances.

10.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

10.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.

10.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

10.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Orange, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

10.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.

10.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement.

Upon the request of either party at any time, the other party shall promptly execute and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

10.18 Agent for Service of Process. In the event OWNER is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venturer resident of the State of California, or it is a foreign corporation, then in any such event, OWNER shall file with the City Manager, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon OWNER. If for any reason service of such process upon such agent is not feasible, then in such event OWNER may be personally served with such process and such service shall constitute valid service upon OWNER. OWNER is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto.

10.19 Authority to Execute. The person or persons executing this Agreement on behalf of OWNER warrants and represents that he or she/they have the authority to execute this Agreement on behalf of his or her/their corporation, partnership or business entity and warrants and represents that he or she/they has/have the authority to bind OWNER to the performance of its obligations hereunder.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, the parties hereto have executed this Development Agreement on the last day and year set forth below.

OWNER

BONANNI DEVELOPMENT COMPANY
III, LLC
a California limited liability company

By: _____

Name: Cole Bonanni

Dated: _____

By: _____

Name:

Dated: _____

CITY

CITY OF STANTON, a California
municipal corporation

By: _____

David Shawver
Mayor

Dated: _____

ATTEST:

By: _____

Patricia A. Vazquez
City Clerk

APPROVED AS TO LEGAL FORM:

BEST BEST & KRIEGER LLP

DRAFT

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

THAT PORTION OF LOT 4 IN SECTION 36, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE CITY OF STANTON, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON THE MAP OF A RESURVEY OF THE J.W. BIXBY AND CO.'S SUBDIVISION OF A PART OF THE RANCHO LOS ALAMITOS, FILED IN BOOK 2, PAGE 43 OF RECORD OF SURVEYS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 4 AND RUNNING THENCE NORTH ALONG THE WESTERLY LINE THEREOF 376.20 FEET TO THE NORTHWESTERLY CORNER OF LAND DESCRIBED IN DEED TO CROCKER CITIZENS NATIONAL BANK, AS TRUSTEE, RECORDED APRIL 18, 1966, IN BOOK 7904, PAGE 619 OF OFFICIAL RECORDS; THENCE EASTERLY ALONG THE NORTHERLY LINE OF LAND DESCRIBED IN SAID DEED TO ITS INTERSECTION WITH THE COMPROMISE LINE OF THE RANCHO LOS ALAMITOS; THENCE SOUTHWESTERLY ALONG SAID COMPROMISE LINE TO ITS INTERSECTION WITH THE SOUTHERLY LINE OF SAID LOT 4; THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE POINT OF BEGINNING.

ASSESSOR'S PARCEL NUMBER: 131-422-20

EXHIBIT "B"

PROPERTY LOCATION



DRAFT

EXHIBIT "C"

DEVELOPMENT PLAN

Subject to the terms of this Agreement, the Project includes the construction of a standalone residential development as depicted below. The residential development will be comprised of no more than 79 three-story townhome units including 7 low affordable units with garage parking for each unit, guest parking for a total of 202 off-street parking spaces and site amenities such as recreation area, community park and dog park. The units are attached in clusters ranging from 4 to 6 units and are comprised of one-, two- and three-bedroom units.



Exhibit C

EXHIBIT "D"

(Development Impact Fees)

<u>Development Impact Fee</u>	<u>Per Unit Amount</u>
Street Fee	\$398
Traffic Signal Fee	\$89
Community Center	\$295
Police Facilities	\$267
Park in Lieu Fee	\$11,173

DRAFT

Exhibit “E”

Affordable Housing Requirements

OWNER shall provide seven (7) for sale units qualifying for lower income, based on the area median income, as defined in California Health and Safety Code Section 50053 and accompanying regulations of the California Department of Housing and Community Development (“HCD”), as such law or regulations may hereafter be amended, replaced or renumbered from time-to-time. These units are restricted and shall have a restrictive covenant recorded against the property for a period of up to fifty (50) years and are allowed an escalation in keeping with the State standards set for this housing criteria category with the review and approval of the CITY.

DRAFT

RESOLUTION NO. 2544

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE SITE PLAN AND DESIGN REVIEW SPDR-811, CONDITIONAL USE PERMIT CUP 20-04, PLANNED DEVELOPMENT PERMIT PDP 20-07 AND TENTATIVE TRACT MAP NO. 19119 FOR A NEW 79-UNIT, TOWNHOME DEVELOPMENT INCLUDING 7 LOW INCOME AFFORDABLE UNITS FOR THE PROPERTY LOCATED AT 12200 BEACH BOULEVARD IN THE COMMERCIAL GENERAL (CG), GENERAL MIXED-USE (GLMX) OVERLAY ZONE.

WHEREAS, on November 4, 2020, Chris Segesman representing Bonanni Development, (“Applicant”) filed applications for a Site Plan and Design Review SPDR-811, Conditional Use Permit CUP 20-04, Planned Development Permit PDP 20-07 and Tentative Tract Map No. 19119, for the development of a 3.54-acre site (“Project Site”), located at 12200 Beach Boulevard (APN: 131-422-20) for a new 79-unit townhome development and associated improvements (“Project”); and

WHEREAS, on December 2, 2021, the City gave public notice of the Planning Commission meeting to conduct a public hearing to consider SPDR-811, CUP 20-04, PDP 20-07 and Tentative Tract Map No. 19119, for the Project, by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500-foot radius of the subject property, posting the notice on the City’s webpage, and was made available through the agenda posting process; and

WHEREAS, an Initial study and environmental review was prepared to evaluate the physical and environmental impacts of the project in conformance with the provisions of the California Environmental Quality Act (CEQA) and State CEQA Guidelines. The Mitigated Negative Declaration finds that the project will have less than significant impacts to the environment with the implementation of mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, a Notice of Intent to Adopt a Mitigated Negative Declaration was sent to all property owners and tenants within a 500-foot radius, and posted as required by state and local law; and

WHEREAS, the Initial Study/ Mitigated Negative Declaration was made available for a 30 day public review and comment period from October 26, 2021 through December 1, 2021 at the Stanton Library, City of Stanton Community and Economic Development Department, and on the City website; and

WHEREAS, the Planning Commission finds and determines the environmental effects of the proposed Project were reviewed pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines through the preparation and circulation of an Initial Study

and Mitigated Negative Declaration (IS/MND). The Planning Commission further finds and determines that the mitigation measures as identified in the Mitigation Monitoring and Reporting Program (MMRP) set forth in the IS/MND are sufficient to mitigate all potentially significant impacts to less than significant levels. Therefore, the Commission recommends that the City Council adopt the project IS/MND and MMRP in conjunction with the project; and

WHEREAS, on December 15, 2021, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve SPDR-811, CUP 20-04, PDP 20-07 and Tentative Tract Map No. 19119 for the development of a 3.54-acre site located at 12200 Beach Boulevard in the Commercial General (CG), General Mixed-Use (GLMX) Overlay Zone; and

WHEREAS, the Commission has carefully considered all pertinent testimony and information contained in the staff report prepared for this application as presented at the public hearing; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this resolution.

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND, RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1: The foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

SECTION 2: Based upon the Initial Study and Mitigated Negative Declaration, the Planning Commission exercises its independent judgment and finds the project's potential significant adverse impacts can be mitigated to a level of insignificance with the mitigation measures identified in the IS/MND and Mitigation Monitoring and Reporting Program (MMRP) and therefore the requirements of the California Environmental Quality Act (CEQA) have been met.

SECTION 3: That in accordance with the requirements as set forth in Section 20.530.050 of the Stanton Municipal Code (SMC) for Site Plan and Design Review application, the proposed Project is:

A. Allowed within the subject zone.

The Project Site is located in the General Mixed-Use (GLMX) Overlay zone. Stand-alone residential developments are allowed in the GLMX Overlay zone (SMC, § 20.230.050). Therefore, the Project is allowed within the subject zone.

B. Designed so that:

1. The Project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property.

The Project includes the demolition of the three existing buildings and associated accessory structures. The new residential development compliments residential and commercial uses in the vicinity and is designed to improve the pedestrian connection on Beach Boulevard, enhance the safety and quality of experience in this corridor with lighting and landscaping and offer new residential housing options not available in the City at this time. Conditions of approval and mitigation measures as identified in the MMRP have been included to ensure appropriate measures are taken during construction to minimize the impacts that construction activities could have on surrounding properties.

2. Architectural design and functional plan of the structures and related improvements are of high aesthetic quality and compatible with adjacent developments.

The Project is designed to complement and be consistent with new development on Beach Boulevard. The residential units include a contemporary architectural design incorporating plaster, lap siding, wood look porcelain tile and brick veneer improving the aesthetic quality and character of the neighborhood. The site incorporates perimeter and internal landscaping to improve the site and public facing conditions. The public right-of-way is designed to implement the Livable Beach Boulevard Mobility Plan standards improving the corridor. The common open space provides for several on-site amenities consisting of a recreation area, community park and dog park which complement the project and improve the quality of life for the residents of the development.

3. Structures and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site.

The Project Site is 3.54-acres in size and is in a zone that allows for up to 45 dwelling units to the acre. The proposed development of 79 townhome units is substantially close to the target density limits because it will be 22.28 dwelling units to the acre, and the Zoning Code's target density is 25- to 45 du/ac. The project meets the standards for stand-alone residential development in the GLMX Overlay zone and offers seven (7) units as affordable housing for low-income households. Creative and orderly site design has been incorporated to ensure the improvements are consistent with the adjacent neighborhoods and complement development in this zone.

4. The project's site plan and design are consistent with the City's Design Standards and Guidelines, if any.

The City does not currently have any adopted design guidelines. However, for the reasons set forth above, the Project's design is compatible with existing and recent residential development within the neighborhood.

C. Designed to address the following criteria, as applicable:

1. Compliant with the Zoning Code, Municipal Code Title 16 (Buildings and Construction), and all other applicable City regulations and policies.

The Project with the conditions contained herein is compliant with all applicable City regulations. The Projects meets the required setbacks, height, density and applicable development standards. The applicant has filed for a Planned Development Permit which may adjust or modify, where necessary and justifiable development standards subject to the findings in Section 20.520.060.

2. Efficient site layout and design;

The Project will feature 12, one-bedroom units and 7, two-bedroom units and 60, three-bedroom units. All the buildings are within the height limitations for the zone. The property is triangularly shaped, and a 25-foot drive aisle is proposed throughout the development. As such, the Project will efficiently utilize the existing infill site.

3. Adequate yards, spaces, walls, and fences, parking, loading, and landscaping that fit within neighboring properties and developments;

The Project provides sufficient separation from adjacent properties, open space for both private and common use and offers on-site amenities to address the needs of the residents. The Project offers well designed and usable common open space with improved site conditions including 3 on-site amenities: recreation area, community park and dog park. A new decorative block wall with trim cap will be installed on the perimeter of the property. Walls and fencing are included to ensure the safety and security of the property and appropriate separation and privacy for adjacent developments. The proposed parking offers 146 covered parking spaces in the form of 1-car and 2 car garages and 56 uncovered spaces for a total of 202 off-street parking spaces that meet the need of the development. The site design, development standards proposed with the Planned Development Permit and the conditions of approval ensure this project will complement and be consistent with neighboring properties and adjacent development.

4. Relationship to streets and highways that are adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed development;

The proposal is for a residential development. The density and use of the property are consistent with the General Plan and Zoning and is not anticipated to exceed the design of the network. The Project can be accommodated by the existing street network without any significant impact on the traffic or level of service on Beach Boulevard. A Traffic Study was prepared as part of the Mitigated Negative Declaration. Using the *Trip Generation, Tenth Edition* published by the Institute of Transportation Engineers (ITE) the study concluded that the project would produce 36 trips during the AM peak hour, 43 trips during the PM peak hour, which would not generate a significant impact.

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Additionally, the project meets the High-Quality Transit Area (HQTA) screening criteria for projects located within half a mile of a Transit Priority Area (TPA) or a HQTA. The project is exempt from a Vehicle Miles Traveled (VMT) analysis and has a less than significant impact on transportation and circulation.

5. Compatible and appropriate scale to neighboring properties and developments;

The proposed project will be compatible with existing residential developments in the area by maintaining appropriate height, mass, density and scale of the residential development. Additionally, landscape areas, appropriate setback conditions, walls and fencing and overall site design were incorporated to ensure the development is compatible with new residential development on Beach Boulevard.

6. Efficient and safe public access (both pedestrian and vehicular) and parking;

The project has been designed to ensure safe and adequate vehicle and pedestrian access. One 36-foot driveway on the southern portion of the site and one 20-foot driveway on the northern portion of the site will provide access from Beach Boulevard. A safe and efficient street pattern offers access to the residential units, all garages serving the units and the guest parking provided. Walkways are incorporated throughout the project providing safe access to each unit and to the common spaces and amenities.

7. Appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standards of design;

The Project is solely for residential development. The adjacent properties consist of multi-family residential development to the north and west and commercial development to the north and south. The Anaheim Barber City Channel borders the site to the east. The Project proposes landscape buffers along the property lines to enhance the appearance of the property. The architectural style of the residential units is compatible with new residential development within the City.

8. Appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land;

The construction and improvements at the Project site are consistent with the surrounding uses and complement the existing neighborhood commercial and multi-family residential uses. The topography of the land and adjacent areas is generally flat and will not be altered by the new development.

9. Proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site;

The Project utilizes modern site planning, contemporary architectural style and finishes complementing existing and new development in the vicinity. The residential units include a contemporary architectural design incorporating

plaster, lap siding, wood look porcelain tile and brick veneer improving the aesthetic quality and character of the neighborhood. The site incorporates perimeter and internal landscaping to improve the site and public facing conditions. The public right-of-way is designed to implement the Livable Beach Boulevard Mobility Plan standards improving the corridor.

10. Compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired;

The design features are architecturally compatible with developments within the neighborhood. The project utilizes cement plaster, tile with simulated wood finish, fiber cement siding, brick veneer and metal awnings and guardrails. The contemporary industrial architecture is similar without being overly repetitive in nature and adds interest and variety to the community while maintaining compatibility of style with the new development on Beach Boulevard.

11. Harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition;

The project provides architectural features to avoid design repetition, including the use of architectural offset on facades facing Beach Boulevard and changes in material finishes to create articulation.

12. Compatible in color, material, and composition of the exterior elevations to neighboring visible structures;

The proposed units feature a contemporary architecture compatible with new development within the neighborhood and along Beach Boulevard. The project is compatible in color, material and composition of the exterior elevations to neighboring structures.

13. Appropriate exterior lighting that provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties;

The development incorporates exterior lighting, appropriate in scale for the project and the neighborhood. The lighting will provide for public safety and is directed away from adjacent properties and public streets to minimize glare.

14. Compatible in scale and aesthetic treatment of proposed structures with public areas;

The project site incorporates a variety of landscaping species, enhanced paving at driveway entrances, and landscaped edges that provide a sense of place within the development. Additionally, the development incorporates 10 feet of public right-of-way in compliance with the Livable Beach Boulevard Mobility Plan providing a robust landscaped parkway. With the incorporation of these features, the project provides an aesthetically pleasing housing development compatible with the overall neighborhood. The project is conditioned and required to comply with all outside agency permitting

requirements to ensure the use does not adversely affect the surrounding air quality or water quality.

15. Appropriate open space and use of water-efficient landscaping; and

Each unit will be provided with a private outdoor balcony ranging from 40-95 square feet. The project offers 41,748 square feet of common open space and provides three (3) usable on-site amenities including: recreation area, community park and dog park. The development provides for landscaping which would meet the adopted Water Efficient Ordinance Guidelines as required by Stanton Municipal Code.

16. Consistent with the General Plan and any applicable Specific Plan;

The project site is not within a Specific Plan area. The proposed development is consistent with the City's General Plan, specifically:

- ***Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites.***

The property is located within the General Mixed Use Overlay zone, which allows for stand-alone residential development. The Project provides for 79 residential townhome units attached in clusters of four and six units and offers open space areas with a variety of recreational opportunities. The subdivision allows for the units to be sold separately, providing a more stable resident population and also adds to City's affordable housing stock. The proposed project offers infill development to serve the residential needs of the community while maintaining access to existing public services and utilities.

- ***Goal CD-1.1 Promote quality development and design that preserves and enhances a positive and unique image of Stanton, and fosters a sense of community pride. Strategy CD-1.1.2 Ensure that new development within the city contributes to the image of Stanton in a positive way and places a high standard of architecture and site design.***

Beach Boulevard is evolving with several new mixed use and residential developments. The proposed 79 townhome units offer a contemporary architecture that would continue to enhance the positive image of Stanton. The development also proposes to improve the Beach Boulevard corridor through the implementation of the Livable Beach Boulevard Mobility Plan.

- ***Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.***

The proposed project improves the pedestrian and vehicular experience along Beach Boulevard by implementing the Livable Beach Boulevard Mobility Plan. The parkway will offer enhanced landscaping and street

furnishings. In addition, the elevations of the new residential units facing Beach Boulevard are designed to provide high-quality design, visual interest and a vibrant streetscape.

- **Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.**

The residential Project would provide for market rate and affordable housing for people close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard and contribute to the City's economic base.

- **Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.**

The project will develop an underutilized lot located at a key corridor and will complement the surrounding neighborhood-serving commercial uses and established residential neighborhoods. The infill development will redevelop this important corridor while maintaining the appropriate use of public facilities, utilities and available infrastructure.

SECTION 4: That in accordance with the requirements as set forth in Section 20.550.060 of the Stanton Municipal Code for a Conditional Use Permit:

1. The proposed use is consistent with the General Plan and any applicable specific plan;

The project site is not within a Specific Plan area. The proposed development is consistent with the City's General Plan, specifically:

- **Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites.**

The property is located within the General Mixed Use Overlay zone which allows for stand-alone residential development. The Project provides for 79 residential townhome units attached in clusters of four and six units and offers open space areas with a variety of recreational opportunities. The subdivision allows for the units to be sold separately, providing a more stable resident population and also adds to City's affordable housing stock. The proposed project offers infill development to serve the residential needs of the community while maintaining access to existing public services and utilities.

- **Goal CD-1.1 Promote quality development and design that preserves and enhances a positive and unique image of Stanton, and fosters a sense of community pride. Strategy CD-1.1.2 Ensure that new**

development within the city contributes to the image of Stanton in a positive way and places a high standard of architecture and site design.

Beach Boulevard is evolving with several new mixed use and residential developments. The proposed 79 townhomes units offer a contemporary architecture that would continue to enhance the positive image of Stanton. The development also proposes to improve the Beach Boulevard corridor through the implementation of the Livable Beach Boulevard Mobility Plan.

- ***Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.***

The proposed project improves the pedestrian and vehicular experience along Beach Boulevard by implementing the Livable Beach Boulevard Mobility Plan. The parkway will offer enhanced landscaping and street furnishings. In addition, the elevations of the new residential units facing Beach Boulevard are designed to provide high-quality design, visual interest and a vibrant streetscape.

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The residential Project would provide for market rate and affordable housing for people close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard and contribute to the City's economic base.

- ***Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.***

The project will develop an underutilized lot located at a key corridor and will complement the surrounding neighborhood-serving commercial uses and established residential neighborhoods. The infill development will redevelopment this important corridor while maintaining the appropriate use of public facilities, utilities land available infrastructure.

2. The proposed use is allowed within the applicable zone and complies with all other applicable provisions of this Zoning Code and the Municipal Code;

The proposed 79-unit townhome project is allowed within the General Mixed-Use (GLMX) Overlay zone. Section 20.230.050 of the Stanton Municipal Code allows for stand-alone residential development in the GLMX Overlay zone. The development meets all applicable development standards and is proposing to modify open space and four-foot architectural offset requirements through the Planned Development Permit.

3. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity;

The 79 three-story townhome units are compatible with existing development along Beach Boulevard. Residential development is integrated throughout the Beach Boulevard corridor vertically and horizontally. Additional housing compliments the mix of commercial and service uses found on Beach Boulevard and improves the balance of land use found in the City. The project's contemporary design complements new development along the corridor and is compatible with the mix of design styles found in newer and older residential and commercial development found throughout the City.

4. The site is physically suitable in terms of:

- a. Its design, location, shape, size, and operating characteristics of the proposed use;

The Project meets the required front, side and rear yard setbacks, height requirements and provides all required off-street parking. The proposed development of 79 townhome units is substantially close to the target density limits because it will be 22.28 dwelling units to the acre, and the Zoning Code's target density is 25 to 45 du/ac. The Zoning Code provides a process, the Planned Development Permit intended to ensure efficient use of the land and better living environment, high standards of environmental quality and enhanced amenities. Through a Planned Development Permit, an applicant may request, and the Planning Commission may grant adjustments or modifications to the standard development requirements where necessary and appropriate to achieve a comprehensive development of superior quality and excellent design. The Project is asking for a reduction in the required private and common open space and relief from the four-foot architectural offset for interior units through the Planned Development Permit.

The Project is accessed by 2 driveways on Beach Boulevard and a 25-foot drive aisle is proposed throughout the development. The driveway entrance on the southernmost portion of the site will be restricted to right in and right out only and the second driveway to the north is restricted for right turn exit only

- b. The provision of public and emergency vehicle (e.g., fire and medical) access;

The development was reviewed by the City Engineer and Orange County Fire Authority, who each confirmed that the Project's design provided sufficient public and emergency vehicle access.

- c. Public protection services (e.g., fire protection, police protection, etc.);

The development was reviewed by the Orange County Fire Authority and Stanton Police Services to ensure compliance with public protection

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services. Orange County Fire Authority provided conditions of approval which were incorporated in Exhibit "A" and Stanton Police Services had no concerns over the Project.

- d. The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.); and

The proposed Project is located within an urbanized area, is accessible by existing streets, and is located within the service areas of all existing utilities and public services for the area. Further, conditions of approval will ensure the proposed development will not result in a reduction of public services to properties in the vicinity or be a detriment to public health, safety, and general welfare.

- e. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

The development is served by Beach Boulevard, which is adequate to carry the kind and quantity of traffic proposed. A Traffic Study was prepared as part of the Mitigated Negative Declaration. Using the *Trip Generation, Tenth Edition* published by the Institute of Transportation Engineers (ITE), the study concluded that the Project would not generate a significant impact on account of producing only 36 trips during the AM peak hour and 43 trips during the PM peak hour. Additionally, the Project meets the High-Quality Transit Area (HQTA) screening criteria for Projects located within ½ mile of a Transit Priority Area (TPA) or a HQTA. The Project is exempt from a Vehicle Miles Traveled (VMT) analysis and has a less than significant impact on transportation and circulation.

- 5. The site's suitability ensures that the type, density, and intensity of use being proposed will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located; and

The proposed development of 79 townhome units is substantially close to the target density limits because it will be 22.28 dwelling units to the acre, and the Zoning Code's target density is 25- to 45 du/ac. The Project will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone because the Project has been reviewed by the appropriate agencies and departments to ensure that development standards are met.

- 6. The applicant agrees in writing to comply with any and all of the conditions imposed by the review authority in the approval of the Conditional Use Permit or Minor Use Permit.

If the development is approved, the applicant has indicated that they will agree in writing to comply with the conditions imposed by the Planning Commission in the approval of the Conditional Use Permit.

SECTION 5: That in accordance with the requirements as set forth in Section 20.520.060 of the Stanton Municipal Code for a Planned Development Permit:

A. The Planned Development Permit will:

1. Be allowed within the subject base zone;

The proposed 79-unit, townhome Project is allowed within the General Mixed-Use (GLMX) Overlay zone. Section 20.230.050 of the Stanton Municipal Code allows for stand-alone residential development in the GLMX Overlay zone with the approval of a Conditional Use Permit. The development meets all applicable development standards and is proposing to modify open space and four-foot architectural offset requirements through the Planned Development Permit.

2. Be consistent with the purpose, intent, goals, policies, actions, and land use designations of the General Plan and any applicable specific plan;

The project site is not within a Specific Plan area. The proposed development is consistent with the City's General Plan, specifically:

- ***Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites.***

The property is located within the General Mixed Use Overlay zone which allows for stand-alone residential development. The Project provides for 79 residential townhome units attached in clusters of four and six units and offers open space areas with a variety of recreational opportunities. The subdivision allows for the units to be sold separately, providing a more stable resident population and also adds to City's affordable housing stock. The proposed Project offers infill development to serve the residential needs of the community while maintaining access to existing public services and utilities.

- ***Goal CD-1.1 Promote quality development and design that preserves and enhances a positive and unique image of Stanton, and fosters a sense of community pride. Strategy CD-1.1.2 Ensure that new development within the city contributes to the image of Stanton in a positive way and places a high standard of architecture and site design.***

Beach Boulevard is evolving with several new mixed use and residential developments. The proposed 79 townhomes units offer a contemporary architecture that would continue to enhance the positive image of Stanton.

The development also proposes to improve the Beach Boulevard corridor through the implementation of the Livable Beach Boulevard Mobility Plan.

- **Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.**

The proposed Project improves the pedestrian and vehicular experience along Beach Boulevard by implementing the Livable Beach Boulevard Mobility Plan. The parkway will offer enhanced landscaping and street furnishings. In addition, the elevations of the new residential units facing Beach Boulevard are designed to provide high-quality design, visual interest and a vibrant streetscape.

- **Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.**

The residential Project would provide for market rate and affordable housing for people close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard and contribute to the City's economic base.

- **Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.**

The Project will develop an underutilized lot located at a key corridor and will complement the surrounding neighborhood-serving commercial uses and established residential neighborhoods. The infill development will redevelopment this important corridor while maintaining the appropriate use of public facilities, utilities land available infrastructure.

3. Be generally in compliance with all of the applicable provisions of this Zoning Code relating to both on-site and off-site improvements that are necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this Chapter and the subject base zone, including prescribed development standards and applicable design guidelines, except for those provisions modified in compliance with this Chapter;

The Project meets the required front, side and rear yard setbacks and provides all required off-street parking. The Project complies with the density for the zone proposing 22.28 units to the acre well under the allowed 25-45 units to the acre. The project complies with lot coverage, impervious surface coverage and height requirements. The Zoning Code provides a process, the Planned Development Permit intended to ensure efficient use of the land and better living environment, high standards of environmental quality and enhanced

amenities. Through a Planned Development Permit, an applicant may request, and the Planning Commission may grant adjustments or modifications to the standard development requirements where necessary and appropriate to achieve a comprehensive development of superior quality and excellent design. The Project is asking for a reduction in the required private and common open space and relief from the four-foot architectural offset for interior units through the Planned Development Permit.

The Project offers increased on-site amenities and sets aside 10 percent of the units as affordable housing for low-income households. The Project meets the purpose of the Planned Development Permit, Conditional Use Permit and the Site Plan and Development Review by providing a development that exceeds site and design standards typically submitted in this zone given strict application of the development standards found in the Stanton Municipal Code. The utilization of modern site planning provides additional market rate and affordable housing opportunities and improves the character and condition of the Beach Boulevard corridor through the Livable Beach boulevard Mobility Plan.

4. Ensure compatibility of property uses within the zone and general neighborhood of the proposed development;

A stand-alone residential Project is allowed through the approval of a Conditional Use Permit in the General Mixed Use Overlay zone. The Project is designed to complement the new residential development on Beach Boulevard and enhance the surrounding neighborhood commercial uses. The enhanced building frontage along Beach Boulevard and implementation of the Livable Beach Boulevard Mobility Plan on the public right-of-way will improve the public experience and overall look and feel of the corridor.

- B. The proposed Project will produce a comprehensive development of superior quality and excellence of design (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high quality architectural design, significantly increased amounts of landscaping and improved open space, improved solutions to the design and placement of parking and loading facilities, incorporation of a program of highly enhanced amenities (e.g., additional public art), LEED or other “green” related standards, etc.) than might otherwise occur from more typical development applications;

The Project offers for-sale and affordable, one-, two- and three-bedroom townhomes with attached garages and on-site guest parking. The site design and features include desirable amenities available on-site to enhance the quality of life for these new residents. Landscaping buffers are provided including a variety of trees, shrubs and ground cover to enhance the visual appearance of the Project, provide buffering and privacy for adjacent properties and improve the overall look and feel of the property. Additionally, the public right of way will provide with robust

and enhanced landscaping and street furnishings in compliance with the Livable Beach Boulevard Mobility Plan.

- C. Proper standards and conditions have been imposed to ensure the protection of the public health, safety, and welfare;

The Project is designed and will be built in conformance with the California Building Code, the City of Stanton Municipal Code, and the intent of the General Plan. The Project is subject to all conditions of approval to ensure the protection of the public health, safety, and welfare. The City Engineer and Orange County Fire Authority have provided conditions of approval for the Project which are included in Exhibit "A". Stanton Police Services had no concerns for the Project.

- D. Proper on-site traffic circulation (e.g., pedestrian and vehicular) and control is designed into the development to ensure protection for fire suppression and police surveillance equal to or better than what would normally be created by compliance with the minimum setback and parcel width standards identified in Article 2 (Zone-Specific Standards);

The Project meets or exceeds all on-site and off-site traffic and safety standards. Adequate access to the site and on-site is provided to ensure fire, police and other public safety needs are met. Orange County Fire Authority has reviewed the plans for proper fire lane access and applicable fire authority requirements. Additionally, the City Engineer has reviewed the plans for safe maneuvering and circulation.

- E. The subject parcel is adequate in terms of size, shape, topography, and circumstances to accommodate the proposed development;

The property is flat and 3.54-acres in size. As such, it accommodates the proposed multi-family residential development.

- F. Adequate public services and facilities exist, or will be provided, in compliance with the conditions of approval, to serve the proposed development and the approval of the proposed development will not result in a reduction of public services to properties in the vicinity to be a detriment to public health, safety, and general welfare;

The proposed Project is located within an urbanized area, is accessible by existing streets, and is located within the service areas of all existing utilities and public services for the area. Further, conditions of approval will ensure the proposed development will not result in a reduction of public services to properties in the vicinity or be a detriment to public health, safety, and general welfare.

- G. The proposed development, as conditioned, will not have a substantial adverse effect on surrounding properties or their allowed use;

The Project is allowed by the zone and is consistent with the General Plan. The Project Site is in an urban setting and is not anticipated to have adverse effects on the surrounding properties and their allowed uses. The Project's architectural design is complementary to The VRV and Cloud House residential projects on Beach Boulevard. The townhome Project is compatible with surrounding improvements and character of the Beach Boulevard corridor.

- H. If the development proposes to mix residential and commercial uses whether done in a vertical or horizontal manner, the residential use is designed in a manner that it is appropriately buffered from the commercial use and is provided sufficiently enhanced amenities to create a comfortable and healthy residential environment and to provide a positive quality of life for the residents. The enhanced amenities may include additional landscaping, additional private open space, private or separated entrances, etc.;

This finding is not applicable as the proposed project is not a mixed-use project; it's a stand-alone residential development.

- I. The design, location, operating characteristics, and size of the proposed development will be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection;

The proposed Project is compatible with development in the area. The Project is of similar size and scale of recent project such as Lantana on Beach and is compatible with the contemporary architecture of The VRV and Cloud House multi-family residential developments. The Project complements adjacent development, improves pedestrian and vehicle experiences, adds vibrant new development, and adds to the City's housing stock and creates for-sale housing market rate and affordable options to serve the needs of the community.

- J. The applicant agrees in writing to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit;

If the development is approved, the applicant has indicated that they will agree in writing to comply with the conditions imposed by the Planning Commission in the approval of the Planned Development Permit.

SECTION 6: That in accordance with the requirements as set forth in Section 19.10.100 and 19.10.110 of the Stanton Municipal Code for subdivisions:

- A. The proposed map is consistent with the city's General Plan;

The proposed 79-unit, townhome project is allowed within the General Mixed-Use (GLMX) Overlay zone with the approval of a Conditional Use Permit. The development meets all applicable development standards and is proposing to modify open space and four-foot architectural offset requirements through the Planned Development Permit.

- B. The design and improvement of the proposed subdivision is consistent with the city's general plan;

The proposed development is consistent with the City's General Plan, specifically:

- **Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites.**
The property is located within the General Mixed Use Overlay zone, which allows for stand-alone residential development. The Project provides for 79 residential townhome units attached in clusters of four and six units and offers open space areas with a variety of recreational opportunities. The subdivision allows for the units to be sold separately, providing a more stable resident population and also adds to City's affordable housing stock. The proposed project offers infill development to serve the residential needs of the community while maintaining access to existing public services and utilities.
- **Goal CD-1.1 Promote quality development and design that preserves and enhances a positive and unique image of Stanton, and fosters a sense of community pride. Strategy CD-1.1.2 Ensure that new development within the city contributes to the image of Stanton in a positive way and places a high standard of architecture and site design.**
Beach Boulevard is evolving with several new mixed use and residential developments. The proposed 79 townhome units offer a contemporary architecture that would continue to enhance the positive image of Stanton. The development also proposes to improve the Beach Boulevard corridor through the implementation of the Livable Beach Boulevard Mobility Plan.
- **Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.**
The proposed Project improves the pedestrian and vehicular experience along Beach Boulevard by implementing the Livable Beach Boulevard Mobility Plan. The parkway will offer enhanced landscaping and street furnishings. In addition, the elevations of the new residential units facing Beach Boulevard are designed to provide high-quality design, visual interest and a vibrant streetscape.
- **Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major**

corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.

The residential Project would provide for market rate and affordable housing for people close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard and contribute to the City's economic base.

- **Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.**

The Project will develop an underutilized lot located at a key corridor and will complement the surrounding neighborhood-serving commercial uses and established residential neighborhoods. The infill development will redevelop this important corridor while maintaining the appropriate use of public facilities, utilities land available infrastructure.

- C. The site is physically suitable for the proposed type of development;

The 3.54-acre site is physically suitable to accommodate the proposed condominium subdivision, residential units, street access, private and common open space areas and emergency vehicle access.

- D. The requirements of the California Environmental Quality Act have been satisfied;

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project pursuant to the California Environmental Quality Act (CEQA) and State CEQA Guidelines. The IS/MND document prepared by consultant Blodgett Baylosis Environmental Planning, includes the project setting and description, initial study checklist, and an environmental evaluation. The Draft MND was circulated for a 30-day public review period beginning on October 26, 2021 and ending on November 29, 2021. Copies of the document were made available at City Hall, Stanton Library and City website. A notice of intent was posted at 12200 Beach Boulevard and the terminus of Orangewood Avenue and Santa Rosalia Street, mailed to property owners and tenants within a 500 feet radius of both sites and posted at City Hall, Stanton Post Office and Family Resource Center. Notice and the IS/MND were sent to the State Clearinghouse, Office of Planning and Research. The State Clearinghouse issued a project number for this MND (SCH No. 2021110029) and circulated the NOI and IS/MND to various state agencies. The project will require adoption of a Mitigation Monitoring and Reporting Program (MMRP) which contains mitigation measures to address noise stemming from construction and measures to address biological and tribal cultural resources impacts. The IS/MND has concluded that if the proposed mitigation measures identified in the Mitigation Monitoring and Reporting Program are applied to the project, there will be a less than significant effect on the environment.

- E. The site is physically suitable for the proposed density of development;

The development proposes a density of 22.28 units to the acre within the allowed range of 25-45 units to the acre in the General Mixed Use Overlay zone

- F. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat;

The proposed Project site is located in an urban area surrounded by commercial and residential developments and is adjacent to a major roadway, Beach Boulevard. There are no naturally occurring habitats or associated flora and fauna located on either project site that would be affected by the proposed project implementation. As a result, the site is not a suitable habitat for any species of concern by the United States Fish and Wildlife Service (USFWS) and no impacts are anticipated. According to the United States Fish and Wildlife Service and the results of the site visits, there are no wetland or migratory bird nesting areas located within the project site. The only trees located within the project site boundaries are found along the southern and western boundaries of the project site next to the Anaheim-Barber Channel. There are a number of mature trees and shrubs located on-site along the southern and western boundaries of the project site which may have the potential to harbor migratory birds, and these trees and shrubs will be removed during the construction phase to accommodate the proposed project. Any potential impact to nesting and/or migratory species, however, will be mitigated to a level of less than significant with the implementation of the mitigation measures set forth in the MMRP.

- G. The design of the subdivision and the proposed improvements are not likely to cause serious public health problems;

The IS/MND prepared found that the proposed project's air emissions do not represent a significant adverse impact. As a result, no mitigation measures are required. The analysis of air quality impacts indicated that the projected emissions would be below the South Coast Air Quality Management District's (SCAQMD) thresholds of significance. Moreover, the Project will not result in potentially significant noise impacts with the implementation of the mitigation measures included in the MMRP.

- H. The design of the subdivision and the proposed improvements will not conflict with easements of record or established by court judgment, acquired by the public at large, for access through or use of property within the proposed subdivision; or, if such easements exist, that alternate easements for access or for use will be provided, and that these will be substantially equivalent to ones previously acquired by the public;

The design of the proposed subdivision will not conflict with easements of record or established by court judgment, acquired by the public at-large, for access through or use of the property. Upon review of the project by the Engineering Department, there is no known conflict with any easements or rights-of-way.

- I. The design and improvement of the proposed subdivision are suitable for the uses proposed and the subdivision can be developed in compliance with the applicable zoning regulations pursuant to Section 19.10.090;

The proposed project will utilize the Planned Development Permit (PDP) process to allow for flexibility in development standards and create a development that aligns with the Goals, Strategies and Actions of the City of Stanton’s General Plan. These include, but are not limited to, adding to the range of housing types in the area, supporting infill development and enhancing the image of the area and the City of Stanton.

SECTION 7: Based on the findings set forth above and subject to the conditions of approval set forth in Exhibit “A,” attached hereto and incorporated herein, the Planning Commission hereby recommends that the City Council approve the following Project entitlements:

- 1. Site Plan and Design Review (SPDR)-811;
- 2. Conditional Use Permit (CUP) 20-04;
- 3. Tentative Tract Map No. 19119; and
- 4. Planned Development Permit (PDP) 20-07 to include modified development standards in accordance with Exhibit “B,” attached hereto and incorporated herein.

ADOPTED, SIGNED, AND APPROVED by the Planning Commission of the City of Stanton at a meeting held on December 15, 2021, by the following vote, to wit:

AYES: COMMISSIONERS: _____

NOES: COMMISSIONERS: _____

ABSENT: COMMISSIONERS: _____

ABSTAIN: COMMISSIONERS: _____

 Thomas Frazier, Chair
 Stanton Planning Commission

 Jennifer A. Lilley, AICP
 Planning Commission Secretary

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EXHIBIT "A"

**SITE PLAN AND DESIGN REVIEW (SPDR)-811,
CONDITIONAL USE PERMIT (CUP) 20-04
PLANNED DEVELOPMENT PERMIT (PDP) 20-07 AND
TENTATIVE TRACT MAP NO. 19119
12200 BEACH BOULEVARD**

CONDITIONS OF APPROVAL

1. The Applicant and property owner must sign and return a City-provided affidavit accepting these Conditions of Approval. The project Applicant and property owner shall have thirty (30) calendar days to return the signed affidavit to the Community and Economic Development Department. In addition, the Applicant shall record the Conditions of Approval in the Office of the County Recorder. Proof of recordation shall be provided prior to certificate of occupancy.
2. The Applicant shall indemnify, protect, defend, and hold the City, and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers, and instrumentalities thereof (collectively, the "Indemnified Parties") harmless from any and all claims, demands, lawsuits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to arbitrations, mediations, and other such procedures), judgments, orders, and decisions (collectively "Actions"), brought against the Indemnified Parties, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City) for or concerning the Project, whether such Actions are brought under the Ralph M. Brown Act, California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Community Redevelopment Law, Code of Civil Procedure Sections 1085 or 1094.5, or any other federal, state, or local constitution, statute, law, ordinance, charter, rule, regulation, or any decision of a court of competent jurisdiction. Applicant's obligation under this condition of approval shall extend to indemnifying and holding harmless the Indemnified Parties against any damages, fees, or costs awarded in connection with any Action challenging the Project. The City and the Applicant expressly agree that the City shall have the right to choose the legal counsel providing the City's defense, and that the Applicant shall reimburse, on a monthly basis, the City for any costs, fees, and expenses incurred by the City in the course of the defense. City shall promptly notify the Applicant of any Action brought, and the Applicant

shall cooperate with the City in the defense of the Action. Applicant's obligation to fully indemnify the City shall survive the suspension, revocation, expiration or termination of any permit, entitlement, or approval issued by the City for or relating to the Project.

3. The proposed project will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plans, drawings submitted, and conditions imposed in this Resolution. Development shall occur in conformance with the plans, color and materials, attachments found in the staff report and the information presented to the City Council, the conditions contained herein and all applicable City regulations. Any modifications shall require review and approval by the Community and Economic Development Director prior to the issuance of any building permit. Any significant modifications may require review and approval of the Planning Commission and/or City Council. All conditions must be completed prior to final approval and issuance of the certificate of occupancy.
4. A final landscape plan consistent with the conceptual plan provided to the City Council and as conditioned, shall be submitted for the review and approval of the Community and Economic Development Director prior to issuance of grading permit.
 - a. The landscape plan shall include all plant materials, species and sizes, irrigation, open space improvements/furnishings and Water Efficient Ordinance requirements.
 - b. All trees shall have a minimum trunk height of 10 feet at the time of installation. All shrubs shall be a minimum of 15 gallon.
 - c. Upon final inspection, staff may require replacement and/or addition of landscaping material to ensure a high-quality planting and sufficient coverage and spread.
 - d. The Homeowners Association shall maintain common area landscaping on site at all times in accordance with the approved landscaping plan. Should any planting be damaged, diseased, or removed it shall be replaced in kind.
 - e. All landscaping shall be installed prior to the issuance of the certificate of occupancy and shall be maintained as depicted in the final approved landscape plan. Any modifications or changes are subject to review and approval of the Community and Economic Development Director.

5. The public right-of-way shall be in compliance with the Livable Beach Boulevard Mobility Plan. A 10 feet pedestrian area shall be maintained with six feet of sidewalk and 4 feet of parkway. All landscaping and furnishing are subject to approval by the Community and Economic Development Director and Public Works Director. Submit landscaping and improvements for review and approval prior to building permit issuance.
6. Prior to issuance of a final certificate of occupancy, the applicant shall install trees on Beach Boulevard in tree wells and shall install uplighting in the tree wells such that the uplighting is integrated into the tree well grate or under the tree well grate to protect the lighting from vandalism or unintended damage. The design is subject to the review and approval of the Public Works Director. Tree well grates shall be rated for vehicular loads.
7. All exterior lighting shall be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare to be confirmed by the Community and Economic Development Director upon final inspection. A final lighting and photometric plan certified by a lighting engineer shall be approved by the Community and Economic Development Director or his/her designee prior to building permit issuance.
8. The applicant shall submit utility and mechanical equipment plans prior to submitting for design with any utility company, that address, among other things, the location, size, height, and screening technique for all utilities and mechanical equipment. All utilities and mechanical equipment related to the project whether located on site or in the public right-of-way shall be underground or located on any rooftop. Should the utility or mechanical equipment (e.g., Back flow devices, transformers, A/C units etc.) be unable to be placed underground or located on any rooftop, as reviewed and determined to be valid by the Community and Economic Development Director and Public Works Director, such equipment shall be located in the least impacting (visual, pedestrian impediment, vehicular obstruction, etc). location as affirmed by the Community and Economic Development Director. Additionally, all utility and mechanical equipment will be adequately screened to the Community and Economic Development Director's satisfaction. Screening materials, techniques and locations shall be submitted for the review and approval of the Community and Economic Development Director prior to submittal of plans to any utility company and prior to the issuance of grading permits.
 - a. All screening shall be subject to Planning inspection and shall match or exceed the height of the equipment.

- b. Any modification to the approved screening shall obtain prior approval of the Community and Economic Development Director.
- 9. Final fence and wall plans shall be submitted for review and approval of the Community and Economic Development Director prior to issuance of any building permit. All fences and walls shall be installed and maintained as depicted in the approved Wall and Fence Plan prior to any Building Final. Any changes to the approved fencing and walls are subject to review and approval of the Community and Economic Development Director.
 - a. The new proposed perimeter walls shall be of decorative block and contain a decorative cap.
- 10. The applicant shall submit a Trash Staging and Storage Plan for the review and approval of CR&R and the Community and Economic Development Director prior to issuance of first building permit.
 - a. All trash cans must be kept within the approved areas and all areas shall be maintained clean and sanitary.
 - b. A will-serve letter from CR&R shall be submitted to the Planning Division prior to building permit issuance.
- 11. All colors, materials and finishes must match the approved plans and materials board. Any changes are subject to review and approval by the Community and Economic Development Director. The final architectural set of plans shall depict all materials and finishes prior to building permit issuance.
- 12. The applicant shall install decorative enhanced concrete, such as stamped and colored, at the entrances into the development to the satisfaction of the Director of Community and Economic Development prior to the issuance of a certificate of occupancy.
- 13. The applicant shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP).
- 14. During the construction phase, the Applicant shall designate a noise disturbance coordinator who will be responsible for: (1) responding to neighborhood complaints about construction noise, (2) assessing the cause of the noise complaints and (3) implementing reasonable measures to correct the problem. The applicant shall be responsible for providing a hotline number that adjacent

residents or businesses may call with concerns or questions regarding construction activities. The hotline number shall be provided to City staff prior to issuance of a rough grading permit.

15. Declaration of Covenants, Conditions and Restrictions (CC&Rs), Articles of Incorporation and By-Laws for the Homeowners Association shall be reviewed and approved by City Staff, recorded before the Final Map, and include the following requirements:

- a. Require that all garage spaces shall be maintained for the parking of vehicles.
- b. A disclosure identifying the enclosed garage spaces assigned to each unit. This disclosure shall be signed by the owner prior to purchase of the unit indicating they understand there are no additional parking spaces available and that they are limited to parking vehicles within the garage associated with the purchased unit. Additionally, the disclosure shall include the number of guest parking available within the development and the policies and procedures for use of guest parking spaces which shall be signed by the owner prior to purchase of the unit indicating they understand the limitation and proper use of guest parking. This practice shall be upon original purchase and subsequent sale of each unit in the development.
- c. Dictate responsibilities between the Homeowners Association and private property owners for the maintenance of structures, both interior and exterior of all buildings, plumbing, mechanical and electrical facilities.
- d. Dictate responsibilities between the Homeowners Association and private property owners for the maintenance of the common and private open space areas.
- e. Prohibit the removal of the common and private open space areas and amenities as shown on the approved the Site Plan. Replacement, repair or substitutions can only be allowed with the prior approval of the City with similar or equivalent materials, features and fixtures. No reduction in the areas can be considered.
- f. Identify all exclusive use easement areas and dictate the responsibilities between the Homeowners Association and private property owners.

- g. Include provisions addressing the use and maintenance of guest parking spaces, driveways, common open spaces, and restrictive open space. The parking provisions shall, among other things, establish all of the following:
 - i. Guest parking spaces are to be used by guests only and are not for use by residents.
 - ii. Long term parking of more than 72-hours is prohibited in guest parking spaces.
 - iii. Movement of a vehicle directly from one guest parking space to another shall not constitute a break in the 72-hour restriction.
 - h. Prohibit storage and overnight parking of recreational vehicles and/or oversized vehicles and/or trailers.
 - i. Prohibit parking and any type of obstruction of the required fire access lanes.
 - j. Prohibit the construction of additional entries/exits into individual residences.
 - k. Dictate responsibilities of maintenance for all BMPs installed on the site, as listed in the approved Water Quality Management Plan (WQMP), including requirements for vector control and include all WQMP conditions.
 - l. Provide a Parking Management Plan that includes management strategies for both garage and guest parking, enforcement and resolution of conflict process and procedures and any time limitations and loading areas.
 - m. Include the provision to restrict any amendment to provisions required by this entitlement package without first obtaining the review and approval of the City (Community and Economic Development Director, Planning Commission or City Council as appropriate).
 - n. Include a provision identifying the City as an intended third-party beneficiary with the right, but not the obligation, to enforce the CC&Rs to ensure compliance with City entitlements.
- 16.** Parking is to be maintained and provided as identified in the approved plans. Any minor changes to the approved parking must be submitted for review and approved by the Community and Economic Development Director. Any

significant changes to the approved parking may require review and approval by the Planning Commission and/or City Council.

- 17.** Prior to the start of any work, a grading plan for on-site improvements prepared by a California-licensed civil engineer shall be submitted to the Public Works Department and approved by the City Engineer. Plan check and inspection fees shall be paid in advance according to the City's fee schedule.
- 18.** Prior to the start of any work, an improvement plan for off-site improvements prepared by a California-licensed civil engineer shall be submitted to the Public Works Department and approved by the City Engineer. Plan check and inspection fees shall be paid in advance according to the City's fee schedule. Off-site improvement plans may be incorporated in the grading plan.
- 19.** Prior to the start of any work in the City's public right-of-way, if any, a separate encroachment permit shall be obtained from the Public Works Department. All work shall be done in accordance with Orange County Public Works Standard Plans or the Standard Plans for Public Works Construction.
- 20.** Prior to the start of work in the State's right-of-way, if any, an encroachment permit from Caltrans shall be obtained. All work shall be coordinated with Caltrans and the City to ensure work is performed according to the approved plans.
- 21.** All required geotechnical testing services required for improvements in the public right-of-way will be based on time and materials, to be invoiced at the completion of the project. These fees are in addition to any other fees paid to the City. These fees must be paid in full prior to release of any bonds.
- 22.** Prior to the issuance of a grading permit or an encroachment permit, a bond or surety device shall be posted with the City in an amount and type sufficient to cover the cost of off-site and on-site work in an amount specified by the City Engineer.
- 23.** Prior to the issuance of a final certificate of occupancy, applicant shall underground the existing power poles and wires fronting the project on Beach Boulevard at the applicant's sole expense. This work will require the applicant to work with Southern California Edison, Caltrans, and other utilities to remove the Edison power pole and guy wires at the southwest corner of the project in Caltrans right-of-way, and to potentially work within Caltrans right-of-way outside of the frontage of the project, as required by Edison and/or Caltrans.
- 24.** No above ground utility structures, cabinets, pipes, or valves shall be constructed within the public right-of-way.

- 25.** Prior to the issuance of a final certificate of occupancy, no aerial utilities may be connected to the project. All utilities shall be undergrounded at the completion of the project.
- 26.** In conjunction with the submittal of a grading and on-site improvement plan, the applicant shall submit a traffic signing and striping plan for review and approval by the City Engineer. The traffic signing and striping plan shall include the following restrictions: The 36-foot-wide driveway entrance on the southernmost portion of the site will be restricted to right in and right out only, and the secondary 19-foot 10-inch driveway to the north is restricted for right turn exit only.
- 27.** Perimeter fencing shall be installed that has green screen material or approved equal. The fence/screen material shall be properly maintained and be free of rips, tears, fraying, graffiti, and any other damage or vandalism.
- 28.** Prior to the issuance of a precise grading permit, the applicant shall prepare a plan indicating clear sight triangles which shall be maintained at each driveway per the Highway Design Manual. No objects, signs, fences, walls, vegetation, or other landscaping shall be allowed within these triangles that measures between three and eight feet in height. This shall be coordinated between applicable site and landscaping plans.
- 29.** Prior to the issuance of a precise grading permit, the applicant shall prepare a plan for the placement and installation of traffic signing, pavement delineation, and other traffic devices subject to the review of the City Engineer. Parking stalls shall meet City development code standards and stop signs with stop legend bars shall be provided at all locations as specified by the City Engineer.
- 30.** Prior to the demolition of any existing on-site improvements, a demolition plan shall be submitted and approved by the City Engineer, and a grading permit shall be obtained in addition to any building permits required prior to demolition of any existing structures. The demolition plan shall include an erosion control plan.
- 31.** Grading and improvements shall be in accordance with the City's grading manual and grading code and to the satisfaction of the City Engineer. Any work outside of the project boundaries will require easements or right-of-way entry letters from adjacent property owners.
- 32.** The applicant and his/her contractor shall comply with all requirements of the Orange County Stormwater Program "Construction Runoff Guidance Manual" during the construction of the project. This document is available for downloading from www.h2oc.org.
- 33.** All structural pavement sections, including all parking lots, shall be submitted to and approved by the City Engineer. The soils engineer shall submit pavement

section recommendations based on "R" Value analysis of the subgrade soils, and approved City traffic indices.

- 34.** Handicap access ramps must be installed and/or retrofitted in accordance with current American Disabilities Act (ADA) standards throughout the project. Access ramps shall be provided at all intersections and driveways.
- 35.** All damaged, cracked, uplifted, subsided or severely worn curb, gutter and sidewalk that fronts the project in the public right-of-way along Beach Boulevard shall be removed and replaced. This includes damaged, cracked, uplifted, subsided or severely worn curb, gutter and sidewalk that was in this condition prior to the start of construction. Limits of removal and replacement will not be marked out until immediately prior to occupancy so that all damage that occurred during construction can be included in the limits of replacement.
- 36.** No construction materials or construction equipment shall be stored on public streets.
- 37.** A haul route permit shall be obtained from the Public Works Department for removal or import of any material that requires more than 20 truck trips per day or if the total yardage of material to be exported or imported to the site exceeds 100 cubic yards. All trucks hauling materials in and out of the project site shall be subject to restricted time and days of operation and truck route as determined by the City Engineer.
- 38.** Prior to the issuance of any building permit, the applicant shall pay sewer connection fees to the City for connection to the sanitary sewer system, if applicable.
- 39.** If any cuts are made into existing asphalt on Beach Boulevard, restoration of the subject roadway shall, at a minimum, consist of cold-milling to a 1.5 inch depth and an asphalt overlay with rubberized hot mix in one-half roadway widths (i.e. from gutter line to the median for cuts within the eastern half of Beach Boulevard, and from gutter line to gutter line for cuts within both halves of Beach Boulevard). Such work will require a Caltrans encroachment permit, and these restoration requirements are in addition to any requirements from Caltrans.
- 40.** Grading and improvement plans shall be prepared and submitted to the City Engineer for approval. Plans shall be 24" X 36", ink on mylar, with elevations to nearest 0.01 foot, and scaled at 1" = 10'. Public works improvements may be shown on this plan. Grading plan check fees must be paid in advance.
- 41.** Prior to the issuance of a building permit, pad certification by the project civil engineer and project geotechnical engineer is required and a building pad

compaction report must be submitted to and approved by the City Engineer. Separate review fees may apply.

- 42.** Prior to the issuance of a grading permit, a hydrology and hydraulic study (including off-site areas affecting the development) shall be prepared by a California-licensed civil engineer and approved by the City Engineer. The report shall include detailed drainage studies indicating how the grading, in conjunction with the drainage conveyance systems including applicable swales, channels, street flows, catch basins, storm drains, and flood water retarding, will allow building pad(s) to be safe from inundation from rainfall runoff which could be expected from all storms up to and including the theoretical 100-year flood. Methodology, criteria, and sizing of storm drainpipe and facilities shall adhere to the Orange County Hydrology Manual.
- 43.** The maintenance of any landscaping between the curb and the right-of-way line of any street abutting the parcel shall be the responsibility of the owner of that parcel unless a recognized association or district has assumed responsibility for said maintenance.
- 44.** Any above ground valve assemblies or back-flow devices shall be placed on private property and an easement dedicated to the water district.
- 45.** Water improvement plans shall be approved by Golden State Water Company and the City's Building Department. All facilities shall be constructed in accordance with the appropriate agency's specifications, with all incidental fees paid by the applicant. These facilities shall be dedicated to the water company by the applicant to the satisfaction of the City Engineer.
- 46.** Sewer improvement plans shall be approved by the appropriate sewer agencies and the City Engineer. All facilities shall be constructed in accordance with the City's specifications, with all incidental fees paid by the applicant.
- 47.** Prior to the issuance of a grading permit, the applicant shall submit a water quality management plan (WQMP) incorporating best management practices (BMPs) in conformance with the requirements of the MS4 Permit issued to the City by the Santa Ana Regional Water Quality Control Board. This Permit requires the project to be classified as a priority development project which requires source control BMPs to be proposed and implemented prior to the issuance of a certificate of occupancy. The applicant is advised there are additional plan check fees for the review of this document. Treatment control devices will not be permitted in the public right-of-way. The applicant/owner will be responsible for the costs of the construction or installation and maintenance of any BMPs.
- 48.** All roof drains shall be routed to a landscaped area or an on-site structural treatment BMP prior to draining into the City storm drain system.

- 49.** Prior to the issuance of a grading permit, the applicant shall identify in the WQMP the parties responsible for the long-term maintenance and operation of the structural treatment control BMPs for the life of the project and a funding mechanism for operation and maintenance.
- 50.** Prior to the release of any grading bonds, any on-site or off-site storm drains shall be inspected by the County of Orange Underground Inspection Team. The City will arrange for the inspection. There will be additional fees for this inspection. Any deficiencies shall be repaired solely at the expense of the applicant.
- 51.** Prior to the issuance of a certificate of occupancy, all existing and proposed catch basin inlets on the site shall be fitted with trash capture devices on the State Water Resources Control Board's "Track 1" approved device list.
- 52.** Prior to the issuance of a certificate of occupancy permit, the applicant/owner shall furnish a recorded copy of the City's Water Quality Best Management Practices Implementation Agreement. The Agreement outlines post-construction maintenance requirements for on-site water quality related best management practices that will be required to be implemented by the owner, and all subsequent owners. The text of this Agreement shall not be modified except as determined by the City Manager, City Attorney, or City Engineer.
- 53.** Prior to the issuance of any precise grading permit, the applicant shall provide plans and supporting documentation for the review and approval of the City Engineer showing that areas requiring regular washing/cleaning (including dumpster areas) are isolated from the storm drain system. No discharge from such areas shall be allowed into the storm drains.
- 54.** Prior to the issuance of a grading permit, the applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the State of California incorporating Best Management Practices (BMP) in conformance with the requirements of NPDES and shall obtain a Waste Discharge Identification Number (WDID) and provide the WDID to the City.
- 55.** Prior to the issuance of a grading permit, the applicant shall provide for review and approval by the City Engineer a trash and recycling plan detailing the expected trash, recyclable materials, and organic waste from the project. The applicant shall comply with the requirements of AB1826 and SB1383, mandatory commercial organics recycling (food waste), and AB341, mandatory commercial recycling.
- 56.** Any existing or new trash bin enclosures shall be sized to accommodate the required number of trash and recycling bins as required by the approved trash and recycling plan. Bins shall be housed in trash bin enclosures. At a minimum, any trash bin enclosure shall include a floor drain connected to the sanitary

sewer system and a solid roof to prevent rain water intrusion, and, at a minimum, shall accommodate one three-yard trash dumpster and one three-yard recycling dumpster (each with approximate dimensions of 40" wide x 82" long), and one 96-gallon organics recycling cart (approximate dimensions of 30" wide x 34" deep) plus enough room for personnel to access the trash bins and cart. A larger sized trash enclosure may be necessary based upon the approved trash and recycling plan. No trash bin or cart shall be located outside an enclosure approved by the Director of Community Development. If, at any time in the future it is determined by the City Engineer that the trash enclosure is inadequate, the owner at his expense shall expand the trash enclosure to accommodate extra bins as evidenced by operations or shall order more frequent trash and recycling bin pick-ups. All trash, storage of cartons, containers, and other discarded items shall be screened from public view at all times.

- 57.** All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.
- 58.** Prior to the issuance of a grading permit, an access plan shall be approved by the Orange County Fire Authority and shall agree with the grading and improvement plans.
- 59.** All grading, drainage, storm drain construction, private street or drive improvements, utility installation, landscaping, irrigation, and all other subdivision improvements shall meet the City of Stanton standards
- 60.** The Final Map, when submitted to the City for approval, shall be prepared by, or under the direction of, a California-licensed civil engineer authorized by the Board or a licensed land surveyor.
- 61.** At the time of filing of the Final Map with the City for approval the Subdivider shall provide a Preliminary Title Report dated not more than 30 days prior to the filing date. In addition to other items the Preliminary Title Report shall show in what name the ownership of the property is held, show all trust deeds including the name of the trustees, show all easements and names of easement holders, show all fee interest holders, and show all interest holders whose interest could result in a fee ownership. The title company account for this title report shall remain open until the Final Map is recorder.
- 62.** All rights-of-way, easements, abandonments, and vacations shall be shown on the Final Map. Public rights-of-way shall be dedicated to the City in fee simple absolute. The purpose, use, and holder of the easement rights for all easements shall clearly be stated on the Final Map.
- 63.** At the time of filing the Final Map to the City for approval, the Subdivider shall also submit for approval of the City a Subdivision Agreement between the Subdivider and the City properly executed by the Subdivider, including

appropriate bonds and insurance, which sets forth the requirements and responsibilities of both the City and the Subdivider relative the subdivision being created.

- 64.** Pursuant to the regulations of the Subdivision Map Act, all required off-site and public improvements shall be completed prior to the recordation of the Final Map, or in lieu thereof, be financially secured by surety bonds, to be held by the City, issued to ensure that all the improvements will be completed in a timely manner. Bond amounts shall be determined by the City. Subdivider shall provide a 100% Performance Bond, a 50% Labor and Materials Bond, a 50% Warranty Bond, and insurance coverage per City requirements.
- 65.** At the time of filing of the Final Map with the City for approval, the Subdivider shall submit to the City plans and specifications and cost estimates for all improvements including, but not limited to, public and private street rights-of-way, drainage easements, culverts, drainage structures and drainage channels, water lines, sewer lines, utility lines, and other required and necessary improvements. All improvement plans, specifications, and cost estimates shall be approved by the City Engineer prior to submitting the Final Map to the City for approval.
- 66.** Improvement plans shall include plans for all improvements related to the Subdivision including landscape plans, irrigation plans, and street lighting plans for all public right-of-way areas and all private areas.
- 67.** The subdivider shall provide easements for public and private utilities as needed and as approved by the City.
- 68.** Prior to final acceptance of the Subdivision improvements all subdivision survey monuments shall be set, and corner records, and center line ties shall be filed with the Orange County Surveyor, and if required by law, the filing and recording of Record of Survey with the Orange County Recorder.
- 69.** Prior to final acceptance of the Subdivision improvements the Subdivider shall provide the City with as built mylar and electronic copies of the all subdivision plans and improvements, in a format acceptable to the City.
- 70.** The Subdivider shall place a County Surveyor Statement certificate on the final map for the signature of the Orange County Surveyor stating, "I have examined this map and have found that all mapping provisions of the Subdivision Map Act have been complied with and I am satisfied said map is technically correct."
- 71.** At the time of filing of the Final Map with the City for approval, the Subdivider shall also provide to the Orange County Surveyor for boundary and technical plan check all Final Map documents required by the Orange County Surveyor, including but not limited to closure calculations. Subdivider shall notify the City in

writing that the required Final Map documents have been submitted to the Orange County Surveyor for boundary and technical plan check.

72.All streets or drive aisles shown on the Final Map shall show proposed street names which will be subject to approval of the City.

73.At the time of filing of the Final Map with the City for approval, the Subdivider shall provide to the City evidence that all utility providers with recorded title interest in the property have been informed of the of the pending filing of the Final Map with the City for approval, and also provide all utility provider's responses received.

74.At the time of filing of the Final Map with the City for approval, the Subdivider shall provide to the City with a preliminary soils report covering the Subdivision related area.

75.Within forty-eight (48) hours of the approval of this project, the applicant/Applicant shall deliver to the Community and Economic Development Department a check payable to the County Clerk-Recorder to enable the City to pay the County administrative fee necessary to file the Notice of Determination pursuant to Fish and Game Code §711.4 and California Code of Regulations, Title 14, section 753.5. If, within such forty-eight (48) hour period, the applicant/Applicant has not delivered to the Community and Economic Development Department the check required above, the approval for the project granted herein shall be void.

76.The applicant shall submit the plan(s) listed below to the Orange County Fire Authority for review. Approval shall be obtained on each plan prior to the event specified. Prior to OCFA clearance of a Final Map or issuance of a precise grading permit or a building permit, if a grading permit is not required:

- Fire master plan (service code PR145),
- Temporary fire access (service code PR155)- if phasing fire access during construction.

Prior to issuance of a precise grading permit or a building permit if a grading permit is not required:

- Gates (service code PR 180)- if not included in the fire master plan
- Underground piping for private hydrants and fire sprinkler systems (service code PR470-PR475)
- Architectural (service code PR200-PR268)

Prior to concealing interior construction:

- Fire alarm system (service code PR500-PR530)
- Fire sprinkler system (service codes PR400-PR465)

Specific submittal requirements may vary from those listed above depending on actual project conditions identified or present during design development, review, construction, inspection, or occupancy. Portions of the project that are deferred shall be subject to the codes, standards, and other applicable requirements in force on the date that the deferred plan is submitted to OCFA.

77. Prior to issuance of temporary or final certificate of occupancy, all OCFA inspections shall be completed to the satisfaction of the OCFA inspector and be in substantial compliance with codes and standards applicable to the project and commensurate with the type of occupancy (temporary or final) requested. Inspections shall be scheduled at least five days in advance by calling OCFA Inspection Scheduling at (714)573-6150.

78. Before commencement of construction the applicant or responsible party shall attend a pre-construction meeting with an OCFA inspector. Call OCFA Inspection Scheduling at (714)573-6150 at least five days in advance to schedule and pay for the pre-construction meeting.

79. Lumber-drop Inspection: After installation of required fire access roadways and hydrants, the applicant shall receive clearance from the OCFA prior to bringing combustible building materials on-site.

EXHIBIT “B”

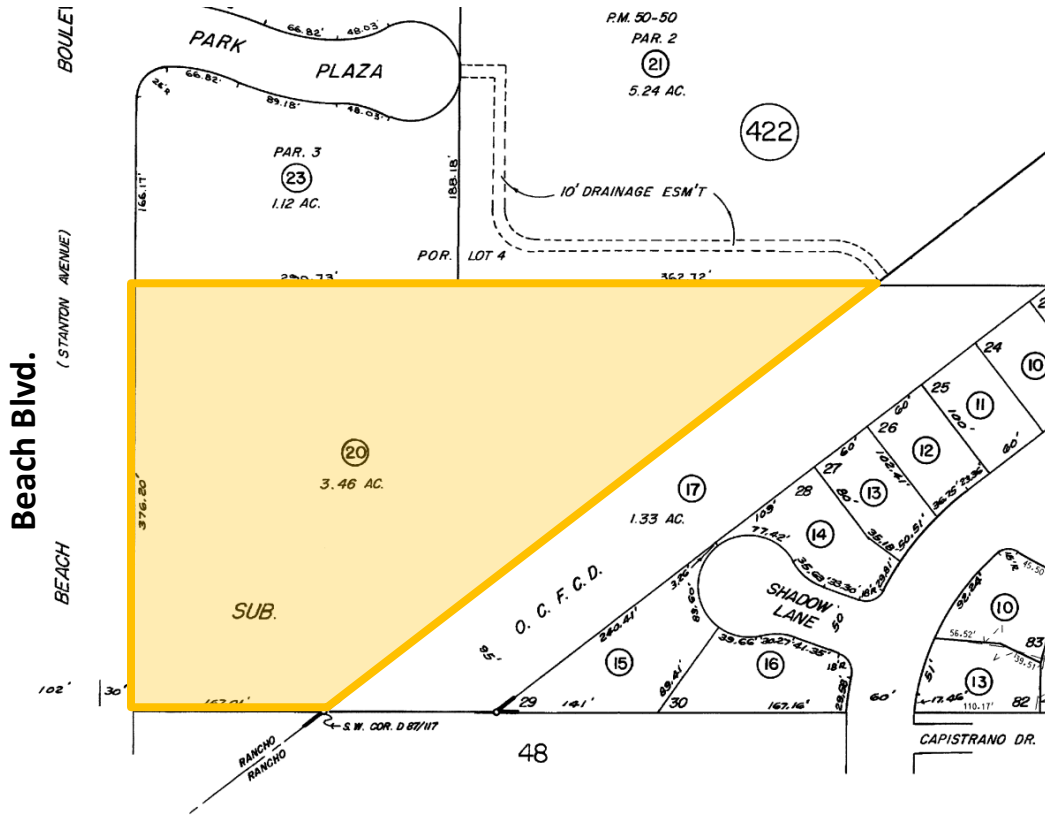
**PLANNED DEVELOPMENT PERMIT PDP 20-07
12200 BEACH BOULEVARD**

1. Complete project approval is contingent upon City Council approval of: Site Plan and Design Review (SPDR)-811, Conditional Use Permit (CUP) 20-04, Planned Development Permit (PDP) 20-07, Development Agreement (DA) 20-04, and Tentative Tract Map No. 19119. Any conditions of approval related to the previously listed entitlements shall be integrated into the project plans or development prior to the issuance of any building permit.
2. Development standards for this Planned Development shall comply with all regulations of Title 20 of the Stanton Municipal Code (SMC) and all other relevant regulations in the SMC unless otherwise provided herein and/or in an applicable Development Agreement or identified on the approved development plan.
 - a. Private Open Space:

Unit Square Footage	Provided
Unit 1A: 940 sq. ft.	40 sq. ft.
Unit 1B: 880 sq. ft.	40 sq. ft.
Unit 2A: 1,355 sq. ft.	95 sq. ft.
Unit 2B: 1,375 sq. ft.	75 sq. ft.
Unit 3A: 1,625 sq. ft.	90 sq. ft.

- b. Common Open Space Area: A total of 41,748 sq. ft shall be provided and maintained including 3 separate, common accessible amenities: recreation area, community park and dog park inclusive of fireplace, dining entertainment area, BBQ counters, playground, lawn area for active and passive play, corn hole, ping-pong area, shade structures, lounge seating, tables for tabletop board games, etc.
 - c. Four-Foot Architectural Offset: Only the units fronting Beach Boulevard shall be required to provide an architectural offset. To break up the mass of the buildings the developer shall provide change in materials with plaster, lap siding, wood look porcelain tile and brick.
 - d. Parking: The project proposes 146 covered parking spaces and 56 uncovered spaces for a total of 202 off-street parking spaces or 2.56 parking spaces per unit.

12200 BEACH BOULEVARD (APN 131-422-20) VICINITY MAP



ATTACHMENT D



PROJECT SUMMARY

Land Use Designation	General Mixed Use
Zoning	CG (Commercial General)
Overlay Zone (SMC 20.230)	General Mixed-Use (GLMX)
Total Site Area:	3.546 Acres (154,470 S.F.)
Total Units:	79 Dwelling Units
Density:	22.28 du/acre
Parking:	202 Spaces
Garage:	146 Spaces
Open (off-street):	56 Spaces

SHEET INDEX

CS1	Cover Sheet
CS2	Project and Zoning Information
CS3	Street Scene 3D Views
CS4	Street Scene Elevation
Landscape Architecture	
L-1	Schematic Landscape Plans
L-2	Main Project Entry
L-3	The Rec. Room
L-4	The Community Park
L-5	Bike Storage, Paseo & Dog Park
L-6	Schematic Long Beach Blvd Mobility Plan
L-7	Schematic Wall and Fence Plan
L-8A	Schematic Materials, Colors, & Site Furnishings
L-8B	Schematic Materials, Colors, & Site Furnishings
L-8C	Schematic Materials, Colors, & Site Furnishings
L-9A	Schematic Planting Plan
L-9B	Schematic Plant Imagery
L-9C	Schematic Plant Imagery
L-10	Schematic (12v) Lighting Plan
L-11	Schematic Open Space Plan
Site Lighting	
E-1	Electrical Photometric Plan
E-2	Lighting Cutsheets

PROJECT TEAM

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 Contact: David Bacon



Landscape Architect
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 Laguna Hills, CA 92653
 949-770-8530
 Contact: Peter Duarte



VICINITY MAP



Architecture	
A1.10	Architectural Site Plan
A1.11	Fire Site Plan
A2.10	Building Type 'A' - Building Plans
A2.11	Building Type 'A' - Elevations
A2.20	Building Type 'B' - Building Plans
A2.21	Building Type 'B' - Elevations
A2.22	Building Type 'B' - Elevations
A2.23	Building Type 'B' - Elevations
A2.24	Building Type 'B' - Elevations
A2.40	Building Type 'D' - Building Plans
A2.41	Building Type 'D' - Elevations
A2.42	Building Type 'D' - Elevations
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A2.51	Building Type 'E' - Building Plans
A2.52	Building Type 'E' - Elevations
A2.60	Building Type 'F' - Building Plans
A2.61	Building Type 'F' - Elevations
A3.10	Unit Plans - Units 1A
A3.11	Unit Plans - Units 1B
A3.12	Unit Plans - Units 2A
A3.13	Unit Plans - Units 2B
A3.14	Unit Plans - Units 3A
A4.10	Street Section
A4.11	Color and Materials
A4.12	Color and Materials
A4.13	Color and Materials



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BIGSBY

12200 BEACH BOULEVARD
 STANTON, CA

ATTACHMENT E

CS1



SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN
 2020110.01 | 07-15-2021

ORANGE COUNTY LOS ANGELES BAY AREA

PROJECT INFORMATION / ZONING COMPLIANCE

Parking Standards (SMC 20.320.070.T 3-7, 20.320.080)

Stall Size (90°)	9 ft x 19 ft
Two-Way Drive Width	25 ft
One-Way Drive Width	14 ft
Enclosed 1-Car	10 ft x 20 ft x 7.5 ft
Enclosed 2-Car	20 ft x 20 ft x 7.5 ft

Bicycle Parking (SMC 20.320.120.B.1)

A multi-family project of five or more units shall provide bicycle parking facilities equal to a minimum of 10 percent of the required motor vehicle spaces, unless separate secured garage space is provided for each unit. The bicycle facilities shall be distributed throughout the project. (Garages provided at each unit; no bicycle parking required)

Motorcycle Parking (SMC 20.320.120.A)

Facilities with 25 or more parking spaces shall provide at least one designated parking area for use by motorcycles. Those areas designated for use by motorcycles shall consist of a minimum usable area of 56 square feet. **Provided:** 64 square feet area provided

Open Space: Per City Interpretation, Project shall comply with Multi-Family Development Standards for Open Space (SMC 20.420.050.E)

2. Multi-family development...shall provide 30 percent of the total site area for usable open space for passive and active recreational uses. Usable common open space areas shall have minimum dimensions of 15 feet in width.
3. ...usable open space shall not include a driveway, driveway easement, parking areas, required front or exterior street side open landscape setbacks, areas adjacent to or between any structures less than 15 feet apart, any portion of the required square footage for private patio/rear setback areas,.... Interior side setbacks may apply toward open space....
4. Each one square foot of equipped outdoor recreation areas containing swimming pools; children's playgrounds with equipment; tennis, ... and similar facilities may count as fulfilling two square feet of required common open space area,...for up to 30 percent of the total required open space.
5. Each dwelling unit shall have direct access to the private open space designed to serve the unit.
6. Each dwelling unit shall have a private (walled) patio or balcony, or a combination of the two, with the following minimum dimensions:
 - a. Projects up to 11 units...
 - b. Projects of 12 or more units. A minimum area of 250 square feet or 25 percent of the total dwelling unit size, whichever is less.

Livable Beach Boulevard Mobility Plan

10 foot sidewalk treatment required along Beach Blvd per Figure 4-1, 4' Parkway + 6' Sidewalk

Built-to-Zone BTZ (SMC 20.230.050):

Front:	0 ft - 15 ft.
Side, Street:	5 ft - 15 ft.
Required Building Frontage within BTZ	50%
Provided Building Frontage within BTZ	52.6%
(197'-10" frontage / 376'-2" lot width)	

Setbacks to Dwelling (SMC 20.230.050):

Front Yard:	0 ft - 15 ft.
Side Yard, Interior:	10 ft., no max.
Rear Yard:	10 ft., no max.

Building Height (SMC 20.230.050, Table 2-12):

Max Allowable Height:	3 Story, 45 feet
Max Proposed Height:	3 Story, 37 feet

Frontage Requirements (SMC 20.230.060):

A	Elevation of Ground Floor	The ground floor elevation shall be located within 6 feet of the ground surface of the adjacent sidewalk or walkway.
B	Minimum Ground Floor Ceiling Height	10 feet minimum (floor-to-floor height)
C	Ground Floor Unit Entrances	Entrances to ground floor units that have street frontage may be provided through a common lobby entrance and/or by private entrances from the adjacent sidewalk.
C	Recessed Entrances	Entrances may be recessed into the façade
D	Ground and Upper Floor Windows	At least 25% of the surface area of the ground and upper floor façade (2) shall be occupied by windows (3).
E	Stoops and Front Porches	Stoops and front porches may be provided in front of building and unit entrances. Stoops and front porches may project up to 5 feet from the façade and project into the setback.
F	Projecting Elements (Balconies, Roof Overhangs...)	Projecting elements on upper floors may project 3 feet from the façade and project into the setback.
G	Sidewalk and Setback Treatment	The public sidewalk shall be improved with street trees with an average spacing of 30 feet on-center and pedestrian-scaled street lights (no taller than 14 feet), where possible. If the front façade is set back from the public sidewalk, the setback shall be landscaped (excluding stoops/front porches and paved paths to building entrances).

Frontage Provided

A	Elevation of Ground Floor	Ground floor elevations are within inches of adjacent sidewalks.
B	Minimum Ground Floor Ceiling Height	10 foot floor-to-floor height provided at ground floors.
C	Ground Floor Unit Entrances	Private entrances are provided at each unit.
C	Recessed Entrances	Entrances vary
D	Ground and Upper Floor Windows	See elevation drawings
E	Stoops and Front Porches	Stoops and front porches are not proposed.
F	Projecting Elements	No elements are proposed to project into the setback.
G	Sidewalk and Setback Treatment	See Landscape Plans.

Land Use Designation (General Plan Land Use Diagram) **General Mixed Use Zoning (Zoning Map)** **CG (Commercial General)**
Overlay Zone (SMC 20.230) **General Mixed-Use (GLMX) Overlay Zone**

Total Site Area: **3.546 Acres (154,470 S.F.)**

Land Use:

Permitted (SMC 20.230.040, Table 2-11): Multi-Family Residential
 Located on 1st Floor and Stand-alone multi-family permitted, footnote (1)
Proposed: Stand-Alone Multi-Family Residential

Total Units:

1-Bedroom Units	12 Units (15.2%)
Unit 1A	6 Units
Unit 1B	6 Units
2-Bedroom Units	7 Units (8.9%)
Unit 2B	7 Units
3-Bedroom Units	60 Units (75.9%)
Unit 2A	29 Units
Unit 3A	31 Units

***10% of units will be Moderate Income Affordable per CA Govt Code §65915 (Affordable Housing Density Bonus)**

Density:

Target: (SMC 20.30.050) (87 Units) **25 to 45 du/net ac**
 Net Lot Area excludes street and alleys (existing and proposed) and other easements (SMC 20.710.010)
Provided: **22.28 du/acre**

Parking (off-street):

Required: (CA Govt Code §65915) **113 Spaces**
 (12) 1-Bedroom x 1.0 Spaces = 12.0 Spaces
 (7) 2-Bedroom x 1.5 Spaces = 10.5 Spaces
 (60) 3-Bedroom x 1.5 Spaces = 90.0 Spaces
 (79) Unit x (NO) Guest = 0.0 Spaces

Provided: **202 Spaces**
 Garage: 146 Spaces
 Open (off-street): 56 Spaces
 Required Accessible = 3 Spaces
 Unassigned Open (56 x 5%)

Open Space (SMC 20.230.050, 20.420.050.E, 20.230.080):

Total Common Open Space Required: 46,341 S.F.
 (30% of Total Site Area)
Total Common Open Space Provided: 41,748 S.F.
Total Usable Common Open Space: 29,260 S.F.
Total Equipped Open Space Areas: 12,488 S.F.
 (6,234 s.f. x 2)
 (6,256 s.f. equipped area allowed to count double)
 (See Sheet L-9 for Open Space Calculations)

Private Open Space Required: 25% of Unit Area, or 250 s.f. Max.
Private Open Space Provided (See Unit Plans, sheets A3.10 to A3.14):
 Unit 1A (238 S.F. Req.): 40 S.F. Provided
 Unit 1B (230 S.F. Req.): 40 S.F. Provided
 Unit 2A (250 S.F. Req.): 95 S.F. Provided
 Unit 2B (250 S.F. Req.): 75 S.F. Provided
 Unit 3A (250 S.F. Req.): 90 S.F. Provided

Common Amenities and Facilities (SMC 20.420.040):

On-Site Amenities Required: **2**
Amenities Provided: **8**
 1BBQ area with covered trellis; 2Fireplace and dining entertainment area; 3Modern style tot-lot; 4Gated Dog park; 5Green lawn area for yoga, active play and corn hole; 6Outdoor ping-pong area with covered wood structure and string lighting; 7Tables with table-top board games; 8Community covered bike storage.

PROJECT DESCRIPTION

The project site is 3.546 Acres and located in the City of Stanton's General Mixed-Use Overlay Zone (GLMX). The project consists of 79 3-Story Townhomes, ranging from 1-Bedroom to 3-Bedroom, included in 5 different building types ranging from 4-plex to 6-plex configurations. The density provided is just below the 25 du/acre target of the GLMX zoning. The project provides 10% Moderate Income Affordable per California Government Code §65915.

TABULATIONS

Building Tabulation							
Bldg #	Bldg Type	Unit 1A	Unit 1B	Unit 2A	Unit 2B	Unit 3A	Total
Bldg 1	Type F	1	1	1	1	1	5
Bldg 2	Type E	1	1	0	2	2	6
Bldg 3	Type D	2	2	0	2	0	6
Bldg 4	Type D	2	2	0	2	0	6
Bldg 5	Type B	0	0	3	0	3	6
Bldg 6	Type A	0	0	2	0	2	4
Bldg 7	Type B	0	0	3	0	3	6
Bldg 8	Type B	0	0	3	0	3	6
Bldg 9	Type B	0	0	3	0	3	6
Bldg 10	Type A	0	0	2	0	2	4
Bldg 11	Type B	0	0	3	0	3	6
Bldg 12	Type B	0	0	3	0	3	6
Bldg 14	Type A	0	0	3	0	3	6
Bldg 15	Type B	0	0	3	0	3	6
Total		6	6	29	7	31	79

Unit Tabulation						
Unit Name	Unit Type	Count	Unit Area	Total Unit Area	Deck Area	Total Deck Area
Unit 1A	1 Bed/ 1 Ba	6 Units	940 S.F.	5,640 S.F.	40 S.F.	240 S.F.
Unit 1B	1 Bed/ 1 Ba	6 Units	880 S.F.	5,280 S.F.	40 S.F.	240 S.F.
Unit 2A	3 Bed/ 3 Ba	29 Units	1,365 S.F.	39,295 S.F.	95 S.F.	2,755 S.F.
Unit 2B	2 Bed/ 2.5 Ba	7 Units	1,375 S.F.	9,625 S.F.	75 S.F.	525 S.F.
Unit 3A	3 Bed/ 3.5 Ba	31 Units	1,625 S.F.	50,375 S.F.	90 S.F.	2,790 S.F.
TOTAL		79 Units		110,215 S.F.		6,550 S.F.

ZONING INFORMATION / PROJECT SUMMARY



WHA 1 880 NEWPORT CENTER DRIVE, SUITE 300, NEWPORT BEACH, CA 92650 | 949.250.0027
 © 2020 WILLIAM HEZMALUCCI ARCHITECTS, INC. DBA WHA



12200 BEACH BOULEVARD
 STANTON, CA



SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN
 202110.01 | 07-15-2021





VIEW ALONG BEACH BLVD

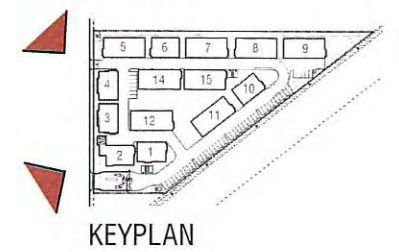


VIEW ALONG BEACH BLVD

STREET SCENE 3D VIEWS

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA





VIEW ALONG BEACH BLVD

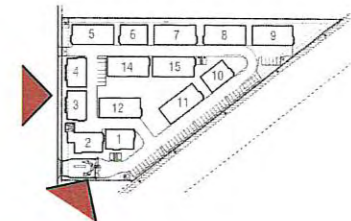


VIEW AT ENTRY

STREET SCENE ELEVATION

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA

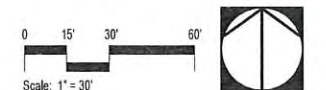


KEYPLAN



LEGEND

1. The Community Park: Community open space area with wood shade structure, table and chair seating, lounge seating, bean bag toss, table tennis, play structure, and fire pit for small social events and group gatherings. See Sheet L4.
2. The Rec. Room: Recreational area with double BBQ counter, lounge seating, fire place, and metal shade structure with string lights. See Sheet L3.
3. Turf Area for passive & active play with bench seating, builder installed and HOA maintained. See Sheet L4.
4. Five community cluster mailboxes and two parcel lockers, per USPS review and approval.
5. Proposed wall, pilaster, gate or fence, per Wall & Fence Plan.
6. Main Project Entry: Enhanced vehicular paving, decorative pots, and specimen trees. See Sheet L2.
7. Pedestrian enhanced paving.
8. Proposed tree, per Planting Plan.
9. 4' wide natural colored concrete community sidewalk, with light broom finish and saw-cut joints.
10. 5' wide colored concrete sidewalk, with light broom finish and saw-cut joints.
11. 4' wide unit entry natural colored concrete walk, with light broom finish and saw-cut joints.
12. Accessible parking stall and striping, per Civil plans.
13. Residential and guest parking stalls.
14. The Paseo: Natural colored linear pedestrian walkway with enhanced paving nodes, bench seating, and specimen trees. See Sheet L5.
15. Community dog bag station (black in color), for pet owners.
16. Property line.
17. Public street R.O.W.
18. Proposed public street sidewalk with 10' sidewalk treatment per The City's LBBMP standards.
19. Short term bike parking (2 bike racks to accommodate 4 bike stalls).
20. The Dog Park: Dog run area with decomposed granite, bench seating, adirondack seating, and dog bag station. See Sheet L5.
21. Transformer to be screened with landscape, quantity and final locations to be determined.
22. Natural colored concrete driveway, with light broom finish and saw-cut joints.
23. Long term bike storage / structure.
24. EV parking stalls with EV charging station.



Bonanni Development, LLC.

Schematic Landscape Plan



Bigsby - Beach Blvd., Stanton, CA

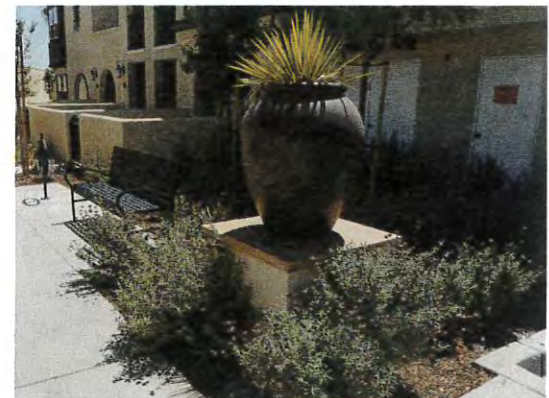


6th City Submittal_R1 | Project No.: BD02-D | Date: July 7, 2021

L-1



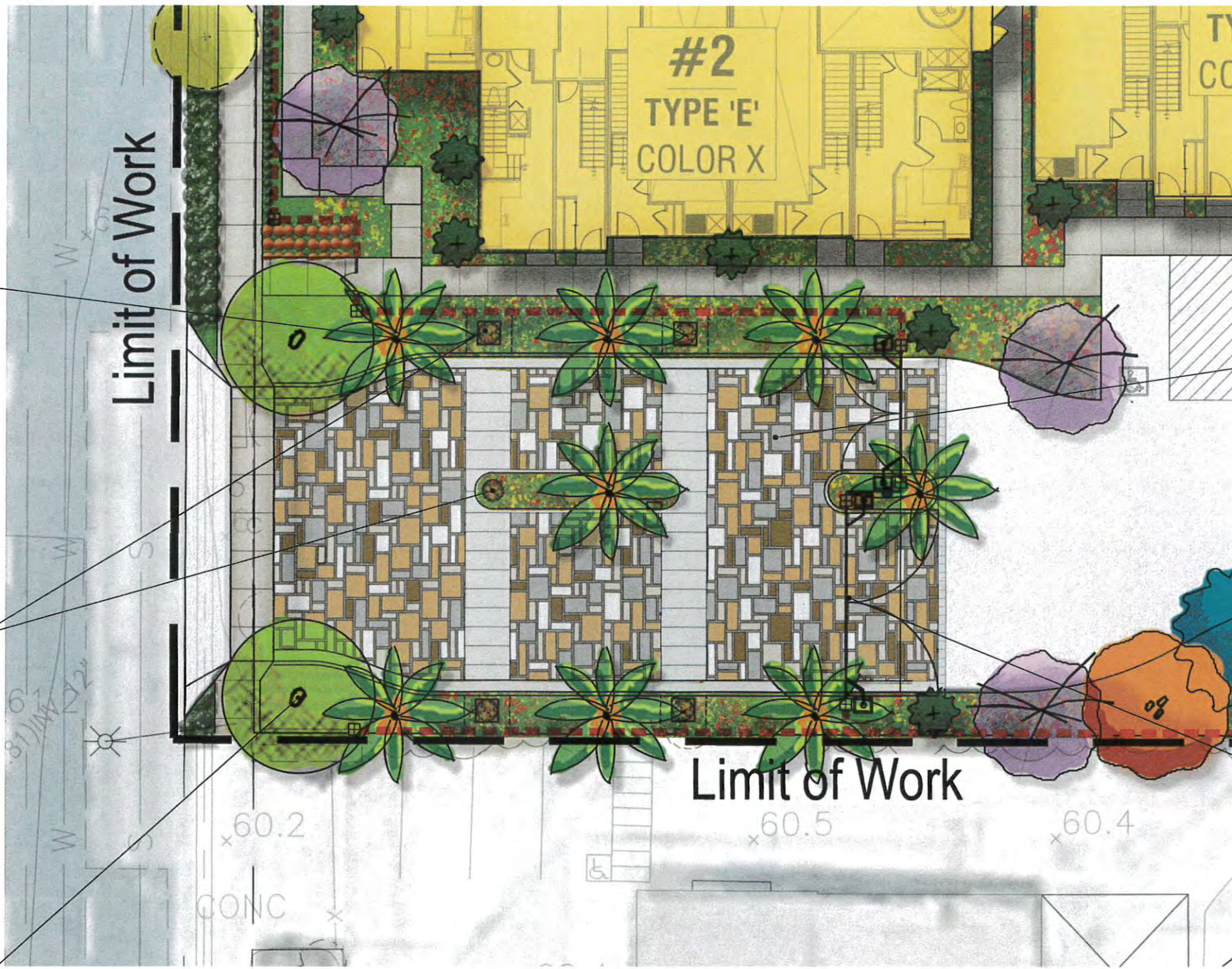
Palm Trees - Date Palms 1



Decorative Pots at Entryway 2



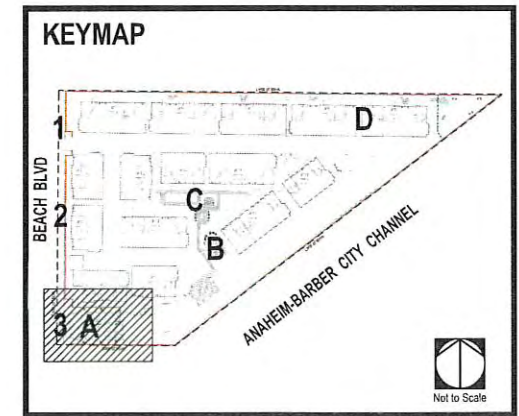
Project Entryway Trees - Palo Verde 3



Enhanced Paving 4



Vehicular Swing Gate 5



Main Project Entry

Bonanni Development, LLC.

6th City Submittal_R1 | Project No.: BD02-D
Date: July 7, 2021

L-2



Bigsby - Beach Blvd., Stanton, CA **studio PAD**
Landscape Architecture



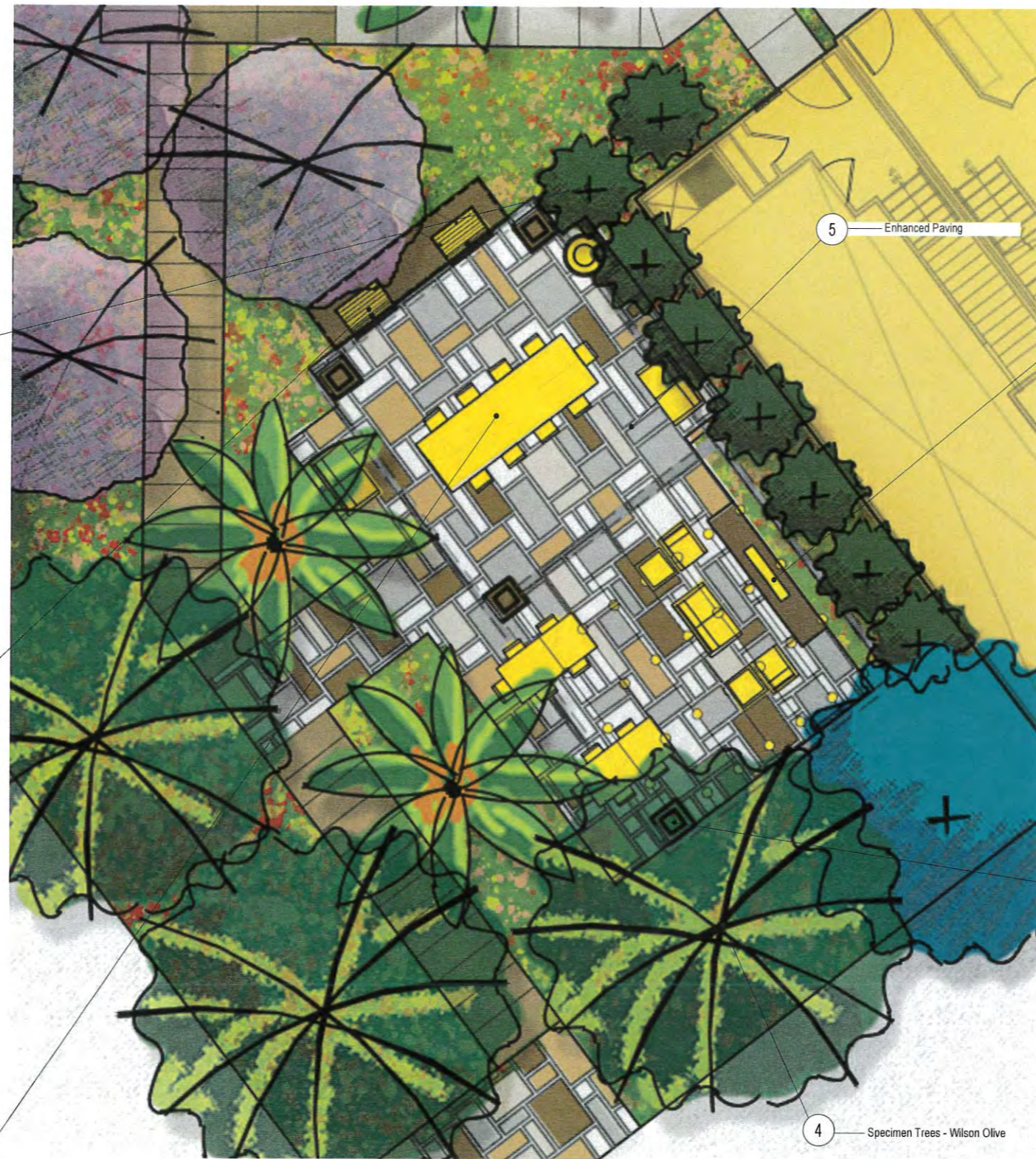
1 Buffer Tree Planting - Podocarpus macrophyllus (Yew Pine)



2 Double BBQ Grill Counter



3 Large Dining Table



5 Enhanced Paving

4 Specimen Trees - Wilson Olive



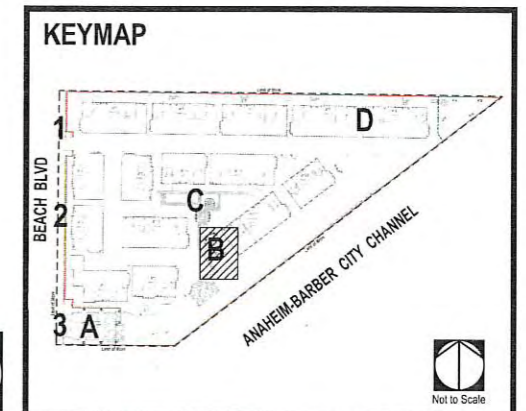
6 Accent Fireplace With Lounge Seating



7



7 Metal Shade Structure With String Lights



The Rec. Room

Bonanni Development, LLC.

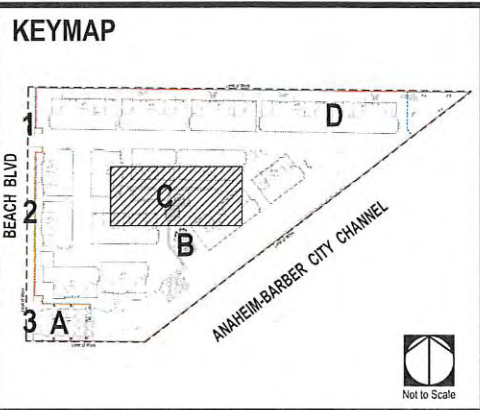
6th City Submittal_R1 | Project No.: BD02-D
Date: July 7, 2021

L-3



Bigsby - Beach Blvd., Stanton, CA





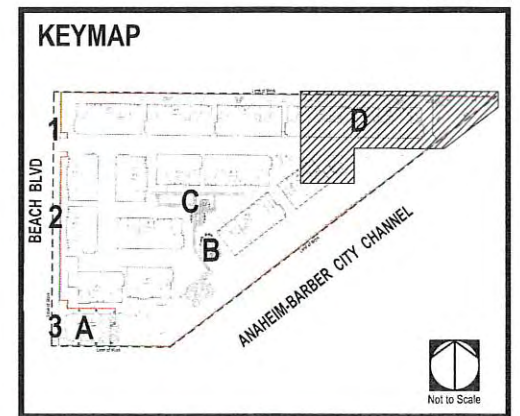
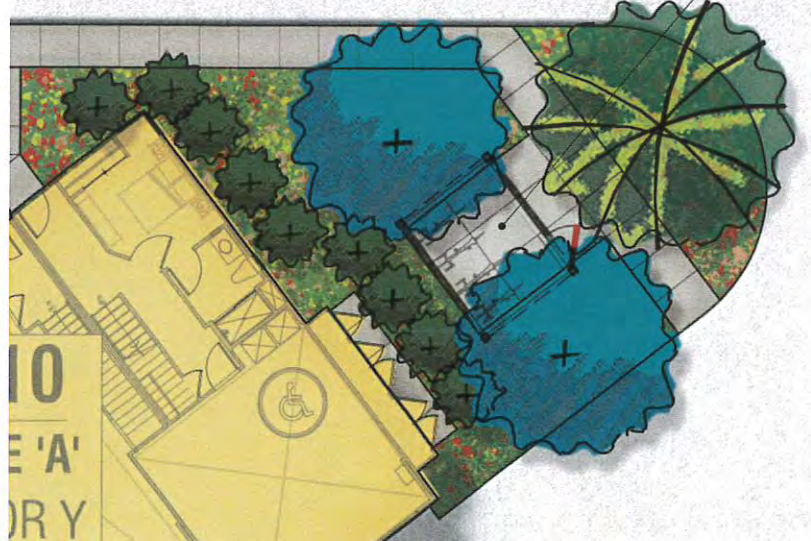
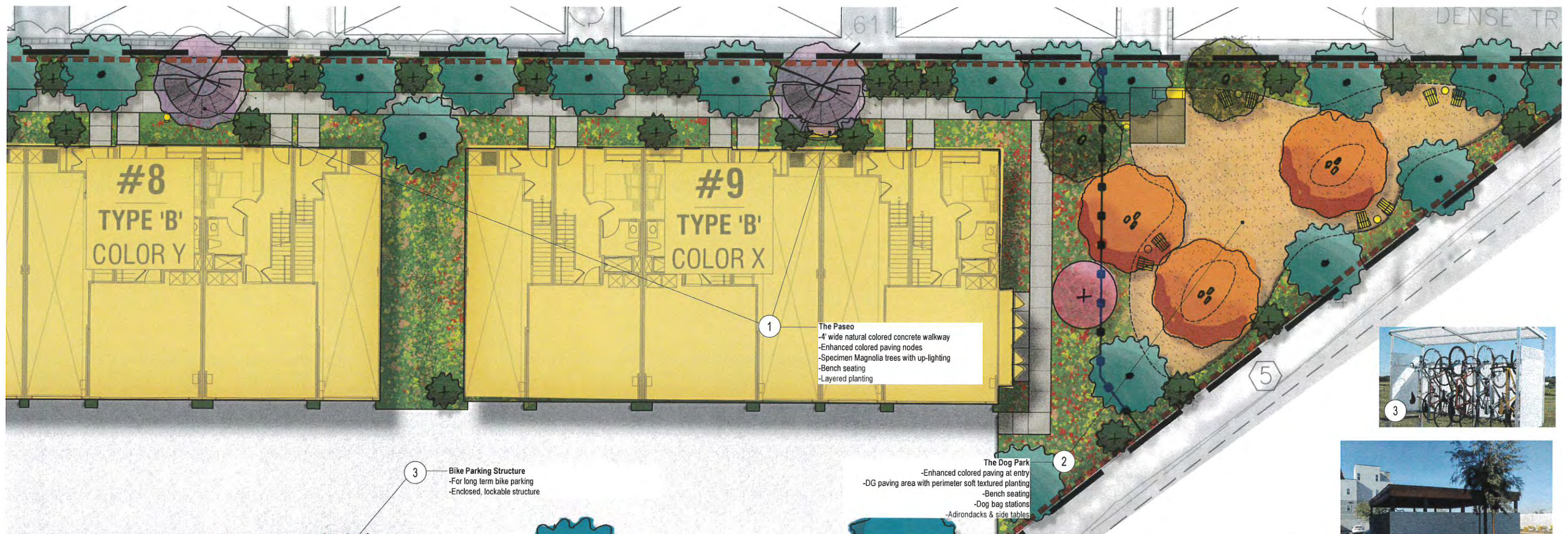
The Community Park

Bonanni Development, LLC.



Bigsby - Beach Blvd., Stanton, CA **L-4**
studio **PAD**
Landscape Architecture

6th City Submittal_R1 | Project No.: BD02-D
Date: July 7, 2021



Paseo, Dog Park & Bike Parking Structure

Bonanni Development, LLC.



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 Landscape Architecture

6th City Submittal_R1 | Project No.: BD02-D | L-5
 Date: July 7, 2021



1 Lagerstroemia i.x.f. 'Natchez' (Crape Myrtle)



2 Carissa m. 'Green Carpet' (Dwarf Natal Plum)



2 Westringia fruticosa 'Low Horizon' (Low Horizon Coast Rosemary)

Drought-tolerant planting along project frontage:
 -Dianella revoluta 'Little Rev' (Little Rev™ Flax Lily)
 -Anigozanthos (Kangaroo Paw)

6'-0" High colored precision CMU wall, w/ 2" high precision CMU cap (tan color)

6 ft. wide natural colored concrete sidewalk

Proposed parkway street tree (per Planting Plan, final selection per City Standards):
 -Lagerstroemia i.x.f. 'Natchez' (Crape Myrtle)

4 ft. wide parkway with proposed drought-tolerant planting:
 -Carissa m. 'Green Carpet' (Dwarf Natal Plum)
 -Westringia fruticosa 'Low Horizon' (Low Horizon Coast Rosemary)

3 Drought-tolerant planting along project frontage:
 -Dianella revoluta 'Little Rev' (Little Rev™ Flax Lily)
 -Anigozanthos (Kangaroo Paw)

6 ft. wide natural colored concrete sidewalk

6'-0" High colored precision CMU wall, w/ 2" high precision CMU cap (tan color)

4 ft. wide parkway with proposed drought-tolerant planting:
 -Carissa m. 'Green Carpet' (Dwarf Natal Plum)
 -Westringia fruticosa 'Low Horizon' (Low Horizon Coast Rosemary)

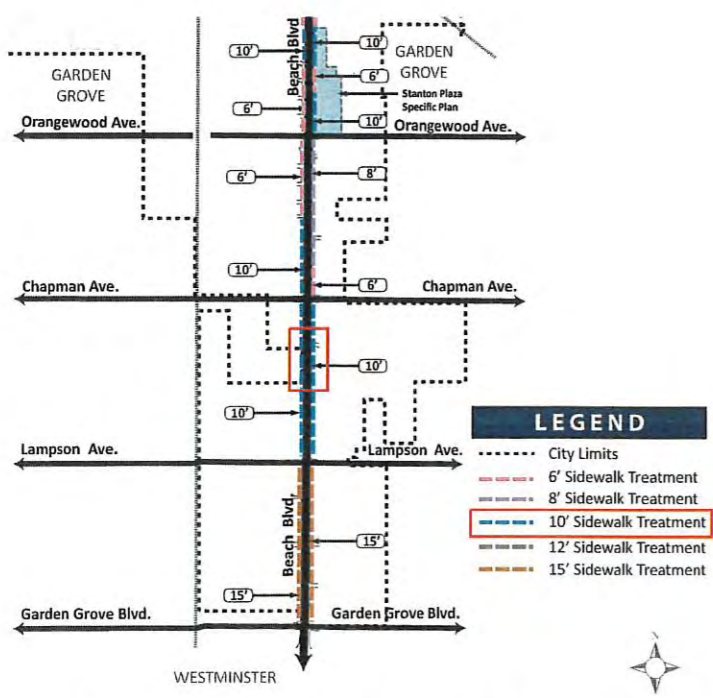
1 Proposed parkway street tree (per Planting Plan, final selection per City Standards):
 -Lagerstroemia i.x.f. 'Natchez' (Crape Myrtle)



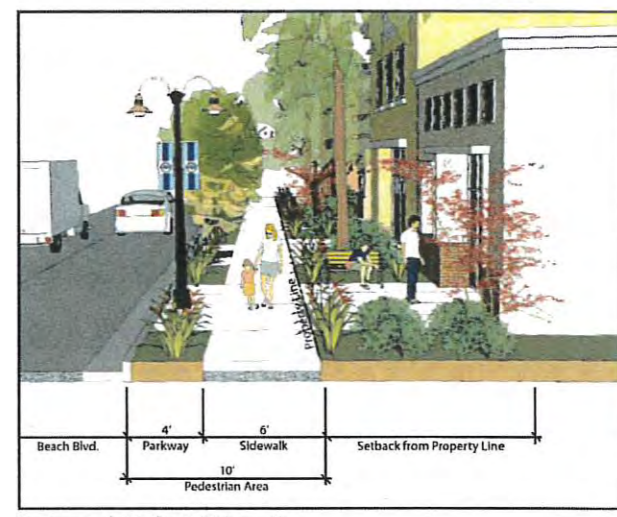
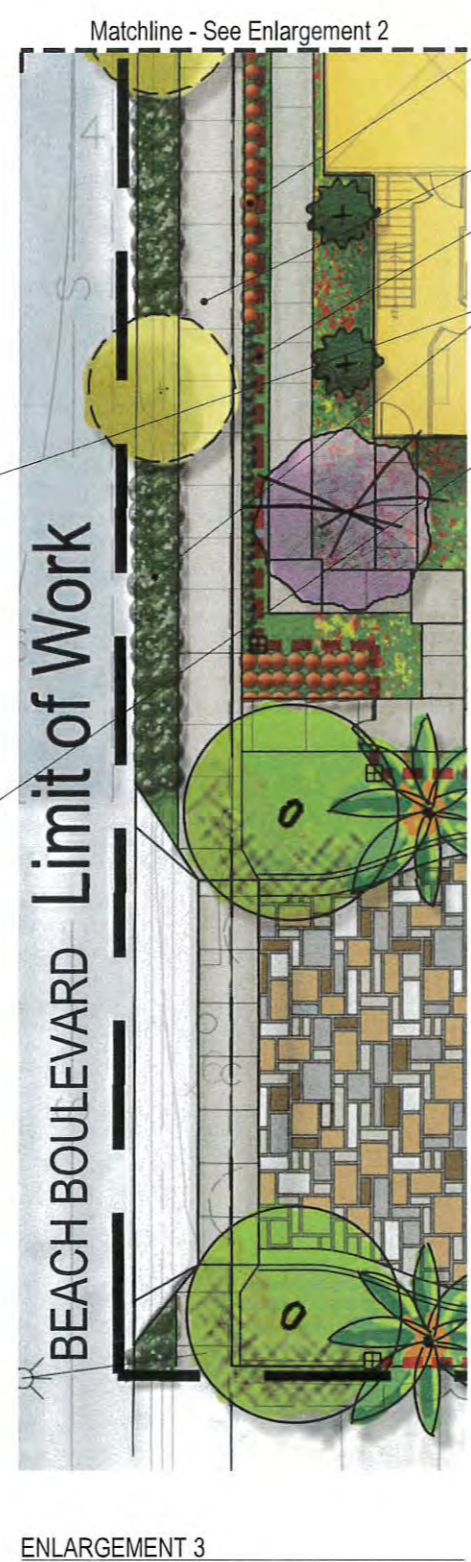
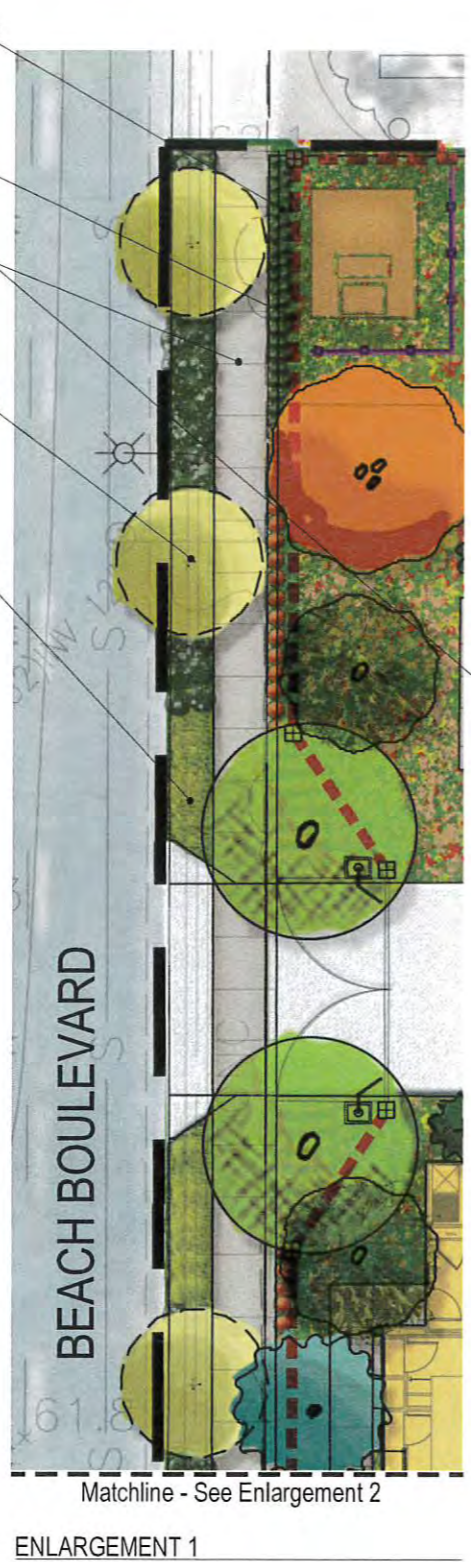
3 Anigozanthos (Kangaroo Paw)



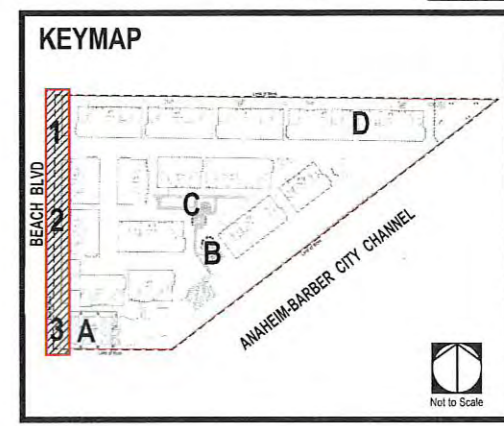
3 Dianella revoluta 'Little Rev' (Little Rev™ Flax Lily)



*10 ft. Sidewalk Treatment required per City of Stanton Livable Beach Boulevard Mobility Plan (LBBMP)



*10 ft. Sidewalk Treatment required per City of Stanton Livable Beach Boulevard Mobility Plan (LBBMP)



Schematic Beach Boulevard Mobility Plan

Bonanni Development, LLC.

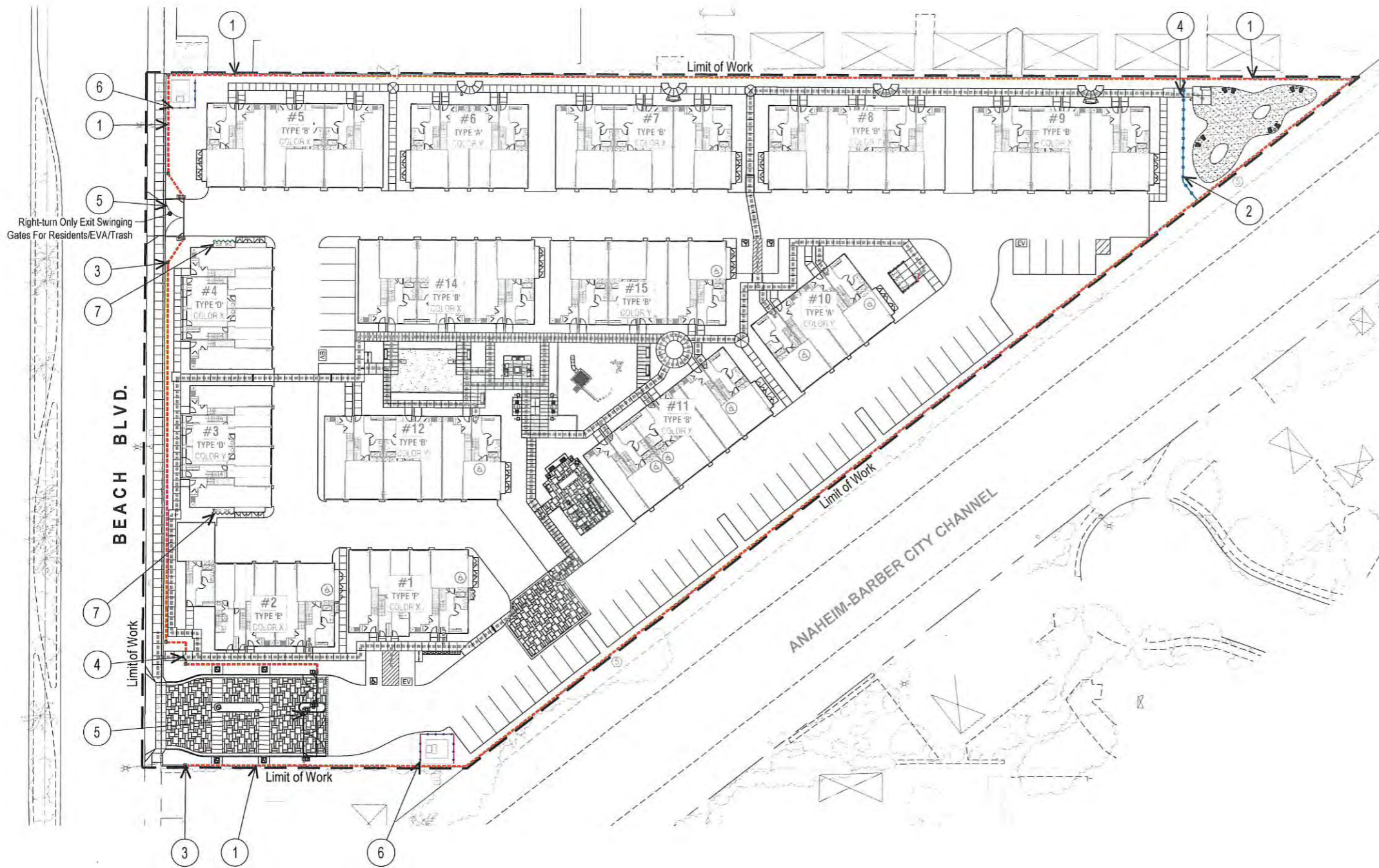
6th City Submittal_R1 | Project No.: BD02-D | Date: July 7, 2021

L-6

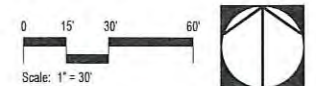


Bigsby - Beach Blvd., Stanton, CA PAD





- WALL LEGEND**
- 1 6'-0" High colored precision CMU wall, w/ 2" high precision CMU cap (tan color).
 - 2 6'-0" High tube steel fence (black paint color).
 - 3 6'-6" High (18" sq.) stucco over CMU pilaster, with flat stucco cap.
 - 4 5'-6" High metal pedestrian gate (black powdercoat color).
 - 5 6'-0" High tube steel vehicular swinging gates (black paint color).
 - 6 Corrugated metal screen at all larger ground-mounted equipment (transformers, backflow devices, etc.)
 - 7 Landscape evergreen screen / hedge at smaller ground-mounted equipment.
- ADA Path of Travel



Schematic Wall and Fence Plan

Bonanni Development, LLC.



Bigsby - Beach Blvd., Stanton, CA

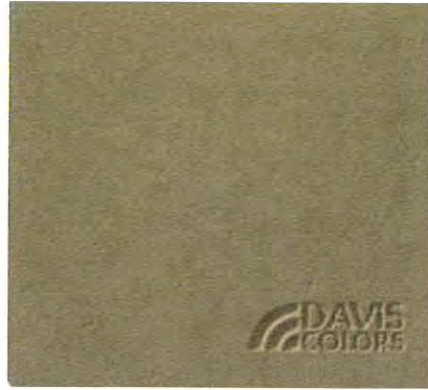


6th City Submittal_R1 | Project No.: BD02-D
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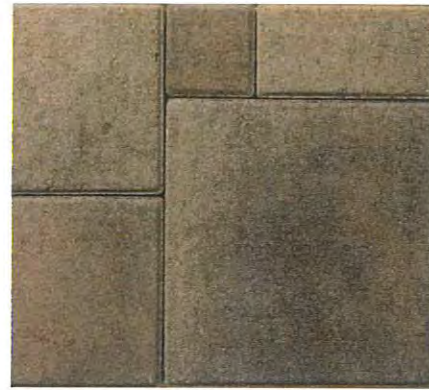
PAVING, HARDSCAPE, & POURED-IN-PLACE



Production Concrete Paving - Natural Gray with Light Top-cast Finish & Saw-cut Joints.



Enhanced Integral Colored Concrete Paving and Double BBQ Countertop- Davis Color 'Palomino 5447' in Light Top-cast Finish & Saw-cut Joints.



Pedestrian (60mm) and Vehicular (80mm) Concrete Pavers - Orco 'Villa' (5 size) Pavers in Random Ashlar Pattern, Tuscany Color w/ Bevel Edge & Sanded Joints.



Decomposed Granite - KRC Rock 'Desert Gold' Stabilized.



Rubberized Play Surface - SpectraPour 'Eggshell' with Alphatic Resin.

PILASTERS, WALLS, GATES, FENCES, & SCREENS



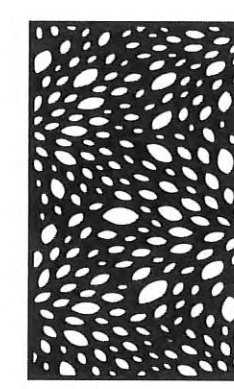
6'-0" High Precision CMU Block Wall with 2" Precision CMU Cap - Orco 'Tan'.



Metal Gates & Fencing Color - PPG 1001-7 'Black' with Satin Finish (Color to Match Architecture Accent Color).



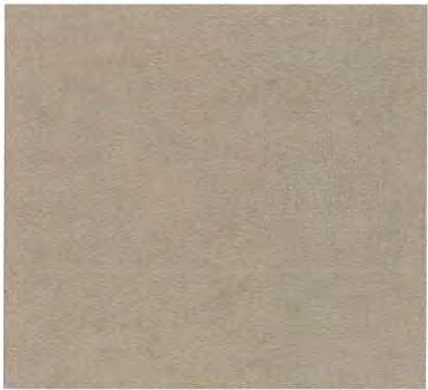
6'-6" Stucco Pilaster - PPG 1076-4 'Cuppa Coffee' (Color to Match Architecture Field 2 Paint).



3'x5' Corrugated Metal Panel Utility Screen - Artisan Panels '124 Dancing Leaves' in Black.



SITE AMENITIES



Fireplace and Double BBQ Counter Stucco Base- PPG 1076-4 'Cuppa Coffee' (Color to Match Architecture Field 1 Paint for Scheme X).



Fireplace Stone Accent - Daltile Emerson 'Butter Pecan EP01' Wood Look Porcelain Tile (To Match Architecture Field 1 for Scheme X).



Wood Stain Color for Wood Shade Structures and Long-term Bike Parking Structure - Ready Seal 'Dark Walnut'.



Schematic Materials, Colors, & Site Furnishings - Specs and Images (1 of 3)

Bonanni Development, LLC.

6th City Submittal_R1 | Project No.: BD02-D
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L-8A



Bigsby - Beach Blvd., Stanton, CA



SITE AMENITIES



MALIBU



Natural Gas Square Fire Pit - Hart Concrete Designs 'Block Quadra' in 'Malibu' Color with Fire Balls and Glass Wind Guard.

BLOCK QUADRA

- SEE COLOR OPTIONS HERE

FUEL SOURCE Natural Gas

DIMENSIONS 36" x 36" x 18"

IGNITION TYPE Push Button

CONCRETE COLOR Malibu

COVER None

WIND GUARD Glass



MALIBU



'Concrete Column Ping Pong Table' - Hart Concrete Designs in 'Malibu' Color.

CONCRETE COLUMN PING PONG TABLE

- SEE COLOR OPTIONS HERE

CONCRETE COLOR Malibu - TESTING

LINES With Lines

LINE COLOR Black

NET COLOR Black (Gal 9011)

COVER None



(5) Community Cluster Mailbox Units - Salsbury Cluster Box Unit Model # 3316SAN-U in 'Black' (Per USPS Review and Approval).



(2) Parcel Locker Units - Salsbury Model # 3304SAN-U in 'Black' (Per USPS Review and Approval).



Play Structure by Dave Bang Associates and Earthscape - Wood Stain Color 'Acorn' and 'Natural'.



Precast Concrete Cornhole (Bean Bag Toss) - QCP Corp. 'Latte'

CORNHOLE

Product Number: CCH

DIMENSIONS

Height: 12"

Width: 24"

Length: 48 1/2"

Weight: 49 lbs

Precast concrete with a pre-attached base and handle.

SITE FURNISHINGS



Decorative Pots at Main Project Entry - Anfora Jar 'AJ32' in 'Burnt Terra Cotta' Color.

Anfora Jar



ITEM #	OD	ID	H
AJ24	24"	11"	28"
AJ28	28"	12"	32"
AJ32	32"	14"	36"
AJ36	36"	16"	40"
AJ40	40"	18"	40"

Item N°: L2016

Dimensions: 35"H x 25"W x 72"L

Weight: 164 lbs



Bench - Anova Site Furnishings 'Metrix 6ft. Contour Bench' in 'Textured Black' Color.

Item N°: L2008

Dimensions: 27"H x 17"Dia.

Weight: 46 lbs



Trash Receptacle - Anova Site Furnishings 'Metrix 16 Gallon Trash Receptacle' in 'Textured Black' Color.



Bike Rack - DERO 'Bike Bike Rack' Surface Mounted in 'Powder Coat - Black' Color.



Double Seated Game Table - DuMor Site Furnishings '296-36-20HS 36" DIAMETER STEEL TABLE' in 'Textured Charcoal' Color.

Schematic Materials, Colors, & Site Furnishings - Specs and Images (2 of 3)

Bonanni Development, LLC.

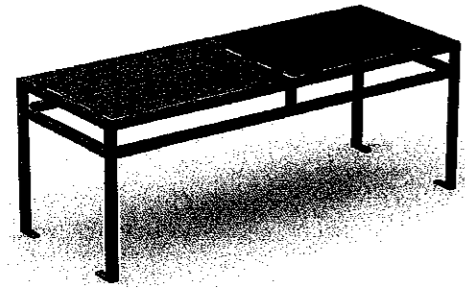
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L-8B

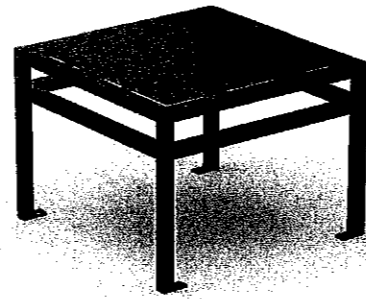
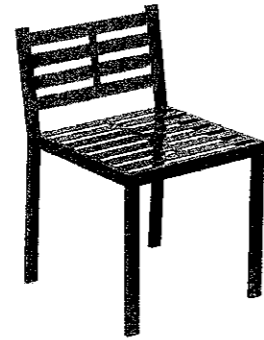


Bigsby - Beach Blvd., Stanton, CA





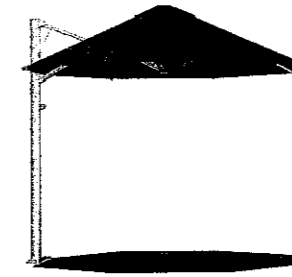
Dinning Tables - DM Braun '72" San Antonio Dinning Table' in 'Black' Color with 'San Antonio Full Metal Design Dinning Chairs' in 'Black' Color.



Side Table - DM Braun 'San Antonio Side Table' in 'Black' Color.



Dog Bag Station - Zero Waste USA 'JJB004-BLACK'

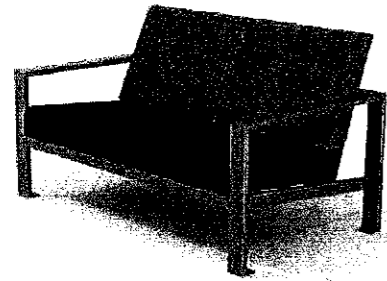


Umbrellas - Shadowspec 'Serenity Cantilever Umbrella'



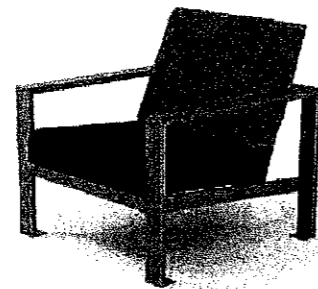
Umbrella Fabric - Sunbrella 'Taupe' Fabric Color.

Monaco Love Seat - 200lbs

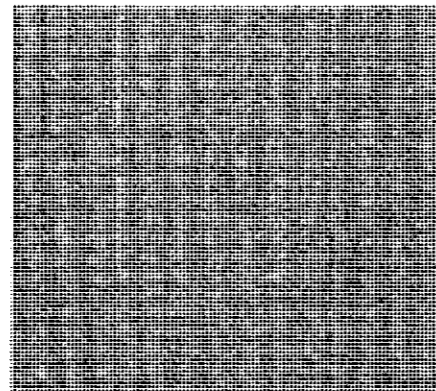


Outdoor Sofa - DM Braun 'Monaco Love Seat' with 'Black' Frame.

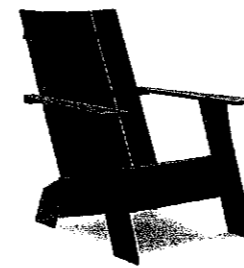
Monaco Lounge Chair - 120lbs



Lounge Chairs - DM Braun 'Monaco Lounge Chair' with 'Black' Frame.



Outdoor Sofa and Lounge Chair Fabric Color - Sunbrella Sling Fabric 'Bliss Sand' Color.



Adirondack Chairs and Side Tables at Dog Park Area - Loll Designs 'Adirondack Chair (Flat)' in 'Charcoal Gray' Color and Satellite End Table (Round, 18") in 'Charcoal Gray' Color.



Schematic Materials, Colors, & Site Furnishings - Specs and Images (3 of 3)

Bonanni Development, LLC.

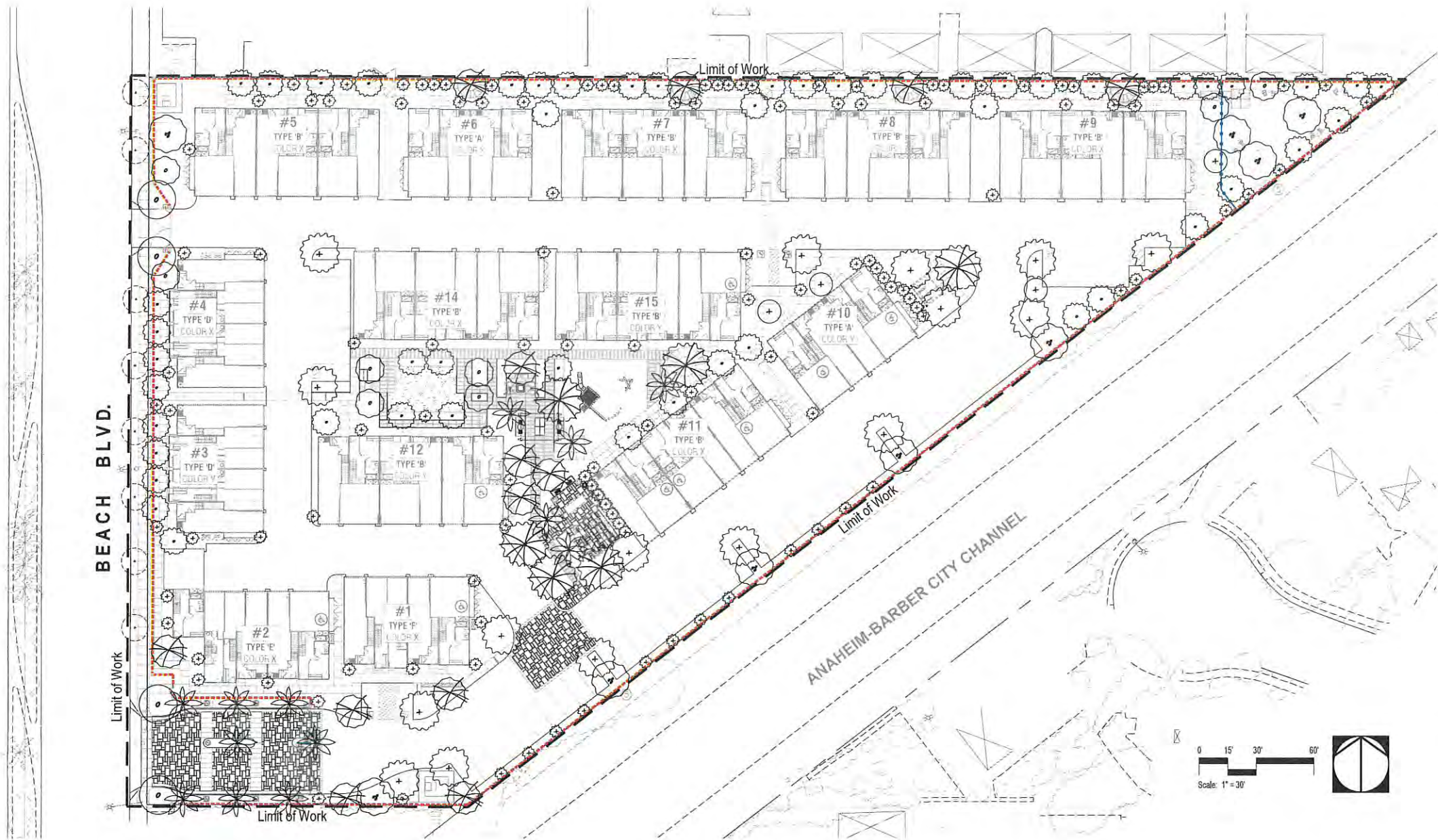
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L-8C



Bigsby - Beach Blvd., Stanton, CA





PLANTING LEGEND

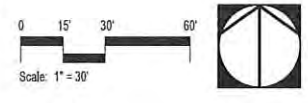
Symbol	Type/Form	Suggestions	Trunk	Size	Wucols (R3)	Qty.
PALMS						
Vertical	Botanical Name (Common Name)		Single	10' BT	Low	13
	Phoenix dactylifera (Date Palm)	Syagrus romanzoffiana (Queen Palm)				
TREES						
Specimen		Olive olea 'Wilsonii' (Wilsonii Olive)	Multi	36" Box	Low	6
Focal		Magnolia g. 'Little Gem' (L. Gem Magnolia)	Single	36" Box	Medium	13
Canopy		Platanus racemosa (California Sycamore)	Single	24" Box	Medium	9
Deciduous		Tristania conferta (Brisbane Box)	Single	24" Box	Medium	16
Street		Acacia stenophylla (Shoestring Acacia)	Single	24" Box	Low	8
Evergreen		Lagerstroemia i. x f. 'Natchez' (Crape Myrtle)	Single	15 Gal	Medium	4
Vertical		Geijera parviflora (Australian Willow)	Single	15 Gal	Low	51
Flowering		Rhus lancea (African Sumac)	Single	15 Gal	Low	51
Medium		Dodonaea viscosa 'Purpurea' (Purple Hopseed)	Single	15 Gal	Low	122
Evergreen		Podocarpus macrophyllus (Yew Pine)	Single	15 Gal	Medium	122
Columnar		Parkinsonia florida (Palo Verde)	Single	36" Box	Low	4
Project		Lagerstroemia i. x f. 'Natchez' (Crape Myrtle)	Single	36" Box	Medium	8
Entry Tree		(Final Selections / Locations per City's Direction)				
Pathway						
						TOTAL = 254

SHRUBS and GROUND COVER

SHRUBS and GROUND COVER	WUCOLS (R3)	
Anigozanthos	Kangaroo Paw	Low
Agave sp.	Agave	Low
Aloe sp.	Aloe	Low
Bougainvillea sp.	Bougainvillea	Low
Callistemon citrinus 'Little John'	Dwarf Bottlebrush	Low
Carex divulsa	Berkeley Sedges	Low
Carissa m. 'Green Carpet'	Dwarf Natal Plum	Low
Chamaerops humilis	Mediterranean Fan Palm	Low
Cordylina 'Pink Passion'	Pink Passion Dracaena Palm	Low
Dasyliiron longissimum	Mexican Grass Tree	Low
Delosperma cooperi	Trailing Ice Plant	Low
Dianella revoluta 'Little Rev'	Little Rev™ Flax Lily	Low
Iris sp.	Iris	Low
Kalanchoe thyrsiflora	Flapjack Paddle Plant	Low
Lavandula stoechas 'Larkman Hazel'	Hazel™ Spanish Lavender	Low
Ligustrum japonicum 'Texanum'	Japanese Privet	Low
Nassella pulchra	Purple Needlegrass	Low
Muhlenbergia rigens	Deer Grass	Low
Rhaphiolepis indica 'Clara'	India Hawthorn	Low
Rosmarinus p. 'Huntington Carpet'	Groundcover Rosemary	Low
Salvia sp.	Sage	Low
Westringia sp.	Westringia	Low
Xylosma congestum 'Compact'	Compact Xylosma	Low
Yucca gloriosa	Spanish Dagger	Low

VINES & ESPALIERS

VINES & ESPALIERS	WUCOLS (R3)	
Antigonon leptopus	Coral Vine	Low
Bougainvillea 'Monka' (Oo-La-La® Bougainvillea)	Bougainvillea	Low
Macfadyena unguis-cati	Cat's Claw Vine	Low
Trachelospermum jasminoides	Star Jasmine	Med



- NOTES:**
- Irrigation (including spray and/or drip) will be provided, in the Construction Document phase, and to be installed per local California water regulations (AB1881).
 - Vehicular Swinging Gates to be installed per local Fire Codes & Regulations.
 - Transformers, back-flow preventers & other above-ground utilities to be screened with landscape as permitted per local codes & regulations.
 - Landscape lighting (landscape up-lights, path lights/bollards, etc.) to be coordinated with Electrical Engineer in future phase.
 - All trees within 5' of hardscape to be installed with deep root barriers.

Schematic Planting Plan

Bonanni Development, LLC.



Bigsby - Beach Blvd., Stanton, CA





Phoenix dactylifera
Date Palm



Syagrus romanzoffiana
Queen Palm



Olea Europea 'Wilsonii'
Wilson Olive



Magnolia g. 'Little Gem'
L. Gem Magnolia



Platanus Racemosa
California Sycamore



Tristania conferta
Brisbane Box



Acacia stenophylla
Shoestring Acacia



Geijera parviflora
Australian Willow



Rhus lancea
African Sumac



Dodonaea viscosa 'Purpurea'
Purple Hopseed



Podocarpus macrophyllus
Yew Pine



Lagerstroemia l.x.f 'Natchez'
Crape Myrtle



Parkinsonia florida
Palo Verde



Anigozanthos
Kangaroo Paw



Agave sp.
Agave



Aloe sp.
Aloe

Shrubs and Groundcover:



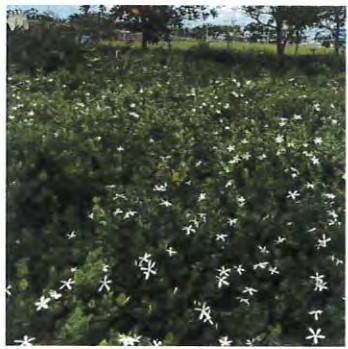
Bougainvillea sp.
Bougainvillea



Callistemon citrinus 'Little John'
Dwarf Bottlebrush



Carex divulsa
Berkeley Sedge



Carissa m. 'Green Carpet'
Dwarf Natal Plum



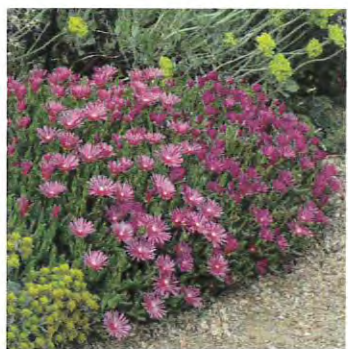
Chamaerops humilis
Mediterranean Fan Palm



Cordylina 'Pink Passion'
Pink Passion Dracaena Palm



Dasylirion longissimum
Mexican Grass Tree



Delosperma cooperi
Trailing Ice Plant



Dianella revoluta 'Little Rev'
Little Rev™ Flax Lily



Iris sp.
Iris



Kalanchoe thyrsiflora
Flapjack Paddle Plant



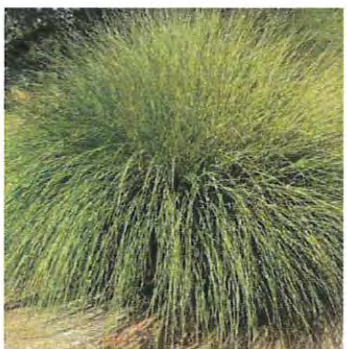
Lavandula stoechas 'Larkman Hazel'
Hazel™ Spanish Lavender



Ligustrum japonicum 'Texanum'
Japanese Privet



Naseela pulchra
Purple Needlegrass



Muhlenbergia rigens
Deer Grass



Raphiolepis indica 'Clara'
Indian Hawthorn

Schematic Plant Imagery (1 of 2)

Bonanni Development, LLC.



Bigsby - Beach Blvd., Stanton, CA



6th City Submittal_R1 | Project No.: BD02-D
Date: July 7, 2021

L-9B



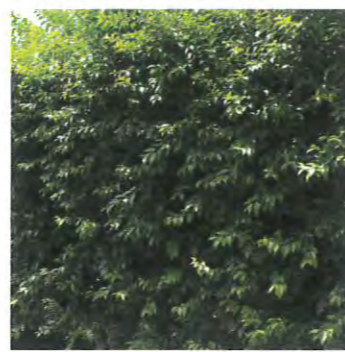
Rosmarinus p. 'Huntington Carpet'
Groundcover Rosemary



Salvia sp.
Sage



Westringia fruticosa
Coast Rosemary



Xylosma congestum 'Compact'
Compact Xylosma



Yucca gloriosa
Yucca Spanish Dagger

Vines and Espaliers:



Antigonon leptopus
Coral Vine



Bougainvillea 'Monka'
Oo-La-La® Bougainvillea



Macfadyena unguis-cati
Cat's Claw Vine



Trachelospermum jasminoides
Star Jasmine

Schematic Plant Imagery (2 of 2)

Bonanni Development, LLC.

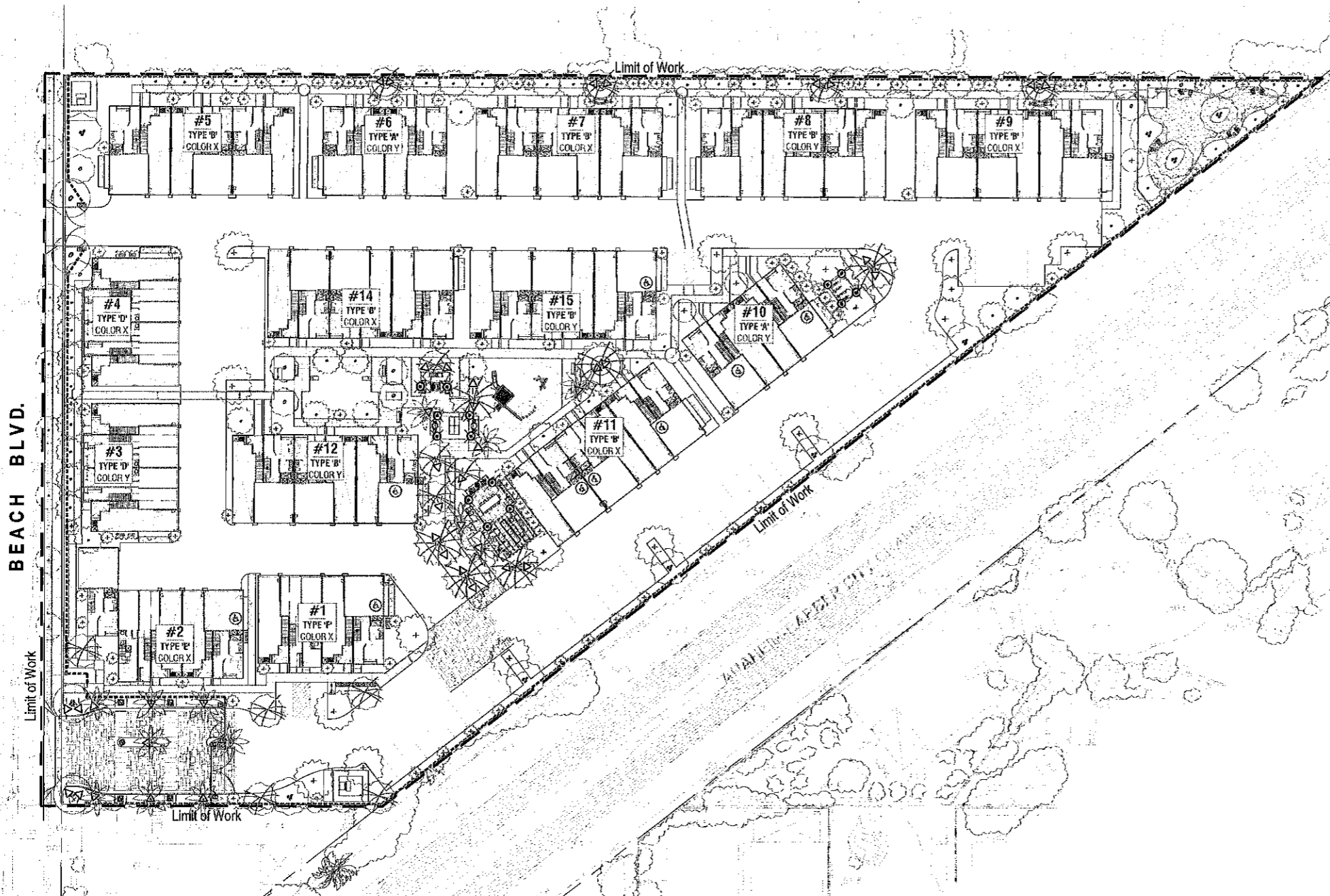
6th City Submittal_R1 | Project No.: BD02-D
Date: July 7, 2021

L-9C



Bigsby - Beach Blvd., Stanton, CA





LIGHTING SCHEDULE		
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
☉	FX Luminaire JB Surface mounted to shade structure, 1/2" conduit & connectors. Order code: JB, Aluminum Alloy, (B2) Bronze Metallic Lamp: JB-3LED, 4.5W, 2700K, Beamspread: Spot	14
▽	FX Luminaire FB Fits well into light spaces. Order code: FB, Aluminum Alloy, (B2) Bronze Metallic, Adjustable Lamp: FB-3LED, 4.5W, 2700K, Beamspread: Spot Accessories: (OM-SS) Gutter Mount w/ 1/2" Infeed for Accent Lights	41
—	Continuous light string (100') black CS string light with LED G40 warm white bulbs with 1/16" Diameter galvanized steel cable wire-woven to posts with s.s. 1/8-8 3/16" wire eye lugs. (W.P.) Light switch & Dimmer mounted on post. (W.L.S) 15BK10GE174DCL, Black, Galvanized Eye Bolts. Lamp: LED, Per Manuf. Accessories: Hide Conduit Convulsion along Back of Post.	1
⊞	FX - 300 - TPC - BZ Low-voltage transformer - FX luminaire, model #FX - 300 - TPC - BZ. Cast Aluminum, Metallic Bronze, Wall, Install with Mechanical Transformer Timer (#15567BK & P 300W	3
⊞	GFCI - Outlet Exterior Electrical GFI Outlet Cast Aluminum, Textured Architectural Bronze, Wall	2

NOTES:
1. Refer to Electrical Engineer drawings for photometrics and 120v lighting.

Schematic [12v] Lighting Plan



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L-10



Bigsby - Beach Blvd., Stanton, CA





OPEN SPACE LEGEND

- USABLE COMMON OPEN SPACE
 (15 foot min. dimension)
 Builder Installed, HOA Maintained.
 Takeoff: 29,260 sf
- OTHER COMMON OPEN SPACE AREA
 Builder Installed, HOA Maintained.
 Takeoff: 14,001 sf
- EQUIPPED OUTDOOR RECREATION AREAS
 (Each one square foot may count as fulfilling two square feet of required common open space area)
 Takeoff: 6,244 sf

TOTAL REQUIRED COMMON OPEN SPACE: 46,341 S.F.*

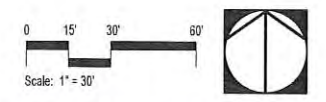
TOTAL USABLE COMMON OPEN SPACE:

Total Site Area	154,463.76 S.F.
[30% of Required Common Open Space Allowable for Equipped OS = 12,512 S.F.]	
Total Usable Common Open Space	[29,260 S.F.]
**Total Equipped Outdoor Recreation Areas [6,244 x 2, Per City's Development Standards]	[12,488 S.F.]
Total Usable Common Open Space = 27.0%	41,748 S.F.

** NOTE: Per SMC Development Standards (20.420.050) each one square foot of equipped outdoor recreation areas containing swimming pools; children's playgrounds with equipment; tennis, volleyball, shuffleboard, or handball courts; and similar facilities may count as fulfilling two square feet of required common open space area, subject to the Director's approval, for up to 30 percent of the total required open space.

- NOTE:**
Amenities within Equipped Outdoor Recreation Areas include the following:
- The Rec. Room:**
 - Double BBQ counter
 - Large dining tables for outdoor dining and games
 - Outdoor fire place with lounge seating
 - The Community Park:**
 - Table tennis
 - Outdoor fire pit seating area
 - Table and chair seating
 - Corn hole
 - Playground
 - The Dog Park:**
 - Decomposed granite dog run area
 - Table and chair seating

TOTAL COMBINED OPEN SPACE:	
Total Usable Common Open Space	[41,748 S.F.]
Total Other Common Open Space Areas	[14,001 S.F.]
Total Balcony Open Space [Provided By Architect]	[6,550 S.F.]
Total Combined Open Space: 40.3%	[62,299 S.F.]



Schematic Open Space Plan

Bonanni Development, LLC.



Bigsby - Beach Blvd., Stanton, CA **studio** **PAD**



417 S. Wonderful Way
Costa Mesa, CA 92626
Phone: 949.440.3700
Fax: 949.440.3710
Email: dwe@designwesteng.com

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ISSUE DATE: _____

DATE	BY	ISSUE FOR

REVISION:

▲			
▲			
▲			
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NUM. DATE BY REVISION FOR

CONSULTANT

PROJECT TITLE

PROJECT FOR:
**BIGSBY
BEACH BLVD**
STANTON, CA

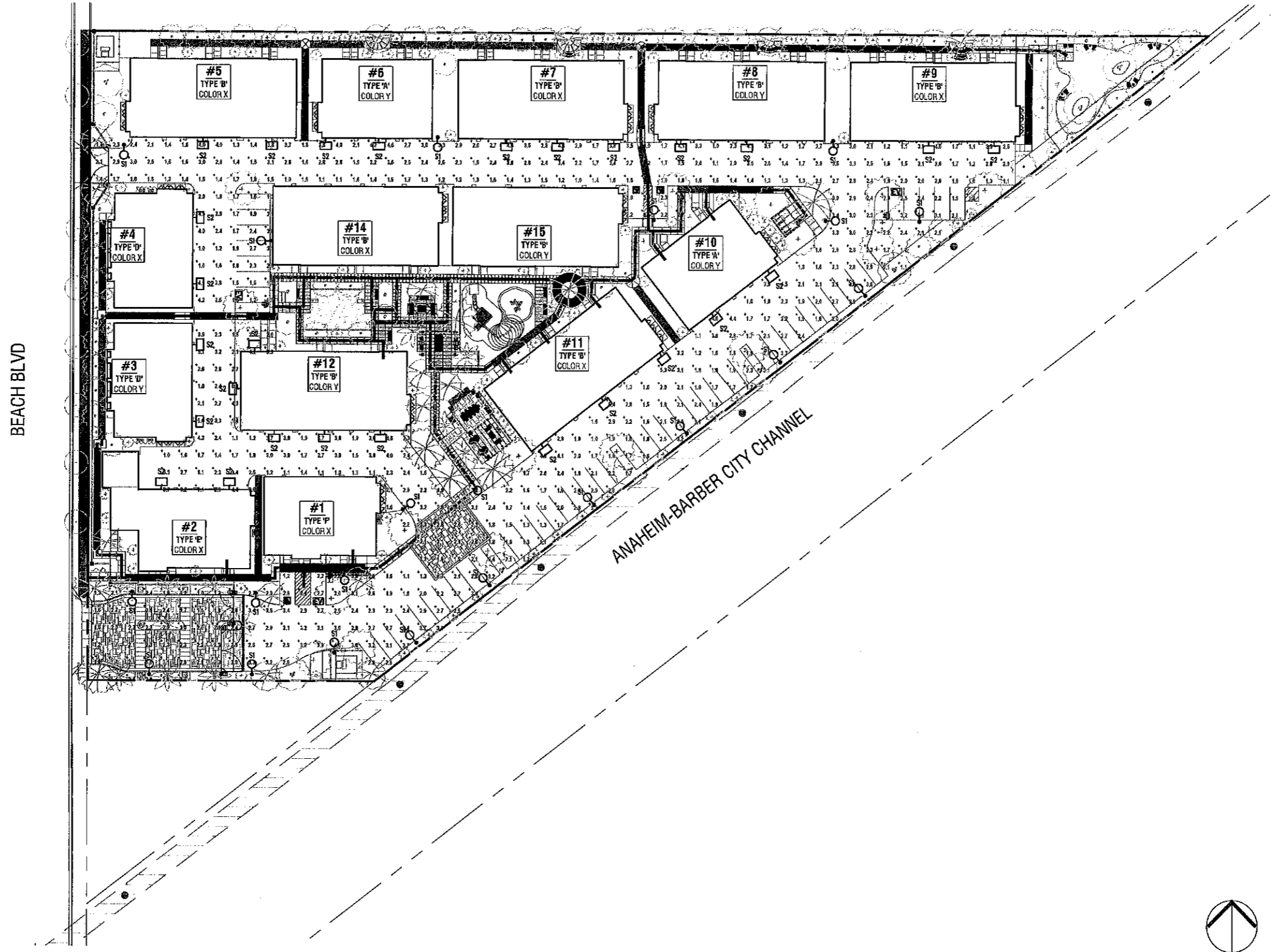


SHEET TITLE
**ELECTRICAL
PHOTOMETRIC PLAN**

DESIGNED BY	CHKD.	SHEET NO.
		E-1

Symbol	Label	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	Lumen Maint. %	LLF	Wattage
⊙	S1	ANP LIGHTING OR APPROVED EQUAL	LA196-3-P046LOT240K	2FOOT X 2FOOT TOP MOUNT SUSPENDED LED LUMINAIRE	LED 4000K	1	3061	1	0.91	47.88
⊙	S2	LIGMAN LIGHTING OR APPROVED EQUAL	7A-31871-74-W40	Tango 30 surface exterior 4x4x1/2 LED Type IV	16 LED 4000K	1	2771	1	0.91	37.8

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
SITE	+	2.3 fc	5.1 fc	1.0 fc	5.1:1	2.3:1



P:\PROJECTS\2021\21-1429 BIGSBY PHOTOMETRIC PLANS\21-140 ESTEFAN - 2021-04-09 - JESUS MANZO



SITE PLAN SUMMARY

See Sheet CS2 for more information

Total Site Area: 3.546 Acres

Total Units: 79 Dwelling Units*

1-Bedroom Units	12 Units (15.2%)
Unit 1A	6 Units
Unit 1B	6 Units
2-Bedroom Units	7 Units (8.9%)
Unit 2B	7 Units
3-Bedroom Units	60 Units (75.9%)
Unit 2A	29 Units
Unit 3A	31 Units

*10% of units will be Moderate Income Affordable per CA Govt Code §65915 (Affordable Housing Density Bonus)

Density:

Target: (SMC 20.30.050) (89 Units) 25 to 45 du/net ac
Provided: 22.28 du/acre

Parking:

Required (CA Govt Code §65915): 113 Spaces
 1-Bed = 1.0 Space/Unit
 2-Bed = 1.5 Space/Unit
 3-Bed = 1.5 Space/Unit
 Guest = None Required

Provided: 202 Spaces

Garage: 146 Spaces
 Open (off-street): 56 Spaces
 Required Accessible = 3 Spaces
 Unassigned Open (56 x 5%)

Open Space (SMC 20.230.050, 20.420.050.E, 20.230.080):

Total Common Open Space Required: 46,341 S.F.
 Total Common Open Space Provided: 41,748 S.F.

Private Open Space Required: See Sheet CS2

Private Open Space Provided: See Sheet CS2

*See Sheets CS2 and L-9 for Open Space Calculations

Legend

- Adaptable Unit Per CBC 1102A.3 (8 Units total)
- Electric Vehicle (EV) Parking Space. (3 spaces)
- EV Charger: Proposed locations, to be installed by developer and managed by HOA for resident and guest use (3 spaces)

ARCHITECTURAL SITE PLAN

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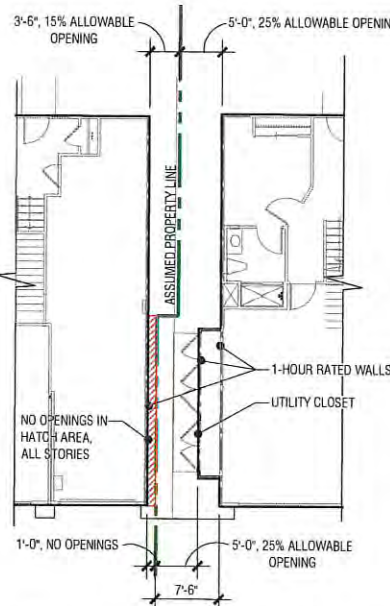
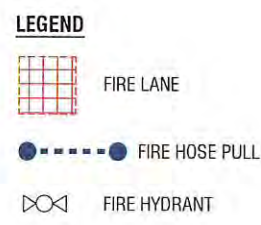
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ORANGE COUNTY · LOS ANGELES · BAY AREA



BEACH BLVD



A TYPICAL FIRE SEPARATION DISTANCE

FIRE SITE PLAN

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA

CODE NOTES

FIRE SPRINKLERS

ALL BUILDING AREAS WILL BE PROVIDED WITH A SPRINKLER SYSTEM IN ACCORDANCE WITH 2019 CBC 903.3.1.2 AND 2019 NFPA 13R SECTION 7.3.4. (NFPA 13R SPRINKLER SYSTEM). ALL BUILDING CODE COMPLIANCE ITEMS ARE PREDICATED ON NFPA 13R SPRINKLER SYSTEM. (PER NFPA 13R SECTION 7.3.4: "GARAGES THAT ARE ACCESSIBLE ONLY FROM A SINGLE DWELLING UNIT SHALL BE CONSIDERED AS PART OF THAT DWELLING UNIT"; PER 7.3.4.1: "GARAGES THAT MEET THE CRITERIA OF 7.3.4 SHALL BE PROTECTED IN ACCORDANCE WITH ONE OF THE FOLLOWING: (1) USE OF A RESIDENTIAL SPRINKLER IN ACCORDANCE WITH SECTION 7.1, (2)...")

CBC SECTION 302 - OCCUPANCY CLASSIFICATIONS

OCCUPANCY GROUP	DESCRIPTION
R-2	DWELLING UNITS
U	PRIVATE GARAGES

CBC SECTIONS 504.3 AND 504.4 - ALLOWABLE HEIGHTS

TYPE VB CONSTRUCTION, NFPA 13R SPRINKLER			
OCCUPANCY GROUP	R-2	U	
AREA INCREASE	NO	N/A	
HEIGHT INCREASE	YES	N/A	
MAX HEIGHT	40 FT	60 FT	
MAX STORIES	3	2	
PROPOSED HEIGHT	36 FT	10 FT	
PROPOSED STORIES	3	1	
ALLOWABLE AREA (PER STORY)	7,000 S.F.	16,500 S.F. (TABLE 506.2)	
ALLOW AREA (PER BLDG)	14,000 S.F.	33,000 S.F. (EQN. 5-3)	

CBC SECTION 506.2 - FLOOR AREA JUSTIFICATION

BUILDING TYPE 'A' - TYPE VB CONSTRUCTION, 3 STORIES, NFPA 13R SPRINKLER				
OCCUPANCY	STORY 1+2+3	AREA PROVIDED	AREA ALLOWD (506.2.4)	RATIO
GROUP R-2 OCC.	1,220+2,200+2,620 SF	6,040 S.F.	14,000 S.F.	0.43
GROUP U OCC.	1,700 SF	1,700 S.F.	33,000 S.F.	0.05
TOTAL		7,740 S.F.		RATIO SUM 0.48

BUILDING TYPE 'B' - TYPE VB CONSTRUCTION, 3 STORIES, NFPA 13R SPRINKLER				
OCCUPANCY	STORY 1+2+3	AREA PROVIDED	AREA ALLOWD (506.2.4)	RATIO
GROUP R-2 OCC.	1,820+3,600+3,640 SF	9,060 S.F.	14,000 S.F.	0.65
GROUP U OCC.	2,550 SF	2,550 S.F.	33,000 S.F.	0.08
TOTAL		11,610 S.F.		RATIO SUM 0.73

BUILDING TYPE 'D' - TYPE VB CONSTRUCTION, 3 STORIES, NFPA 13R SPRINKLER				
OCCUPANCY	STORY 1+2+3	AREA PROVIDED	AREA ALLOWD (506.2.4)	RATIO
GROUP R-2 OCC.	1,320+2,400+2,620 SF	6,340 S.F.	14,000 S.F.	0.45
GROUP U OCC.	1,700 SF	1,700 S.F.	33,000 S.F.	0.05
TOTAL		8,040 S.F.		RATIO SUM 0.50

BUILDING TYPE 'E' + 'F' - TYPE VB CONSTRUCTION, 3 STORIES, NFPA 13R SPRINKLER				
OCCUPANCY	STORY 1+2+3	AREA PROVIDED	AREA ALLOWD (506.2.4)	RATIO
GROUP R-2 OCC.	3,220+5,240+5,605 SF	14,065 S.F.	17,500 S.F.	0.81
GROUP U OCC.	3,825 SF	3,825 S.F.	35,750 S.F.	0.11
TOTAL		17,890 S.F.		RATIO SUM 0.92

*CALCULATED AS ONE BUILDING PER 705.3 EXC. 1
FRONTAGE INCREASE FOR BUILDING E + F PER 506.2.4, 506.3
R-2 OCC: $A_p = [A_s + (NS \times h)] = [7,000 \text{ sf} + (7,000 \text{ sf} \times .25)] = 8,750 \text{ sf per floor (17,500 sf per bldg)}$
U OCC: $A_p = [A_s + (NS \times h)] = [16,500 \text{ sf} + (5,500 \text{ sf} \times .25)] = 17,875 \text{ sf per floor (35,750 sf per bldg)}$

CBC SECTIONS 508.4 AND 510.2 - OCCUPANCY SEPARATIONS

OCCUPANCY GROUPS	DESCRIPTION
R-2/R-2	1-HOUR DWELLING UNIT SEPARATION
R-2/U	1-HOUR

CBC SECTION 601 - FIRE RESISTIVE CONSTRUCTION

BUILDING ELEMENT	TYPE VB (R-2/U)
PRIMARY STRUCTURAL FRAME	0-HOUR
BEARING WALLS	
INTERIOR	0-HOUR
EXTERIOR	0-HOUR
NON-BEARING WALLS	
INTERIOR	0-HOUR
EXTERIOR	0-HOUR
FLOOR CONSTRUCTION	0-HOUR
ROOF CONSTRUCTION	0-HOUR

FIRE ACCESS NOTES

ELECTRICALLY OPERATED GATES (B-09 SECTION 5.F, CFC 503.6)

- In the event of loss of normal power to the gate operating mechanism, it shall be automatically transferred to a fail-safe mode allowing the gate to be pushed open by a single firefighter without any other actions, knowledge, or manipulation of the operating mechanism being necessary and without the use of battery back-up power, except as noted below. The manufacturer's specification sheet demonstrating compliance with this method of operation during power loss shall be provided or scanned directly onto the plan. Should the gate be too large or heavy for a single firefighter to open manually, a secondary source of reliable power by means of an emergency generator or a capacitor with enough reserve to automatically, immediately, and completely open the gate upon loss of primary power shall be provided for fail-open operation. A capacitor, but not a battery, may also be used for fail-open operation where the gate operating mechanism does not have a fail-safe mode.
 - A battery may only be used in place of fail-safe manual operation when the gate operator has a fail-open mode that will automatically, immediately, and completely open the gate and keep it open upon reaching a low power threshold, regardless of the presence of normal power.
- The gate control for electronic gates shall be operable by a Knox emergency override key switch (with dust cover). The key switch shall be placed between 42" and 48" above the roadway surface at the right side of the access gate within two feet of the edge of the roadway. The key switch shall be readily visible and unobstructed from the fire lane leading to the gate. The key switch shall be clearly labeled "FIRE DEPT."
- For electrically operated gates, the type of remote gate opening device that will be installed shall be noted on the plan. The remote opening device is required in addition to the Knox key switch. The remote opening systems currently available for use by OCFA are either optical or radio-controlled. Optical systems work the same as the traffic signal preemption system by using the emergency vehicle's strobe light to open the gate. The radio-controlled system opens the gate when the emergency responder clicks the receiver on an 800 MHz radio. A gate serving an individual single family residence or duplex is exempt from this requirement.
- Upon activation of the key switch, the gate shall open and remain open until returned to normal operation by means of the key switch. Where a gate consists of two leaves, the key switch shall open both simultaneously if operation of a single leaf on the ingress side does not provide for the width, turning radii, or setbacks necessary for fire apparatus to navigate the vehicle entry point.
- The key switch shall be labeled with a permanent red sign with not less than 1/2" contrasting letters reading "FIRE DEPT" or with a "Knox" decal. Note this requirement on the plan.
- Place the OCFA notes for electric gates on the plan verbatim. See Attachment 31.



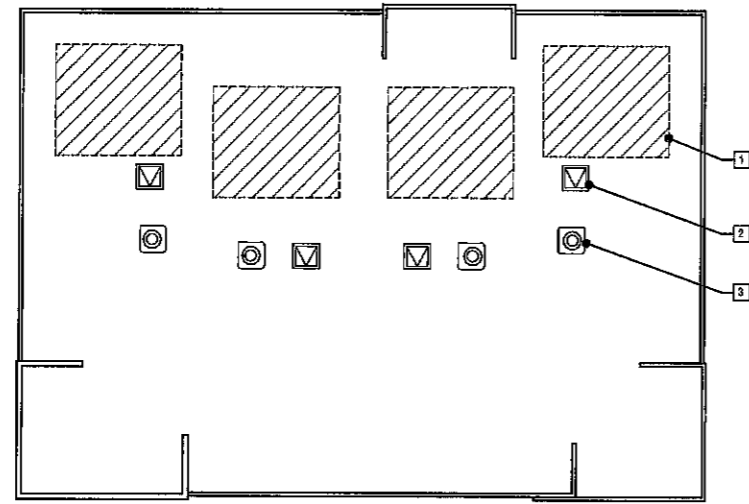
WHA 1 680 NEWPORT CENTER DRIVE, SUITE 300, NEWPORT BEACH, CA 92660 | 949.250.0607
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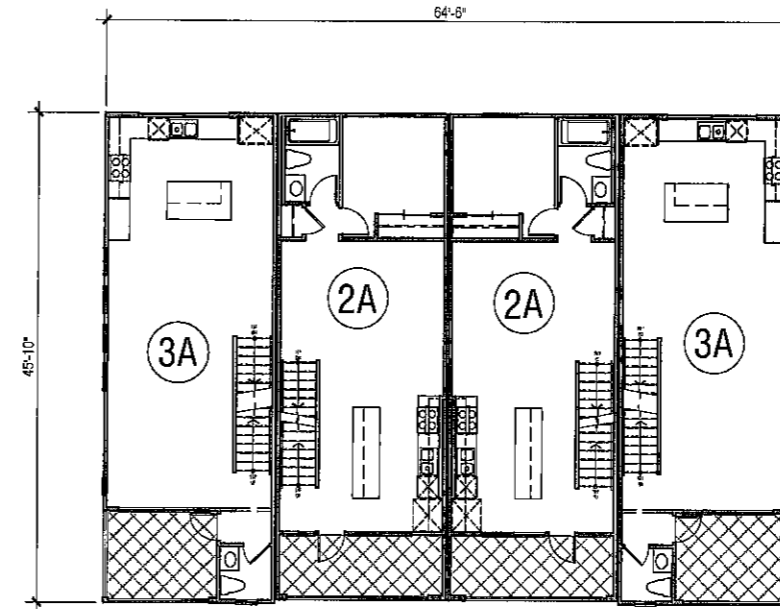
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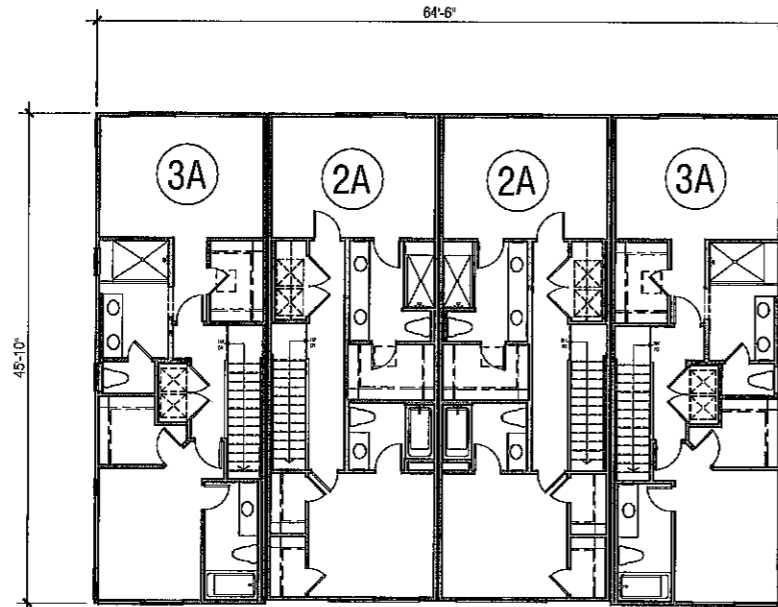
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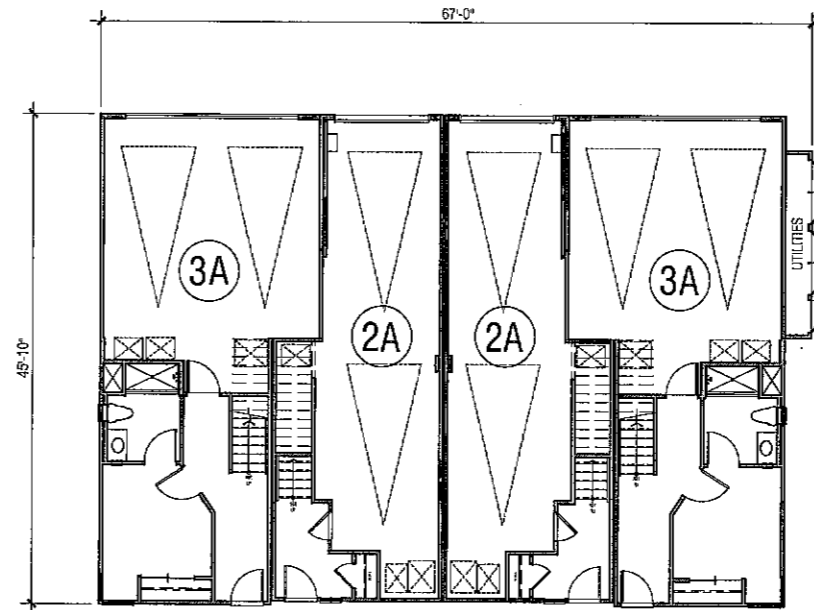
ROOF PLAN



LEVEL 2



LEVEL 3



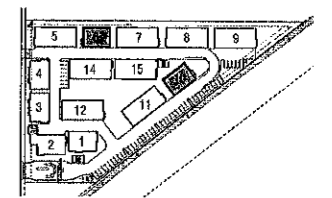
LEVEL 1

BUILDING TYPE A

Total Units	4 Units
Unit 2A	2 Units
Unit 3A	2 Units

Keynotes

1. Potential Photovoltaic Panel Area. Final Location and Size to be determined prior to building permit, and shall comply with applicable codes and energy calculations
2. 22"X24" Roof Access Hatch per CMC 304.3.1.1
3. Mechanical Condenser Unit, roof mount



KEYPLAN



BUILDING TYPE A | BUILDING PLANS

BUILDINGS #6, 10

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A2.10



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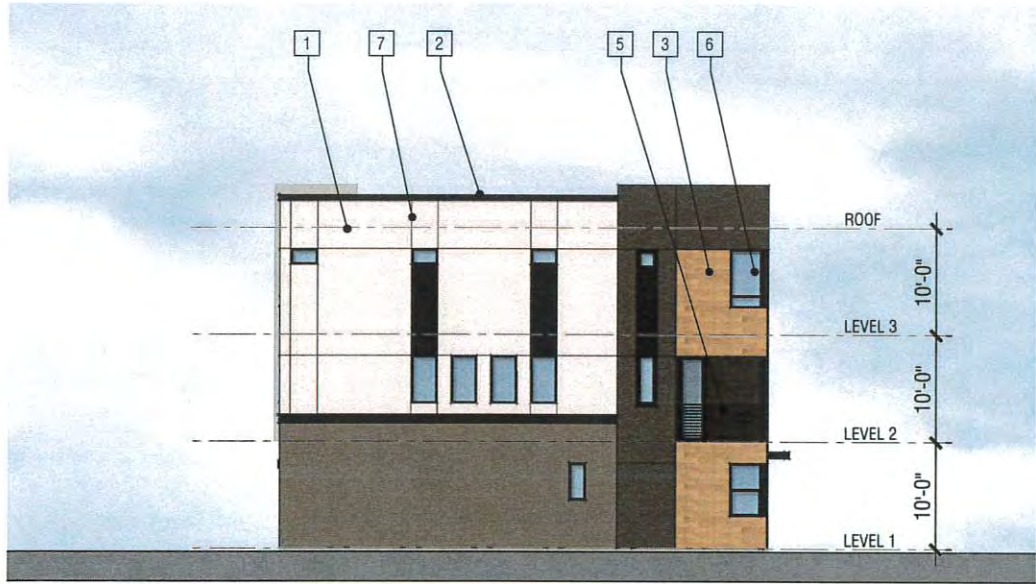
- EXTERIOR FINISHES**
1. Exterior Cement Plaster
 2. Exterior Cement Plaster Trim
 3. Tile with Simulated Wood Finish
 4. Painted Awning
 5. Metal Guardrail, Painted
 6. Vinyl Window
 7. Plaster Reveal



REAR



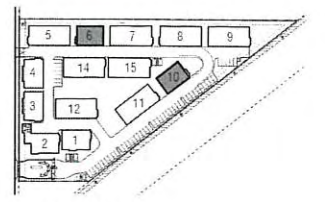
RIGHT



LEFT



FRONT



KEYPLAN

BUILDING TYPE A | ELEVATIONS
 COLOR SCHEME 'Y' | BUILDINGS #6, 10



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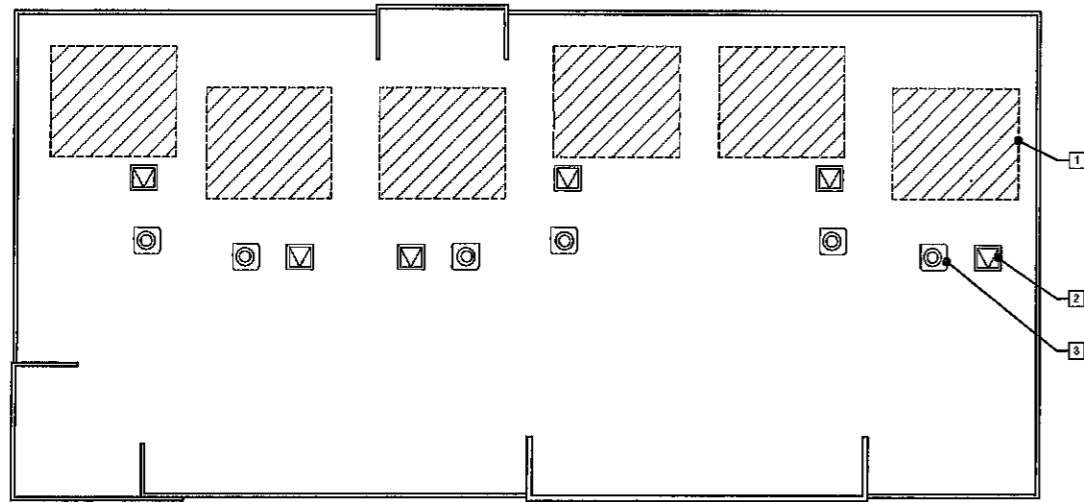
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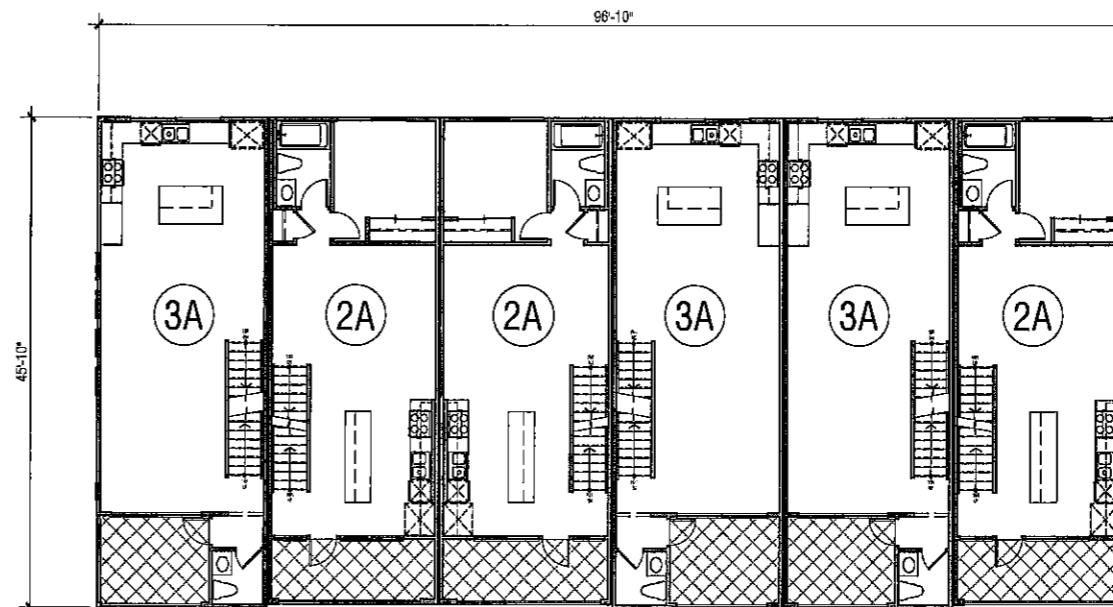
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ROOF PLAN



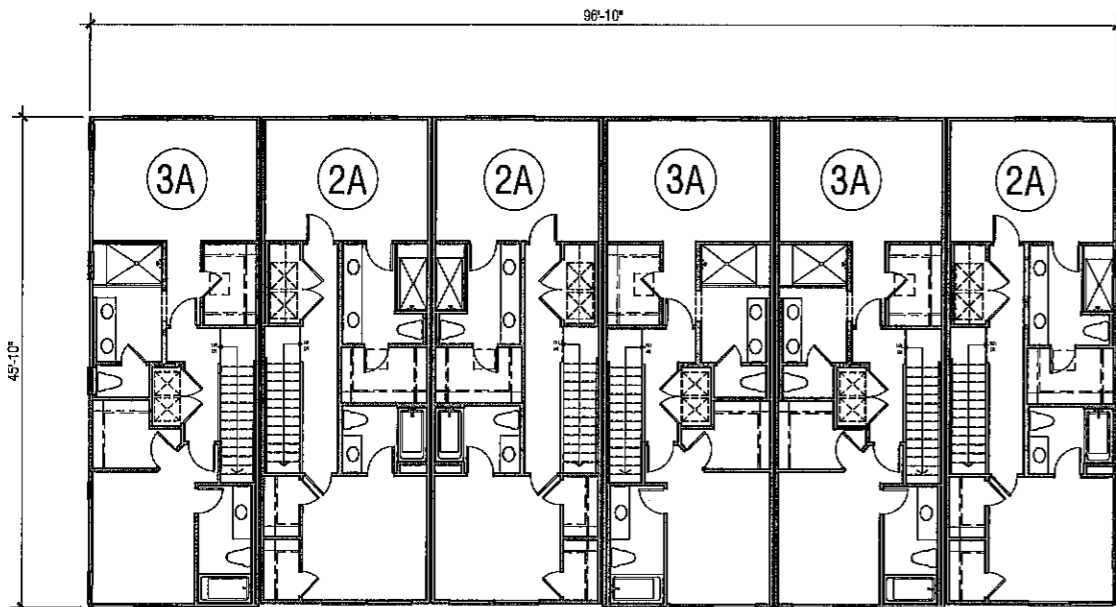
LEVEL 2

BUILDING TYPE B

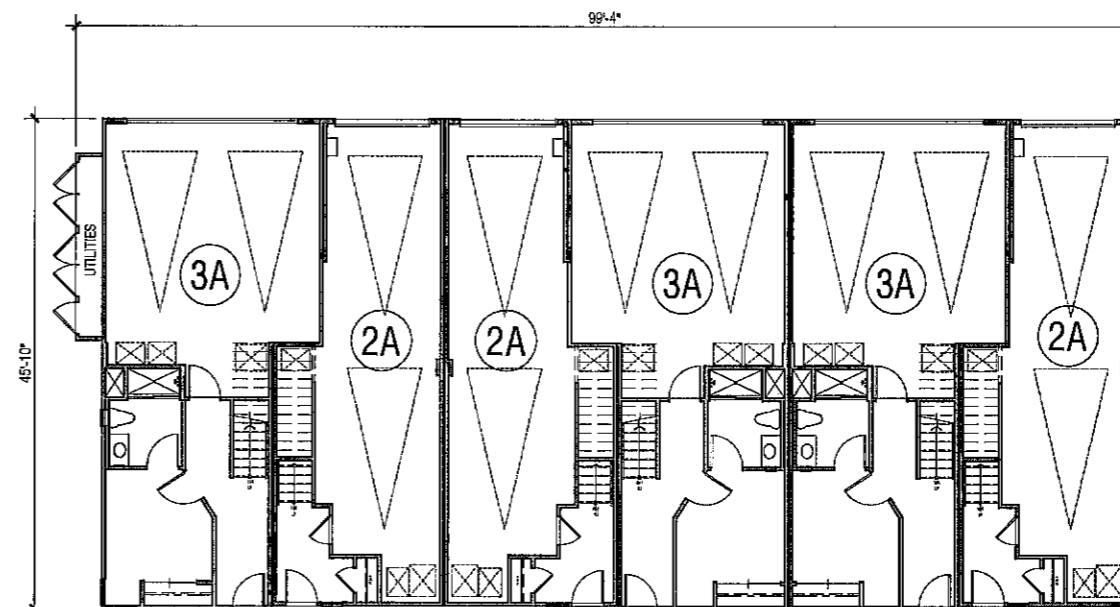
Total Units	6 Units
Unit 2A	3 Units
Unit 3A	3 Units

Keynotes

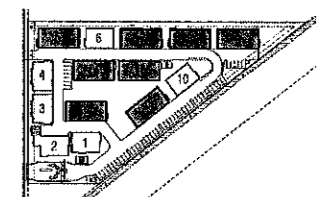
1. Potential Photovoltaic Panel Area. Final Location and Size to be determined prior to building permit, and shall comply with applicable codes and energy calculations
2. 22"X24" Roof Access Hatch per CMC 304.3.1.1
3. Mechanical Condensor Unit, roof mount



LEVEL 3



LEVEL 1



KEYPLAN



BUILDING TYPE B | BUILDING PLANS

BUILDINGS #5,7,8,9,11,14,15

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA

A2.20

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SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN

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EXTERIOR FINISHES

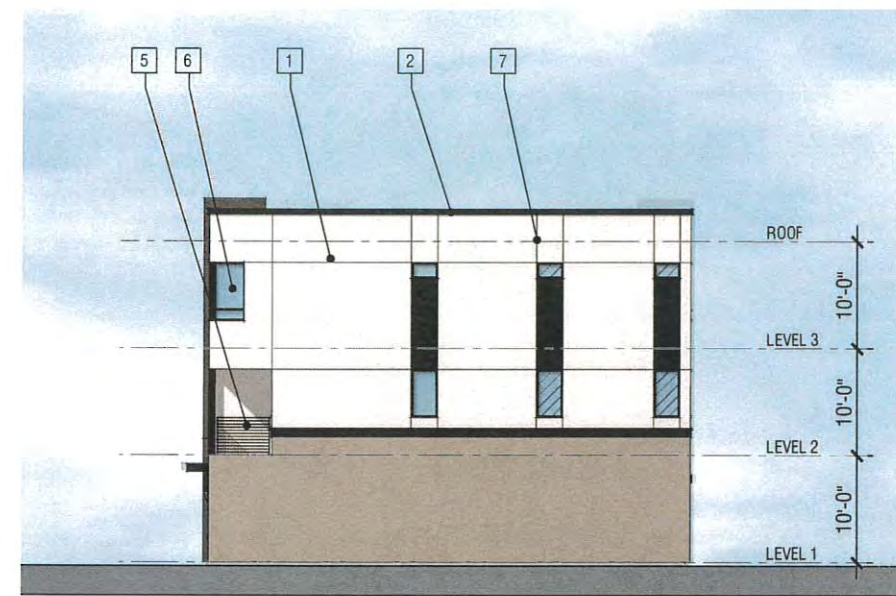
- 1. Exterior Cement Plaster
- 2. Exterior Cement Plaster Trim
- 3. Tile with Simulated Wood Finish
- 4. Painted Awning
- 5. Metal Guardrail, Painted
- 6. Vinyl Window
- 7. Plaster Reveal

LEGEND

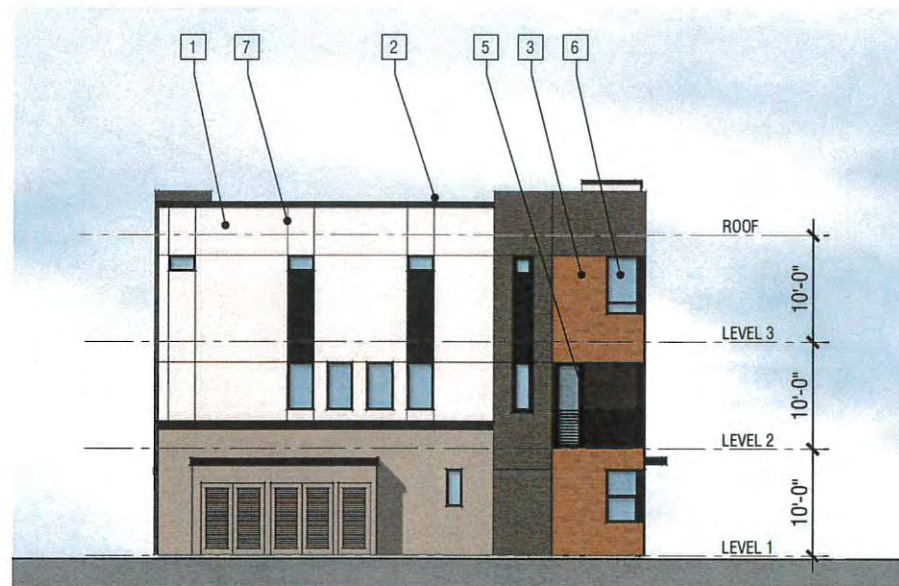
Hatch Indicates Window to be Omitted at Location per Fire Site Plan



REAR



RIGHT

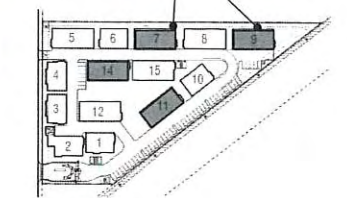


LEFT



FRONT
AT BUILDINGS #5,11,14

See Sheet A2.23 for Front Elevation



KEYPLAN



BUILDING TYPE B | ELEVATIONS

COLOR SCHEME 'X' | BUILDINGS #7,9,11,14

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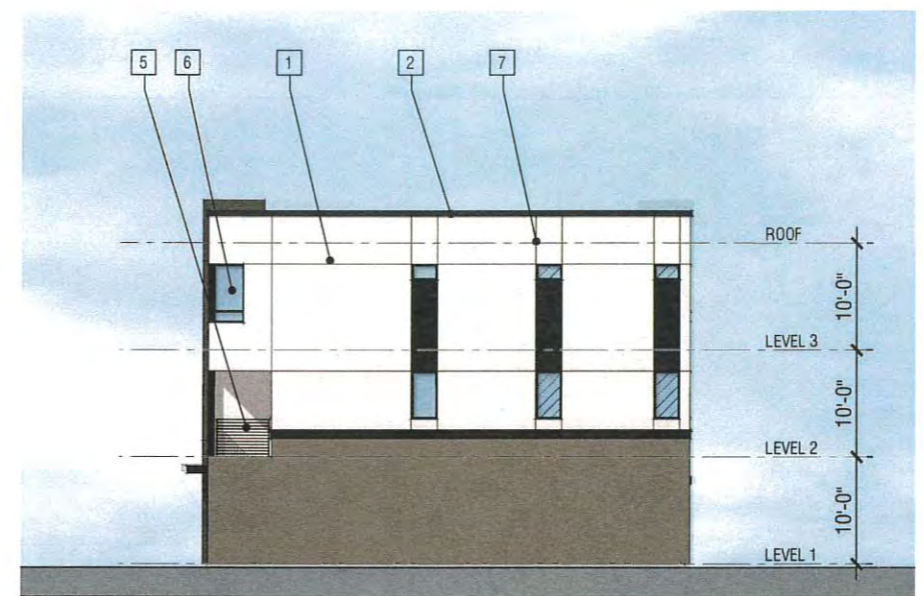
- EXTERIOR FINISHES**
1. Exterior Cement Plaster
 2. Exterior Cement Plaster Trim
 3. Tile with Simulated Wood Finish
 4. Painted Awning
 5. Metal Guardrail, Painted
 6. Vinyl Window
 7. Plaster Reveal

LEGEND

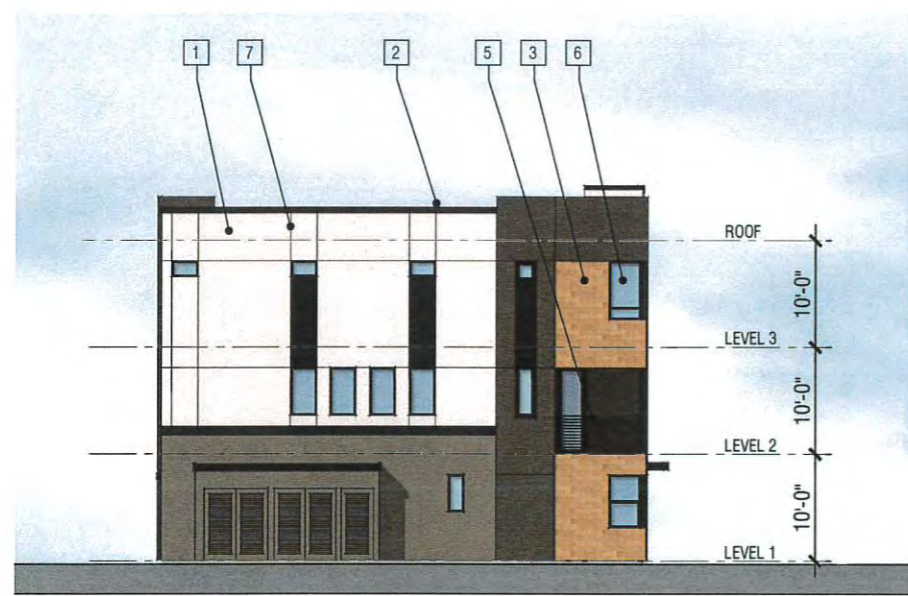
Hatch Indicates Window to be Omitted at Location per Fire Site Plan



REAR



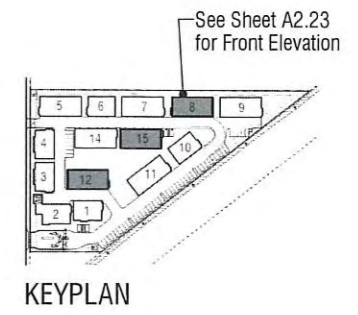
RIGHT



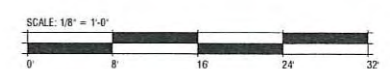
LEFT



FRONT
AT BUILDINGS #12,15



BUILDING TYPE B | ELEVATIONS
COLOR SCHEME 'Y' | BUILDINGS #8,12,15



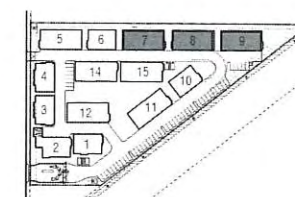
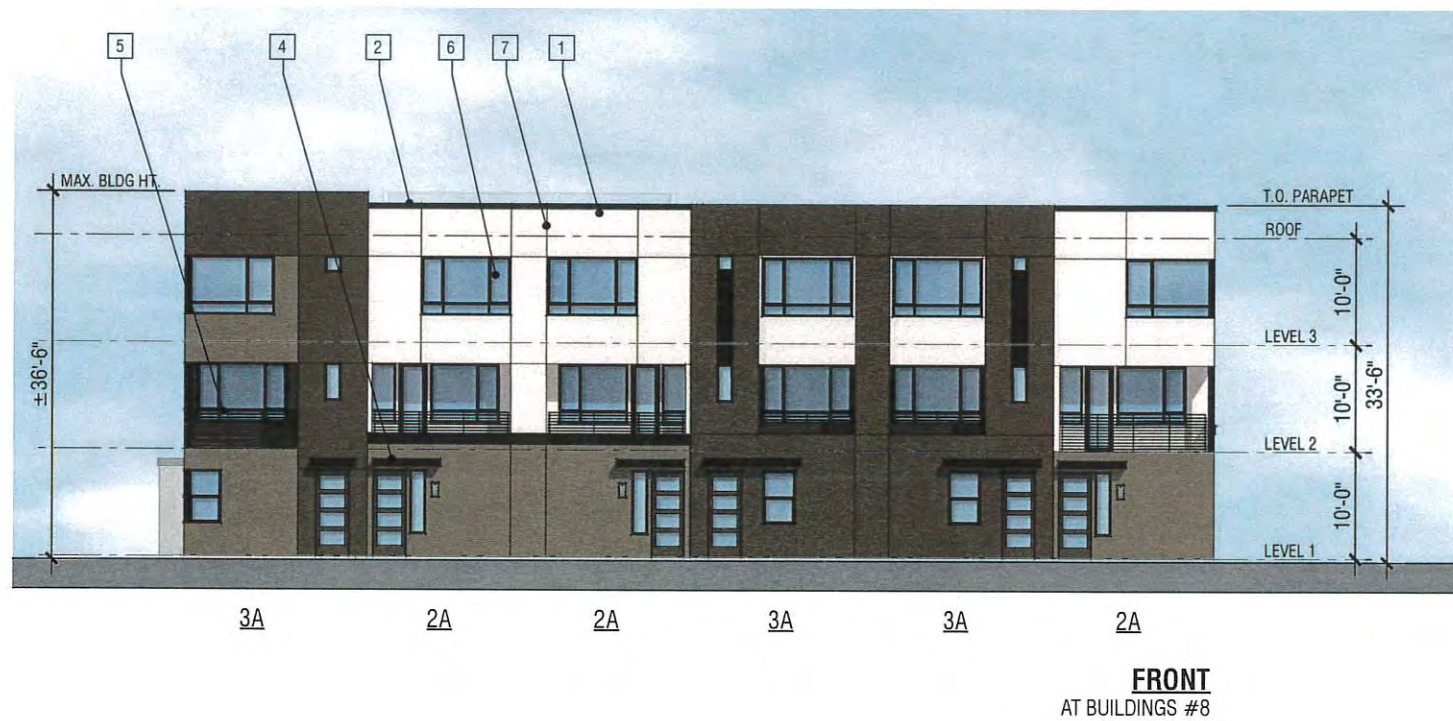
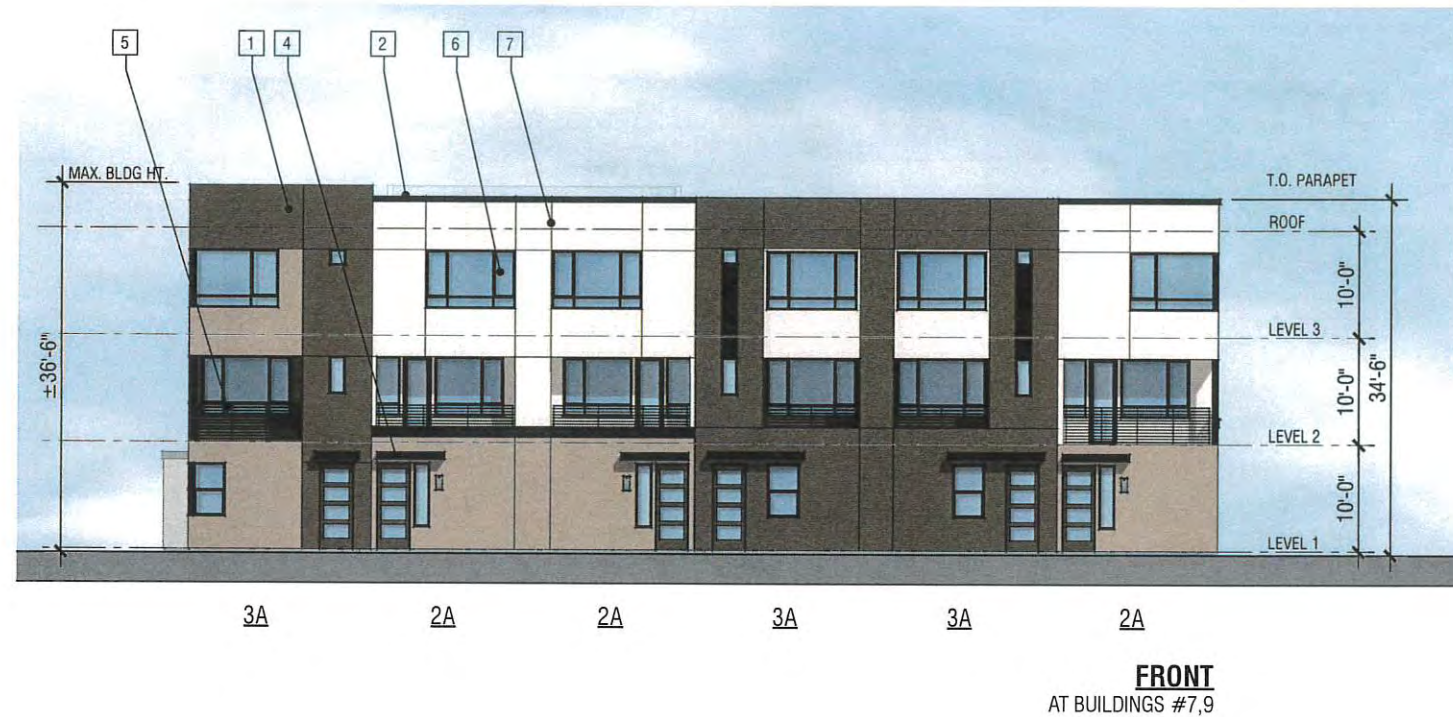
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- EXTERIOR FINISHES**
1. Exterior Cement Plaster
 2. Exterior Cement Plaster Trim
 3. Tile with Simulated Wood Finish
 4. Painted Awning
 5. Metal Guardrail, Painted
 6. Vinyl Window
 7. Plaster Reveal



KEYPLAN



BUILDING TYPE B | ELEVATIONS
ALTERNATE ELEVATIONS | BUILDINGS #7,8,9

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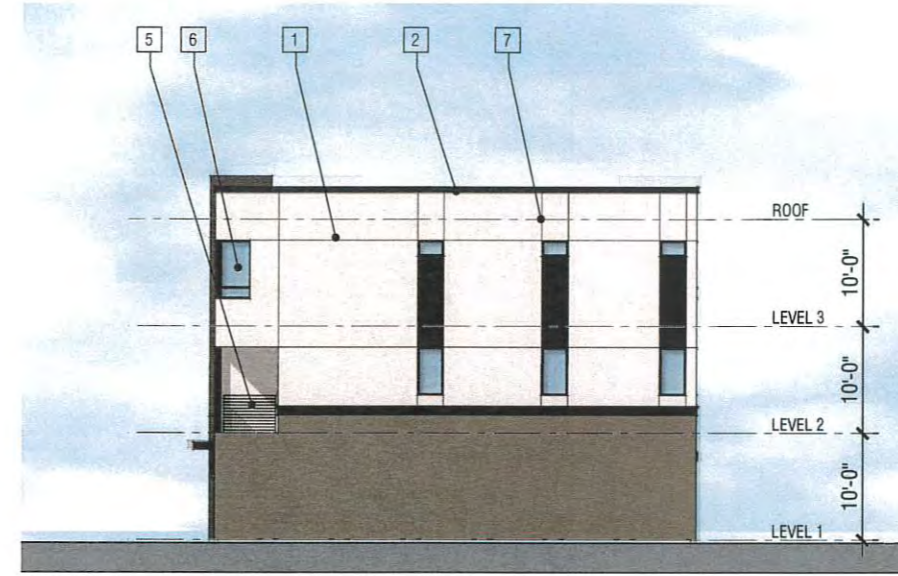


EXTERIOR FINISHES

1. Exterior Cement Plaster
2. Exterior Cement Plaster Trim
3. Tile with Simulated Wood Finish
4. Painted Awning
5. Metal Guardrail, Painted
6. Vinyl Window
7. Plaster Reveal
8. Horizontal Fibercement Siding
9. Brick Veneer



REAR



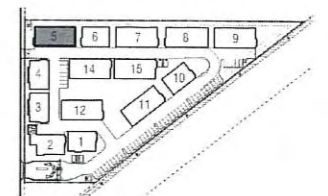
RIGHT



LEFT
FACING BEACH BLVD



FRONT



KEYPLAN

BUILDING TYPE B | ELEVATIONS

COLOR SCHEME 'X' | BUILDINGS #5



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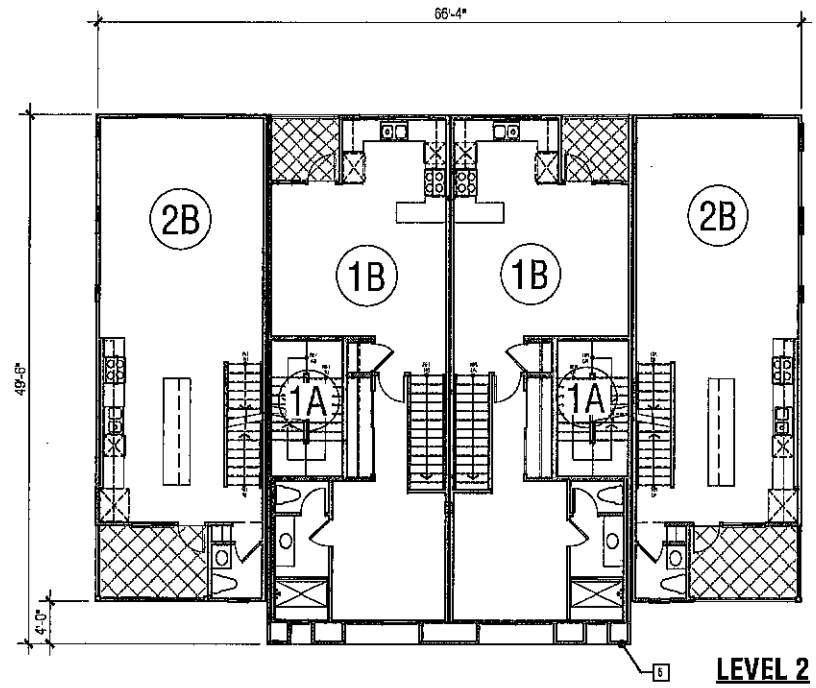
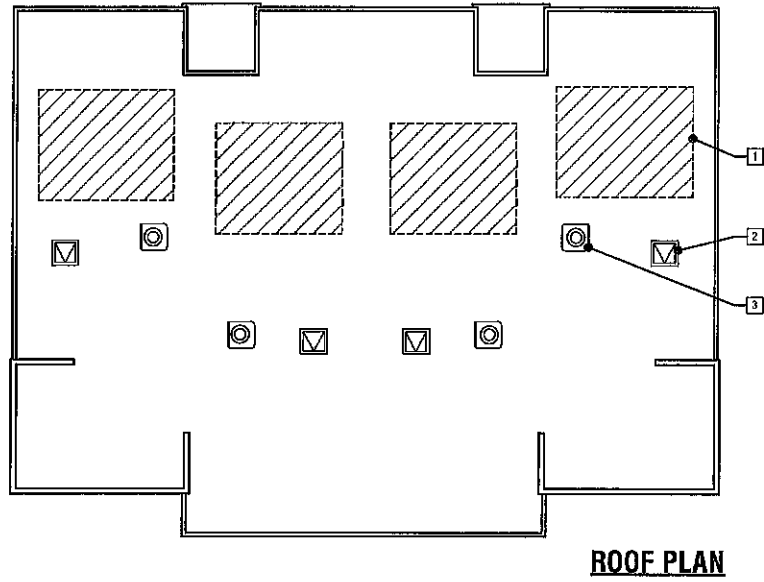
12200 BEACH BOULEVARD
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A2.24

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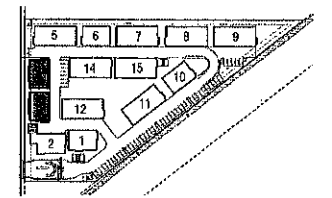
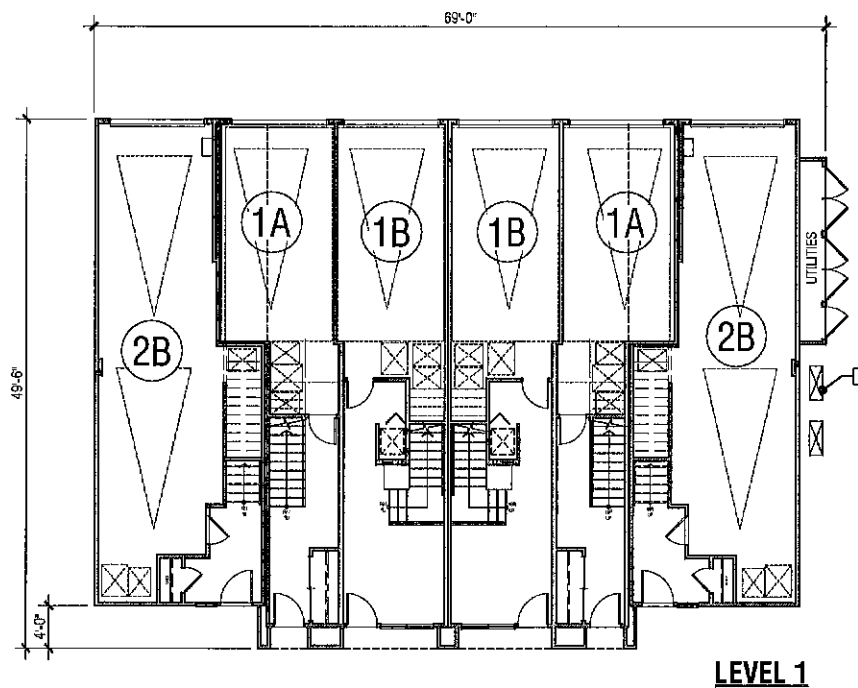
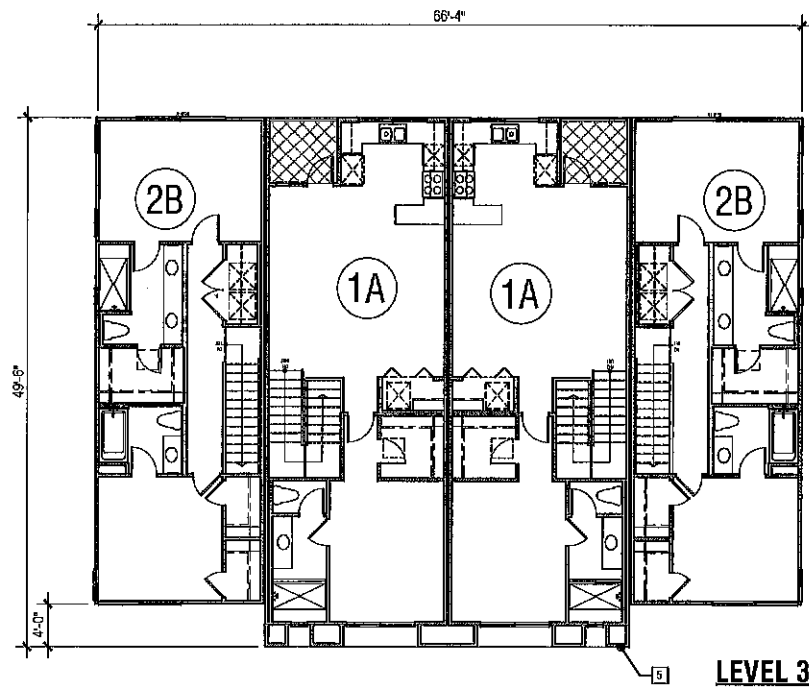


BUILDING TYPE D

Total Units	6 Units
Unit 1A	2 Units
Unit 1B	2 Units
Unit 2B	2 Units

Keynotes

1. Potential Photovoltaic Panel Area. Final Location and Size to be determined prior to building permit, and shall comply with applicable codes and energy calculations
2. 22"X24" Roof Access Hatch per CMC 304.3.1.1
3. Mechanical Condensor Unit, roof mount
4. Mechanical Condensor Unit, at grade
5. Furring wall only occurs at street facing buildings



BUILDING TYPE D | BUILDING PLANS

BUILDINGS #3,4

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A2.40



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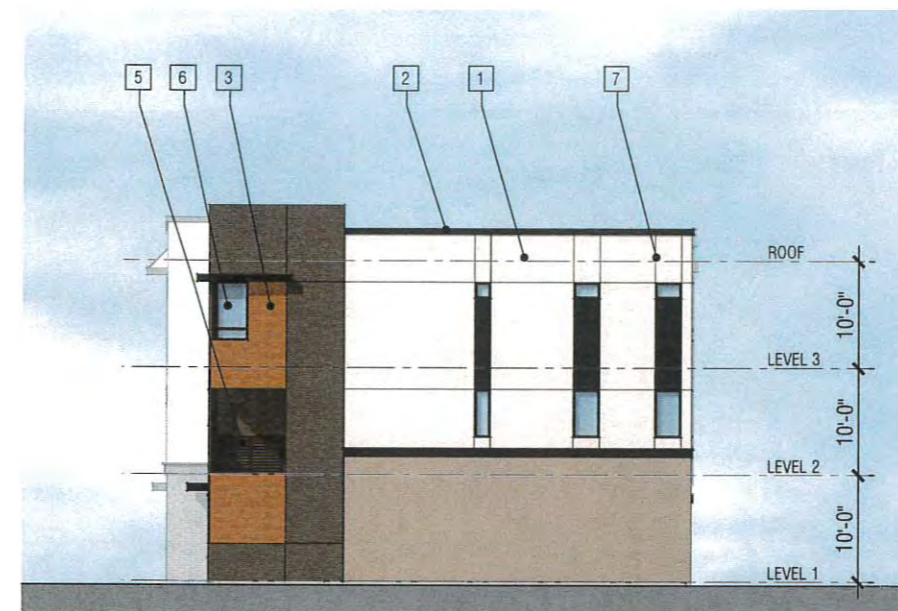


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- EXTERIOR FINISHES**
1. Exterior Cement Plaster
 2. Exterior Cement Plaster Trim
 3. Tile with Simulated Wood Finish
 4. Painted Awning
 5. Metal Guardrail, Painted
 6. Vinyl Window
 7. Plaster Reveal
 8. Horizontal Fibercement Siding
 9. Brick Veneer



REAR



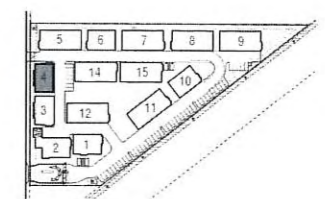
RIGHT



LEFT



FRONT



KEYPLAN



BUILDING TYPE D | ELEVATIONS
 COLOR SCHEME 'X' | BUILDING #4

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 STANTON, CA

A2.41

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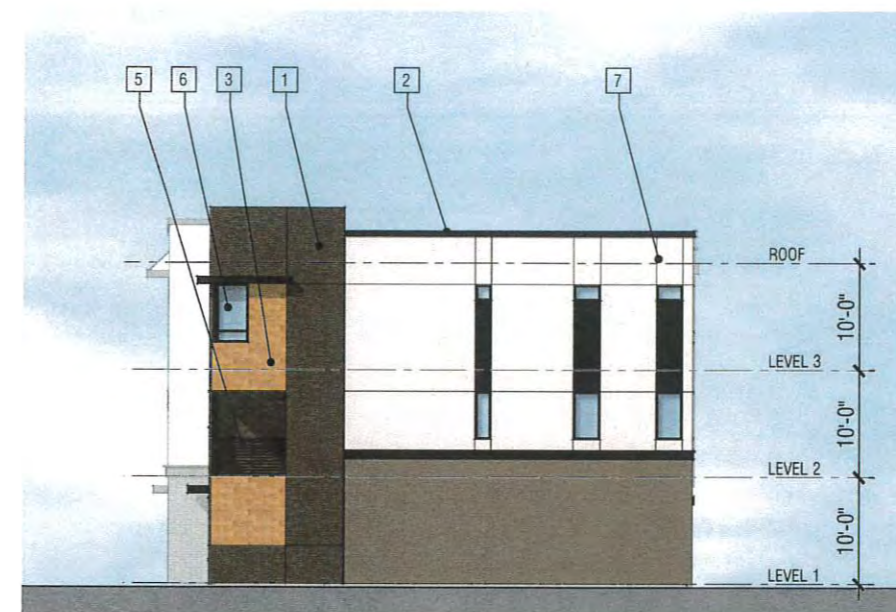


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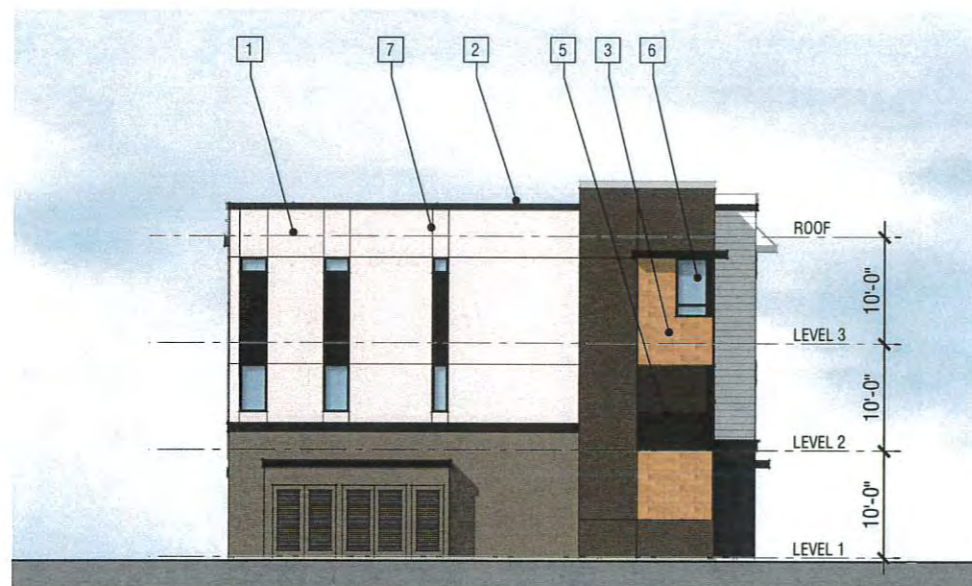
- EXTERIOR FINISHES**
1. Exterior Cement Plaster
 2. Exterior Cement Plaster Trim
 3. Tile with Simulated Wood Finish
 4. Painted Awning
 5. Metal Guardrail, Painted
 6. Vinyl Window
 7. Plaster Reveal
 8. Horizontal Fibercement Siding
 9. Brick Veneer



REAR



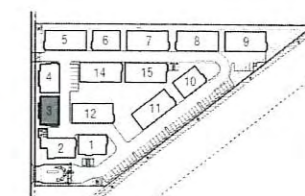
RIGHT



LEFT



FRONT



KEYPLAN



BUILDING TYPE D | ELEVATIONS
 COLOR SCHEME 'Y' | BUILDINGS #3

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 STANTON, CA

A2.42

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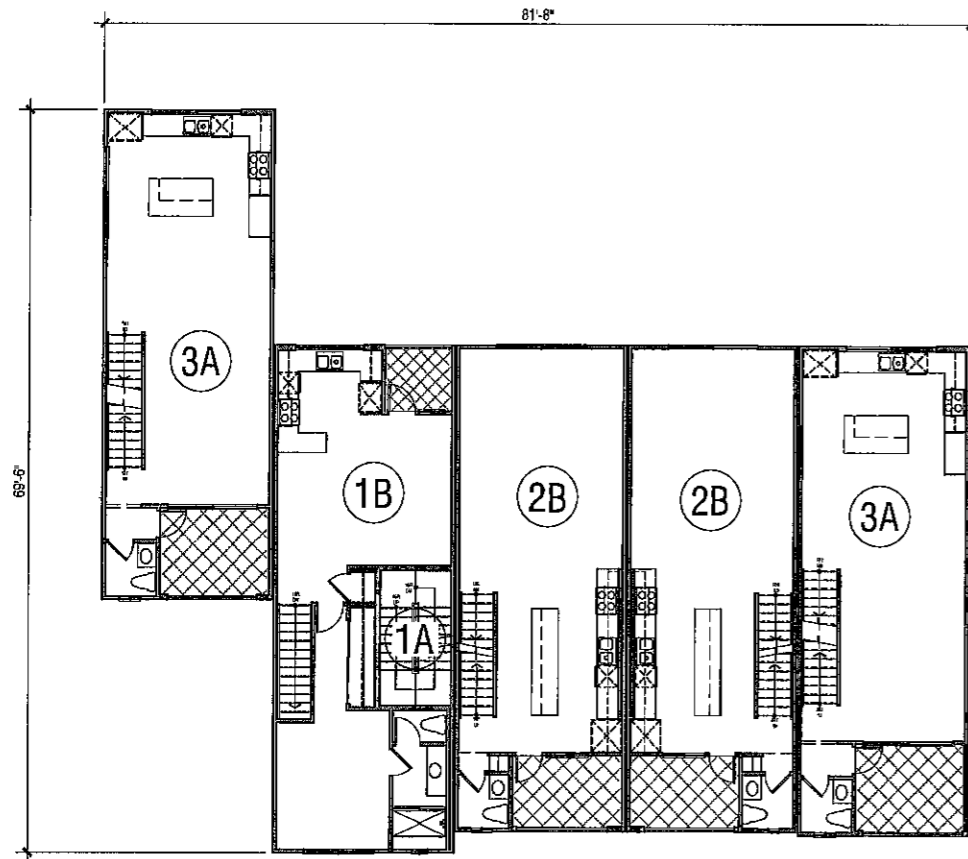
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BUILDING TYPE E

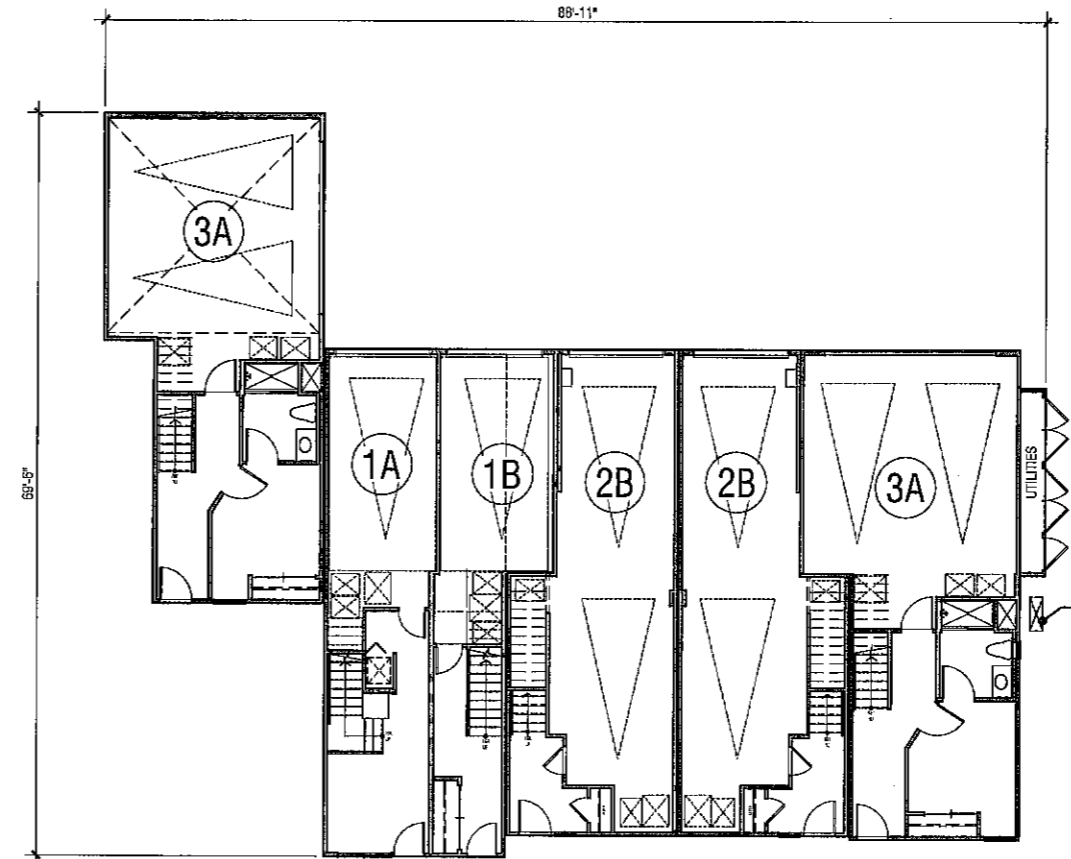
Total Units	6 Units
Unit 1A	1 Units
Unit 1B	1 Units
Unit 2B	2 Units
Unit 3A	2 Units

Keynotes

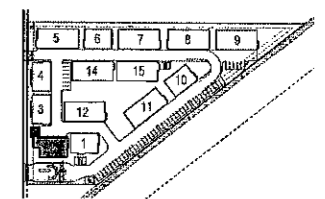
1. Potential Photovoltaic Panel Area. Final Location and Size to be determined prior to building permit, and shall comply with applicable codes and energy calculations
2. 22"X24" Roof Access Hatch per CMC 304.3.1.1
3. Mechanical Condensor Unit, roof mount
4. Mechanical Condensor Unit, at grade



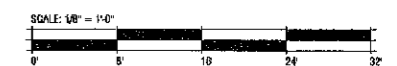
LEVEL 2



LEVEL 1



KEYPLAN



BUILDING TYPE E | BUILDING PLANS
BUILDINGS #2

BIGSBY

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STANTON, CA

A2.50

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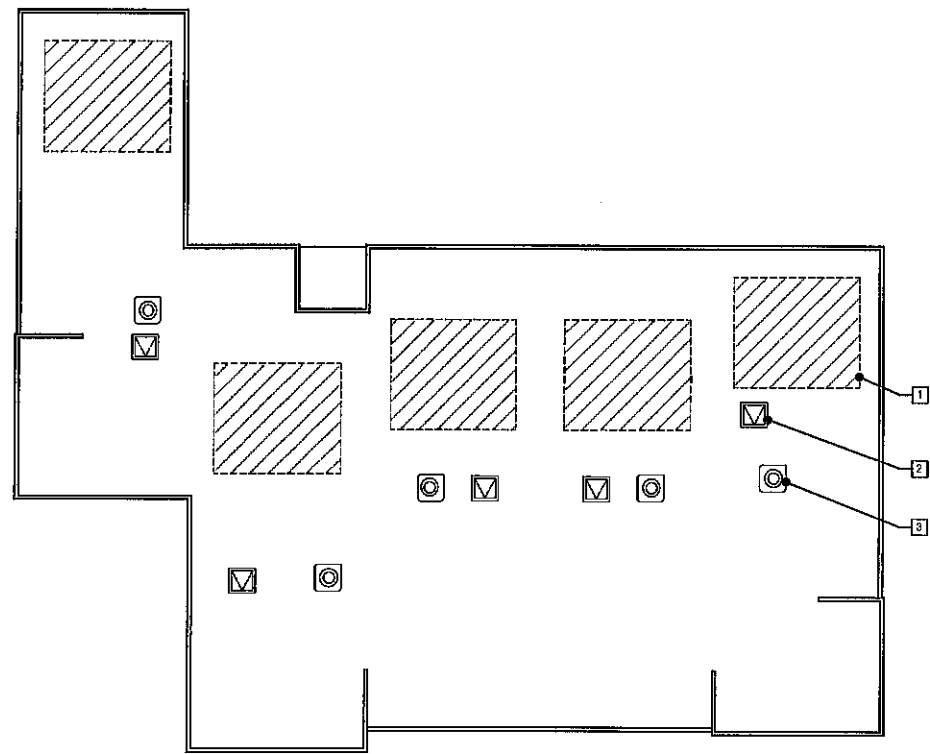
WHA | 610 NEWPORT CENTER DRIVE, SUITE 300, NEWPORT BEACH, CA 92660 | 949.250.0007
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BUILDING TYPE E

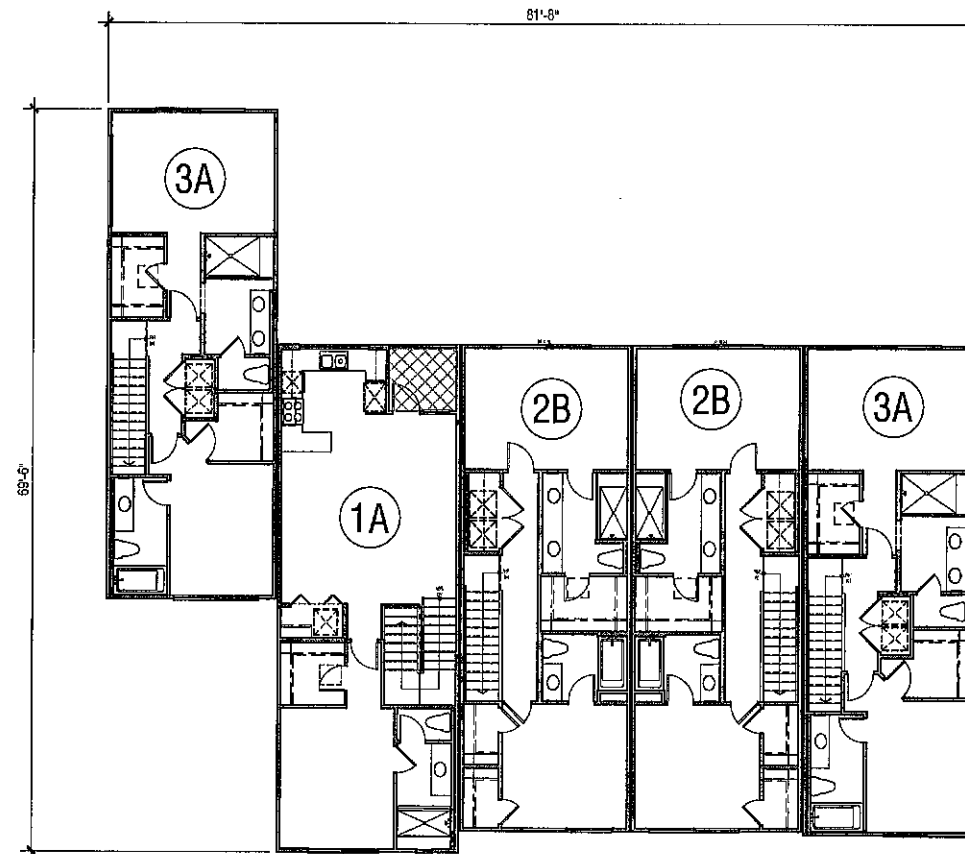
See Info On Previous Sheet

Keynotes

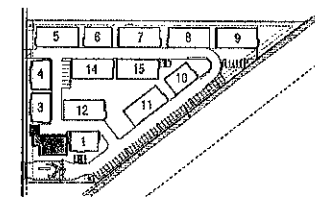
1. Potential Photovoltaic Panel Area. Final Location and Size to be determined prior to building permit, and shall comply with applicable codes and energy calculations
2. 22"X24" Roof Access Hatch per CMC 304.3.1.1
3. Mechanical Condensor Unit, roof mount
4. Mechanical Condensor Unit, at grade



ROOF



LEVEL 3



KEYPLAN



BUILDING TYPE E | BUILDING PLANS

BUILDINGS #2

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A2.51

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- EXTERIOR FINISHES**
1. Exterior Cement Plaster
 2. Exterior Cement Plaster Trim
 3. Tile with Simulated Wood Finish
 4. Painted Awning
 5. Metal Guardrail, Painted
 6. Vinyl Window
 7. Plaster Reveal
 8. Horizontal Fibercement Siding
 9. Brick Veneer



REAR



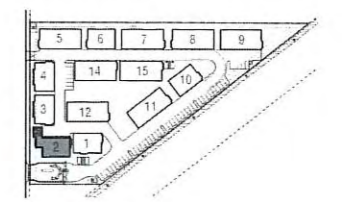
RIGHT



LEFT

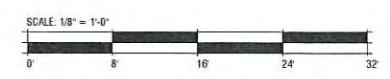


FRONT



KEYPLAN

BUILDING TYPE E | ELEVATIONS
 COLOR SCHEME 'X' | BUILDINGS #2



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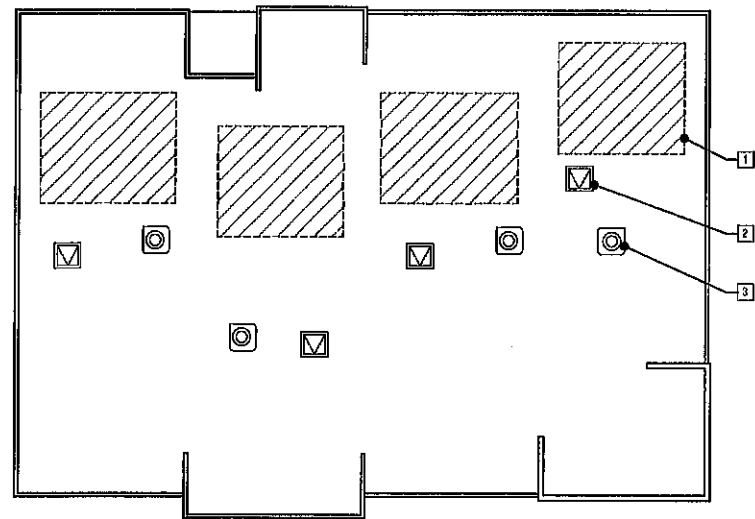
BIGSBY

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 STANTON, CA

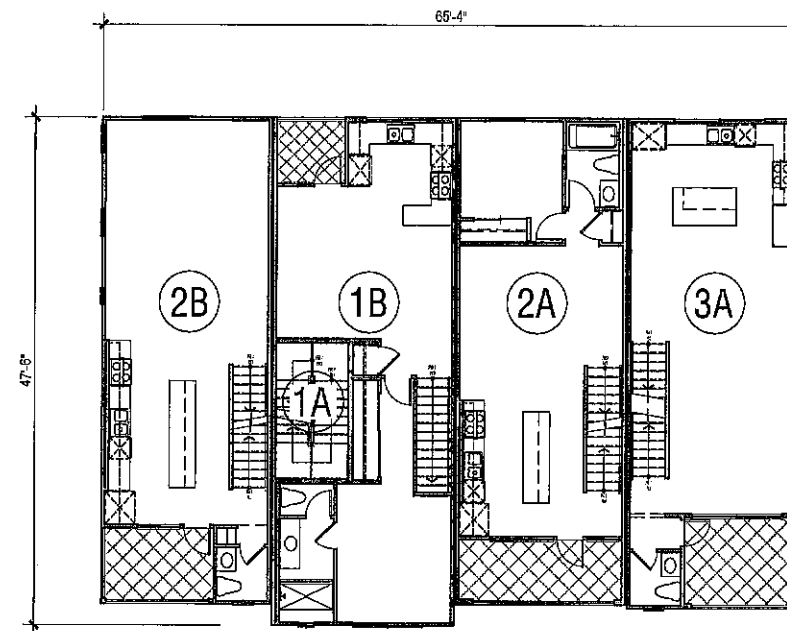
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ROOF PLAN



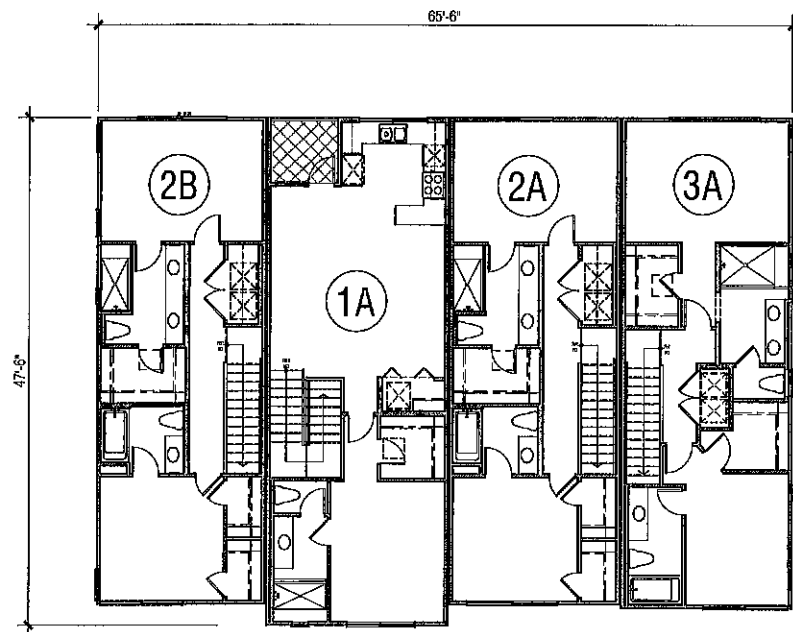
LEVEL 2

BUILDING TYPE F

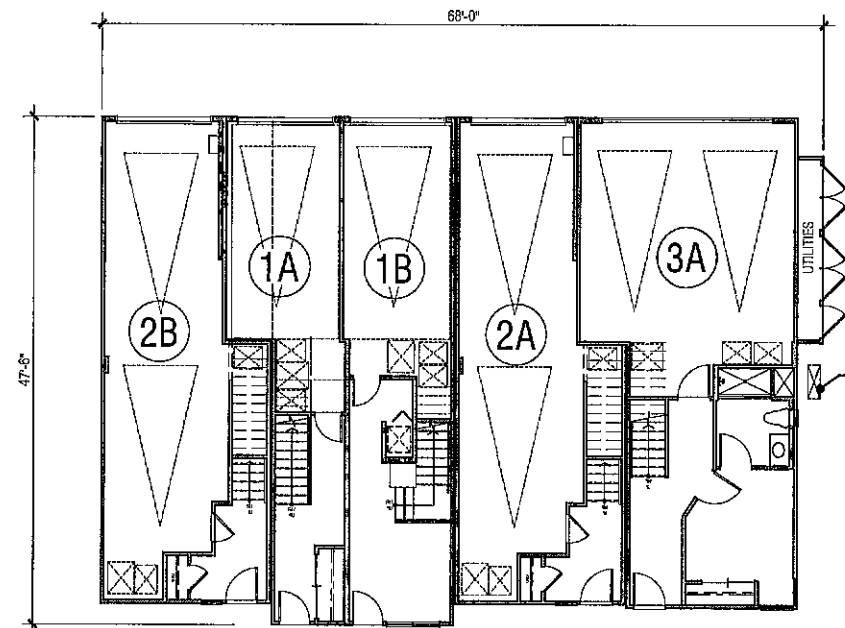
Total Units	5 Units
Unit 1A	1 Units
Unit 1B	1 Units
Unit 2A	1 Units
Unit 2B	1 Units
Unit 3A	1 Units

Keynotes

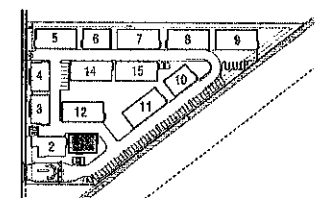
1. Potential Photovoltaic Panel Area. Final Location and Size to be determined prior to building permit, and shall comply with applicable codes and energy calculations
2. 22"X24" Roof Access Hatch per CMC 304.3.1.1
3. Mechanical Condensor Unit, roof mount
4. Mechanical Condensor Unit, at grade



LEVEL 3



LEVEL 1



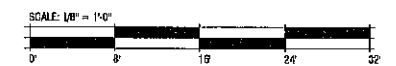
KEYPLAN

BUILDING TYPE F | BUILDING PLANS

BUILDING #1

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EXTERIOR FINISHES

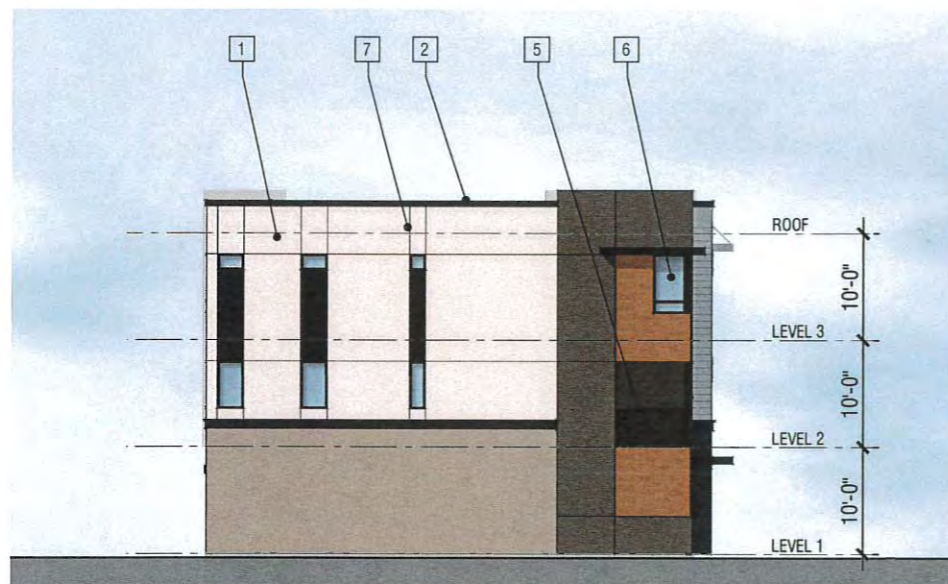
1. Exterior Cement Plaster
2. Exterior Cement Plaster Trim
3. Tile with Simulated Wood Finish
4. Painted Awning
5. Metal Guardrail, Painted
6. Vinyl Window
7. Plaster Reveal
8. Horizontal Fibercement Siding
9. Brick Veneer



REAR



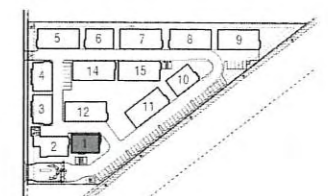
RIGHT



LEFT



FRONT



KEYPLAN



BUILDING TYPE F | ELEVATIONS

COLOR SCHEME 'X' | BUILDING #1

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A2.61

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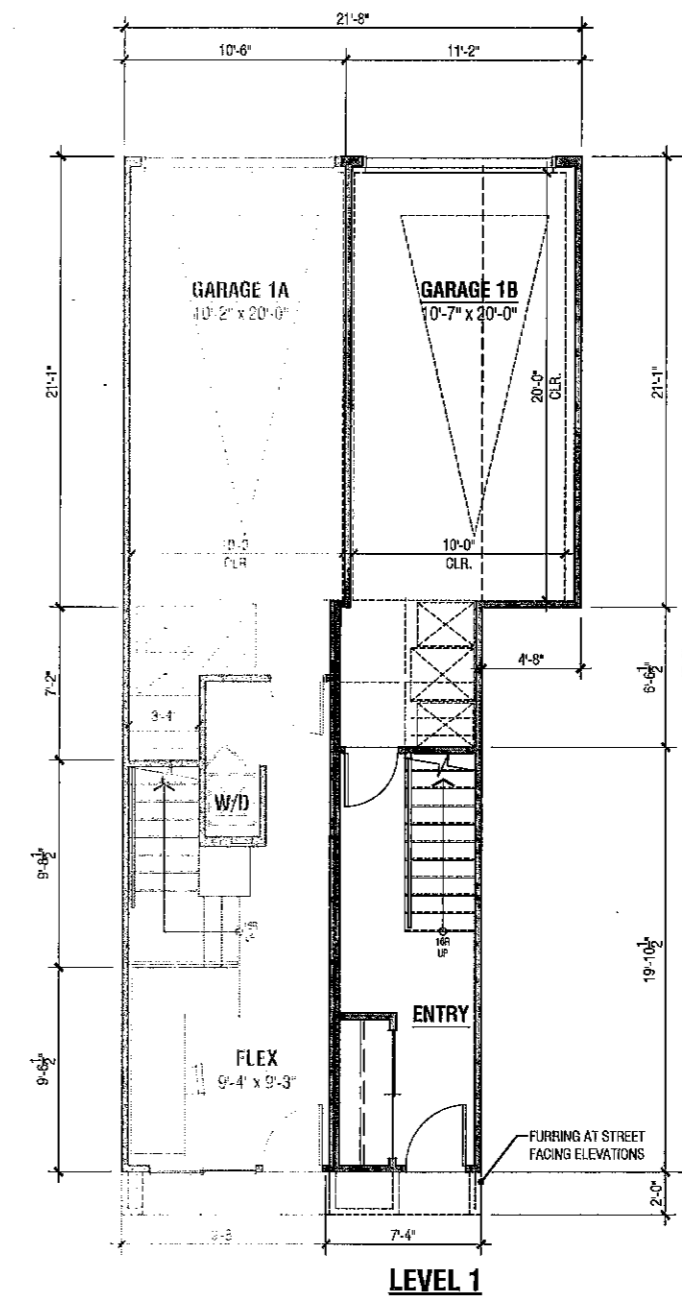
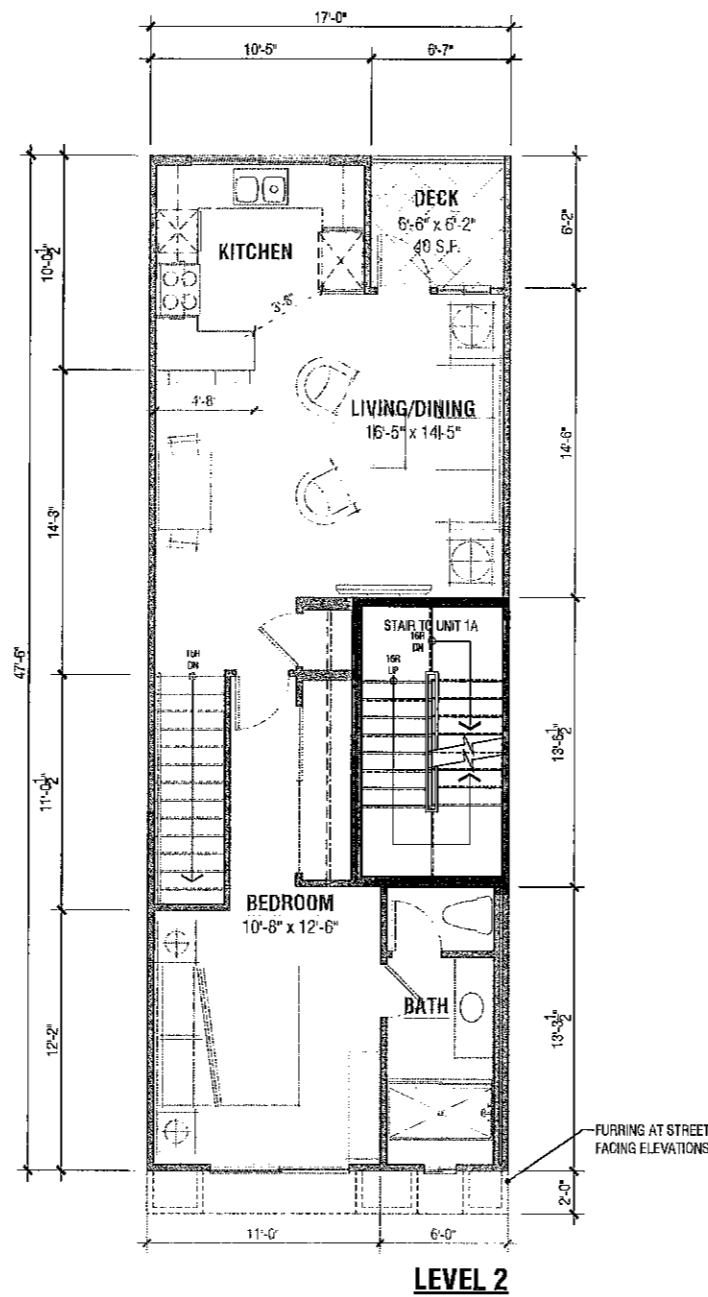
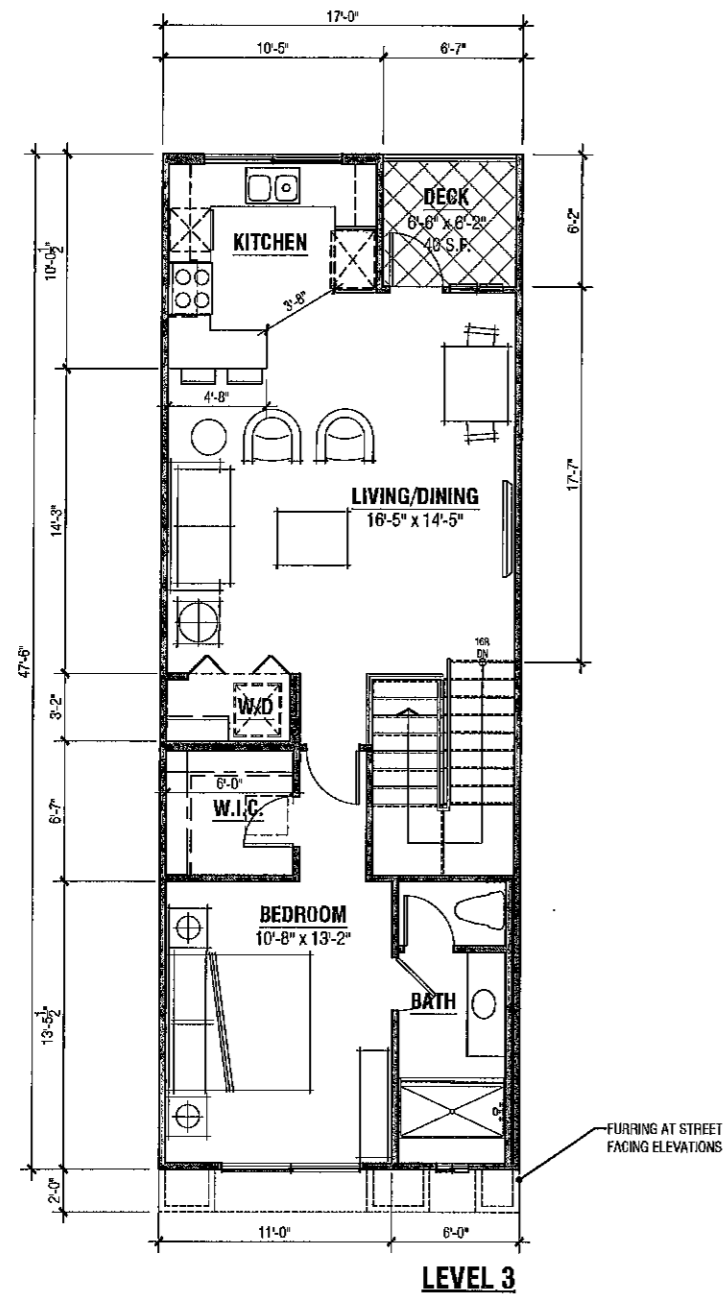
UNIT 1A

1 Bedrooms + 1 Bath

Unit Floor Area	940 S.F.
Level 1	140 S.F.
Level 2	100 S.F.
Level 3	700 S.F.

Private Open Space	40 S.F.
Deck	40 S.F.

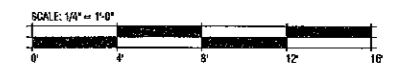

 Refuse Space:
 (1) 96 Gallon and (2) 64 Gallon spaces
 provided at each garage



UNIT 1A | UNIT PLAN

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A3.10

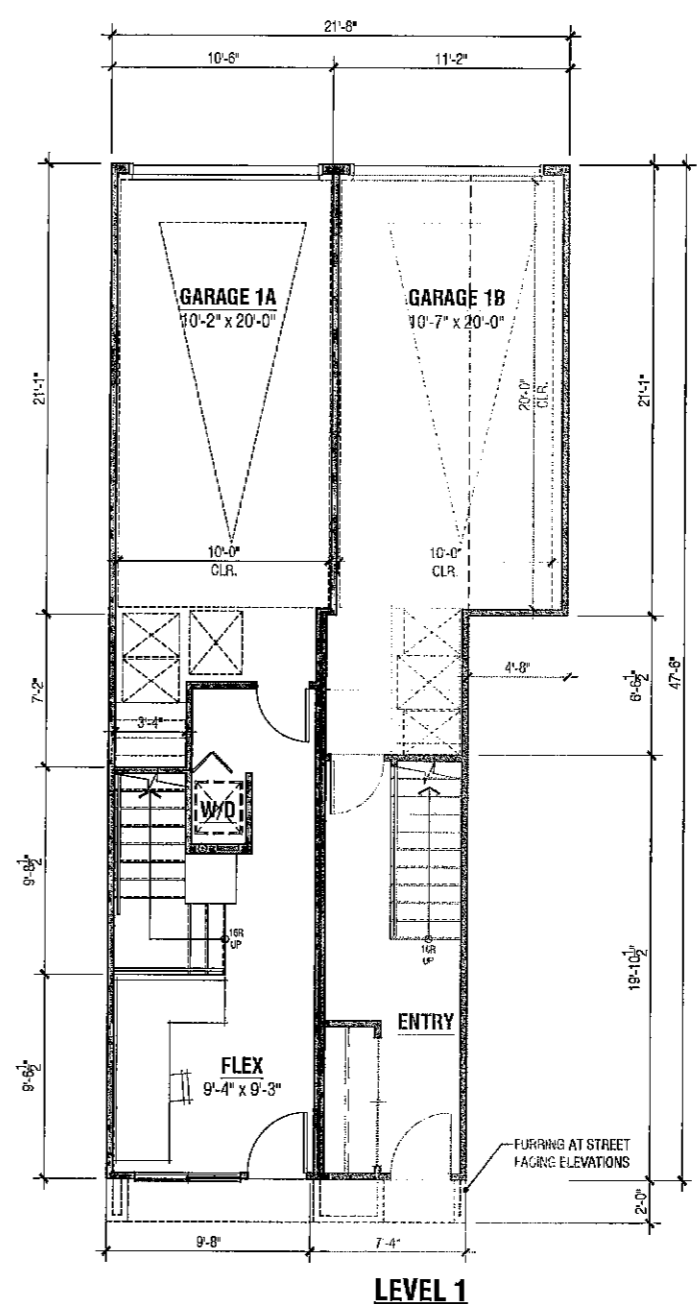
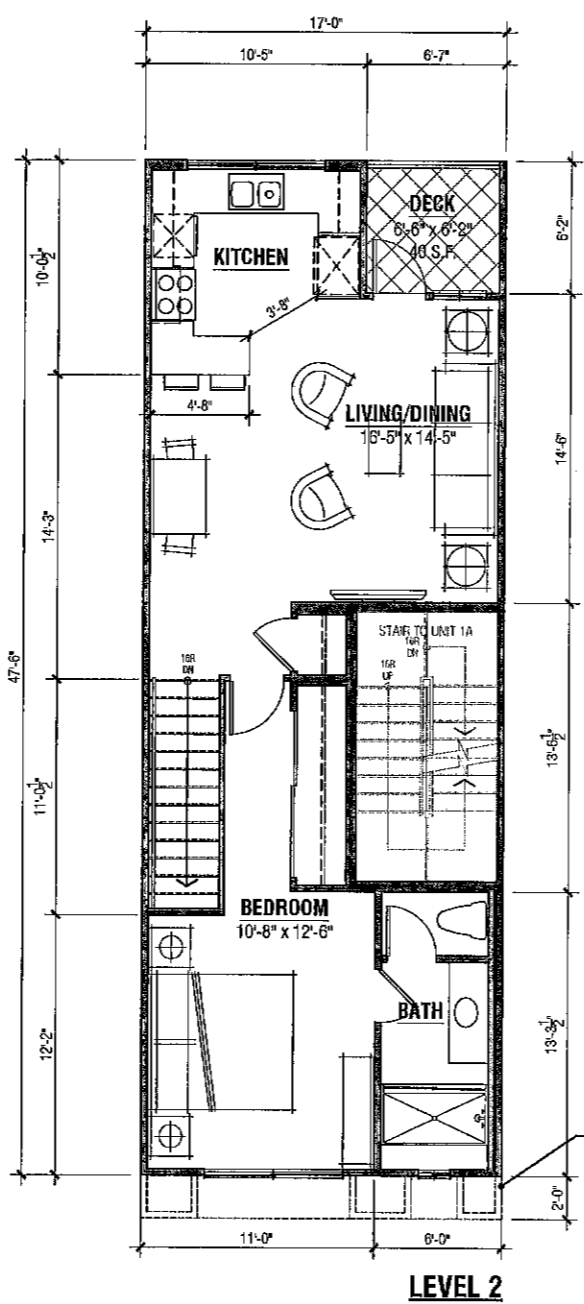
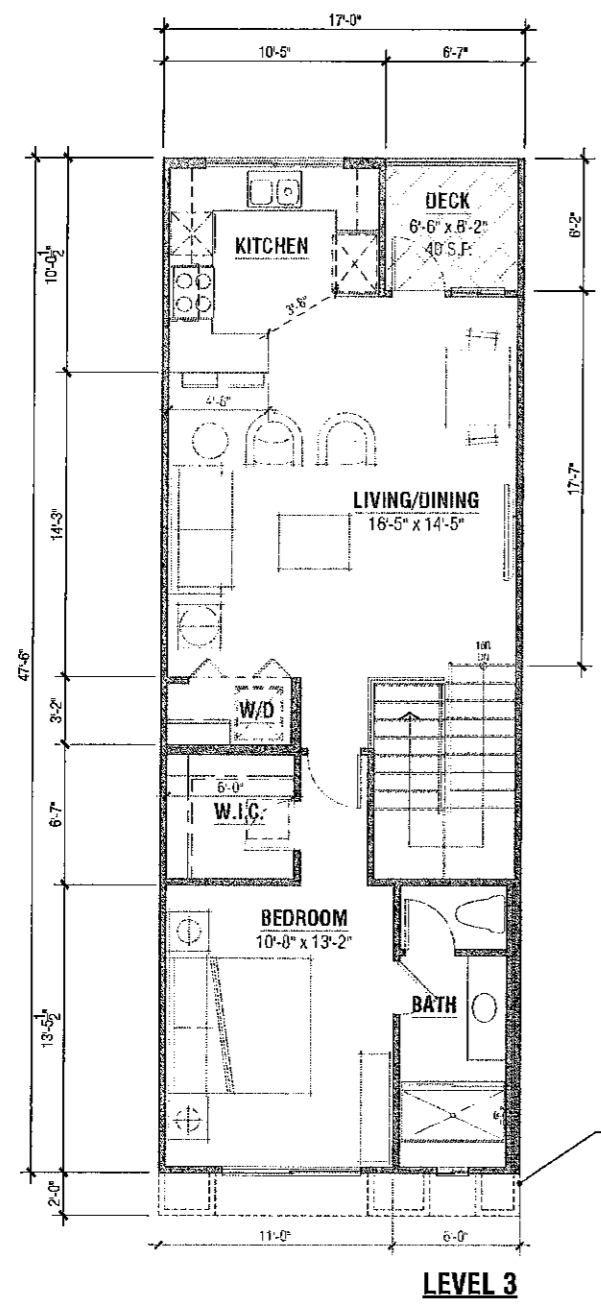


SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN

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UNIT 1B	
1 Bedrooms + 1 Bath + Flex	
Unit Floor Area	880 S.F.
Level 1	215 S.F.
Level 2	665 S.F.
Private Open Space	40 S.F.
Deck	40 S.F.

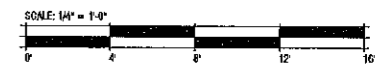

 Refuse Space:
 (1) 96 Gallon and (2) 64 Gallon spaces
 provided at each garage



UNIT 1B | UNIT PLANS

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A3.11



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2020110.01 | 07-15-2021

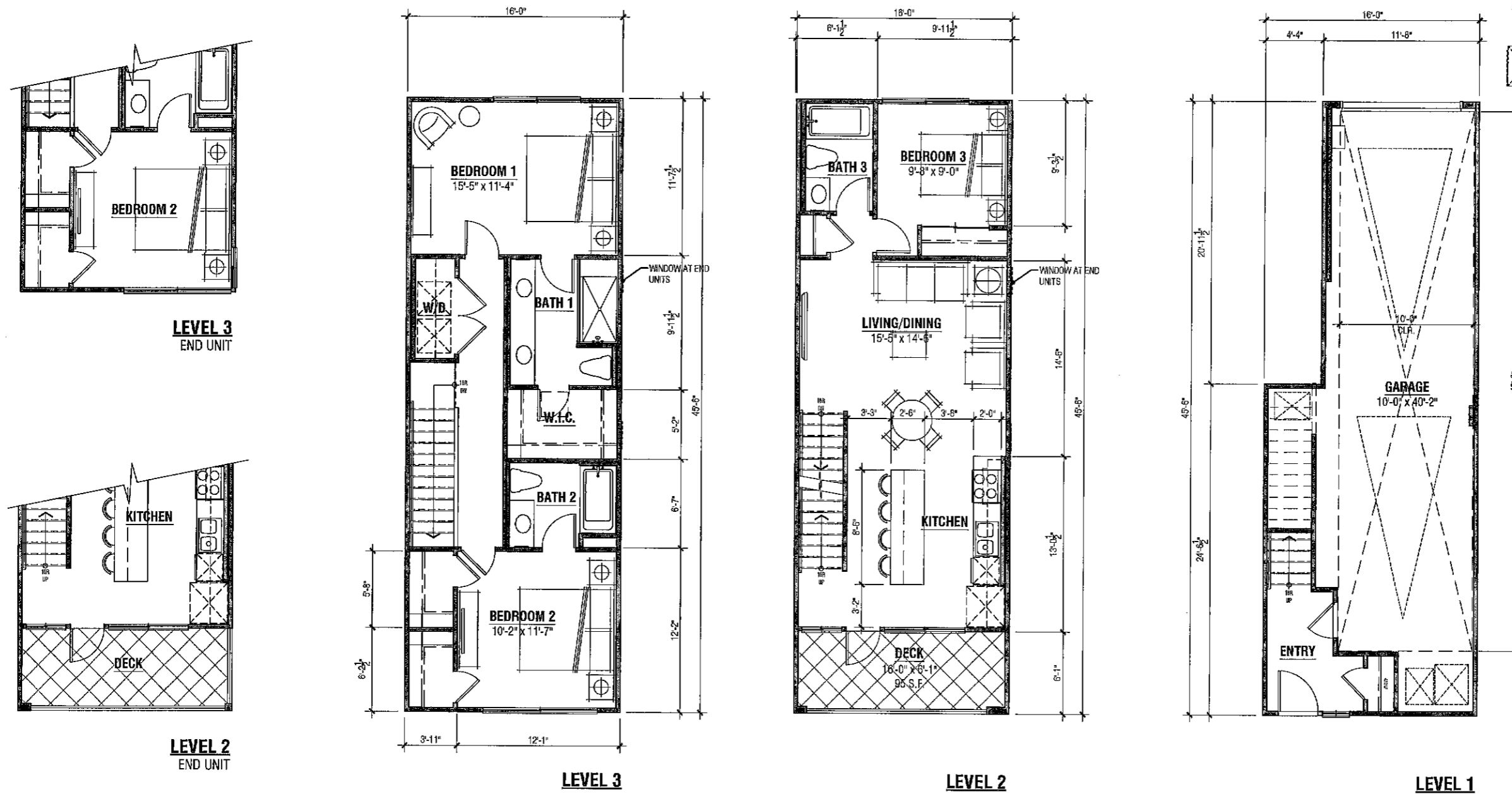
UNIT 2A

3 Bedrooms + 3 Bath

Unit Floor Area	1,355 S.F.
Level 1	90 S.F.
Level 2	590 S.F.
Level 3	675 S.F.

Private Open Space	95 S.F.
Deck	95 S.F.

Refuse Space:
(1) 96 Gallon and (2) 64 Gallon spaces
provided at each garage



UNIT 2A | UNIT PLANS

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA



A3.12

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WHA.
ORANGE COUNTY • LOS ANGELES • BAY AREA

SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN
2020110.01 | 07-15-2021

BD BONANNI
DEVELOPMENT

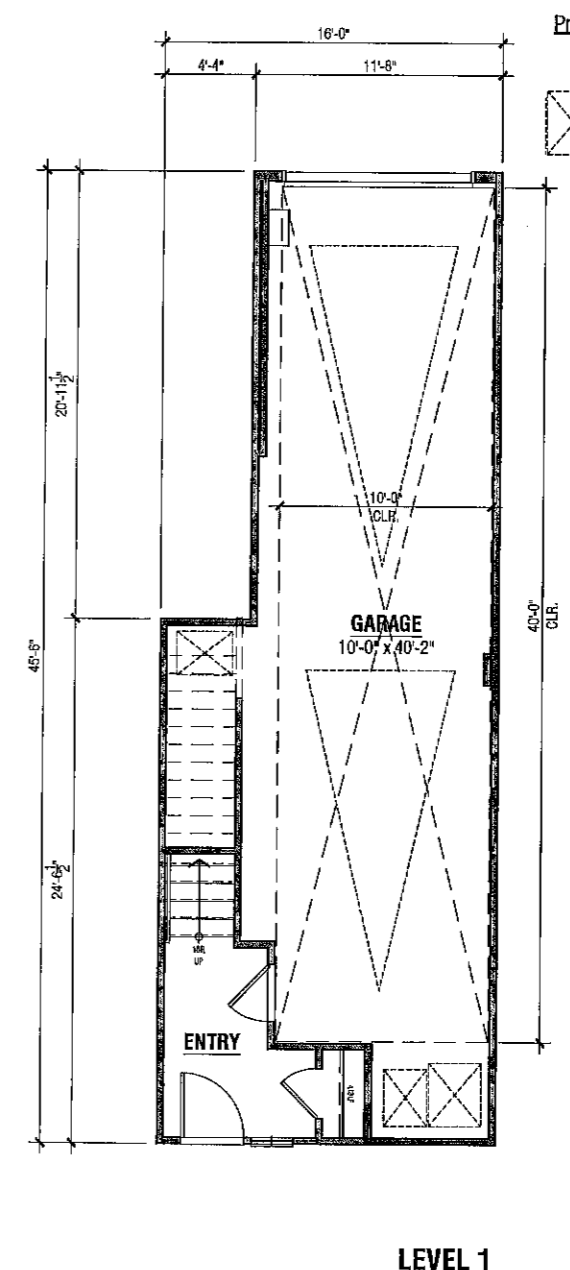
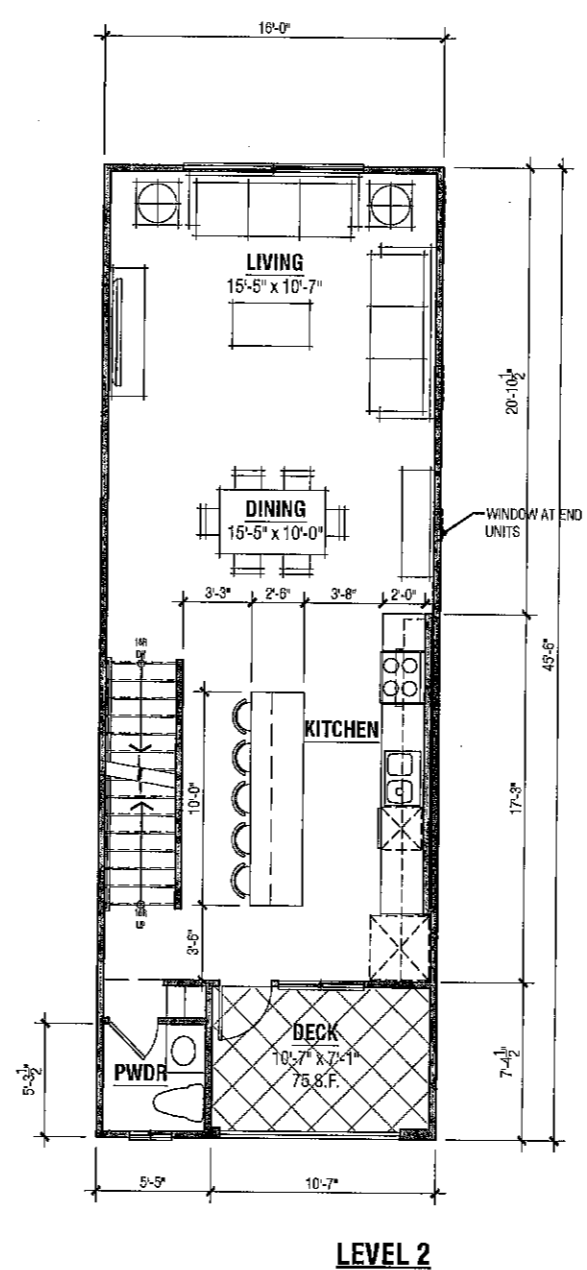
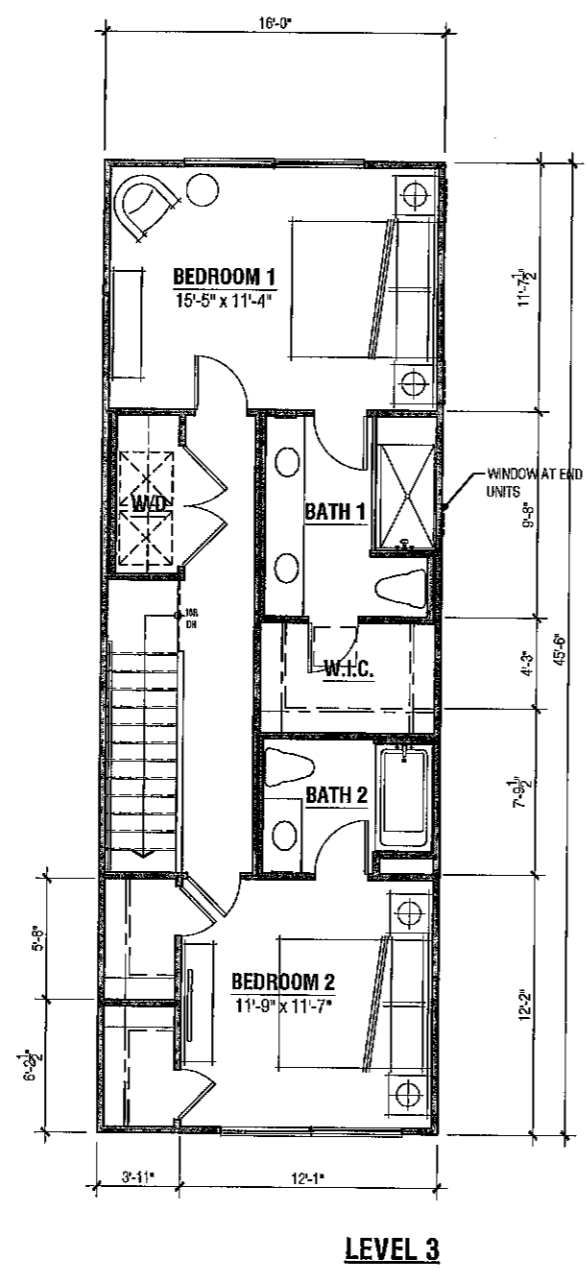
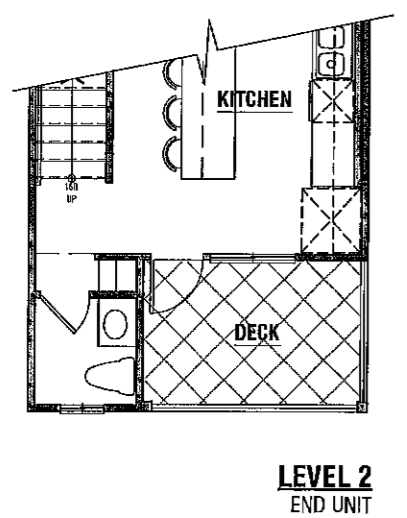
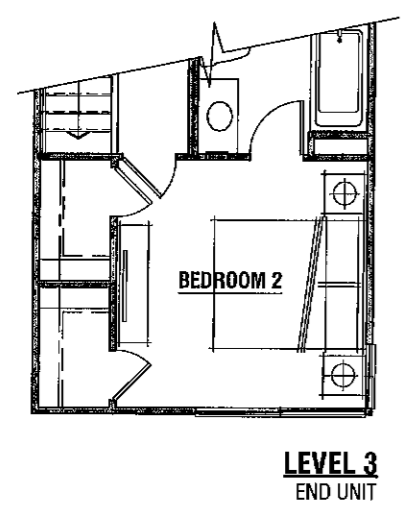
WHA | 680 NEWPORT CENTER DRIVE, SUITE 300, NEWPORT BEACH, CA 92660 | 949.256.0007
© 2020 WILLIAM HEZMALMACH ARCHITECTS, INC. DBA WHA.

UNIT 2B
2 Bedrooms + 2.5 Bath

Unit Floor Area	1,375 S.F.
Level 1	90 S.F.
Level 2	610 S.F.
Level 3	675 S.F.

Private Open Space	75 S.F.
Deck	75 S.F.

Refuse Space:
(1) 96 Gallon and (2) 64 Gallon spaces
provided at each garage



UNIT 2B | UNIT PLANS

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA



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A3.13

SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN
2020110.01 | 07-15-2021

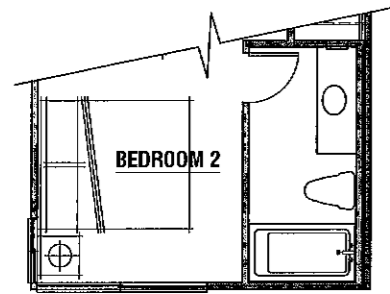


UNIT 3A
3 Bedrooms + 3.5 Bath

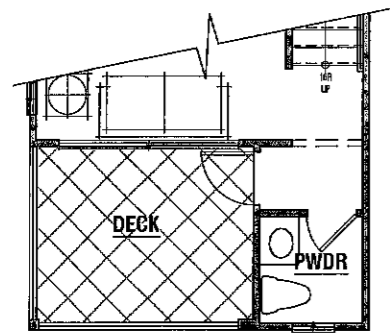
Unit Floor Area	1,625 S.F.
Level 1	340 S.F.
Level 2	600 S.F.
Level 3	685 S.F.

Private Open Space	90 S.F.
Deck	90 S.F.

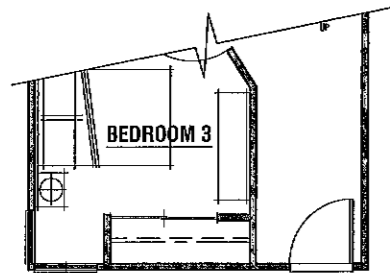
Refuse Space:
(1) 96 Gallon and (2) 64 Gallon spaces
provided at each garage



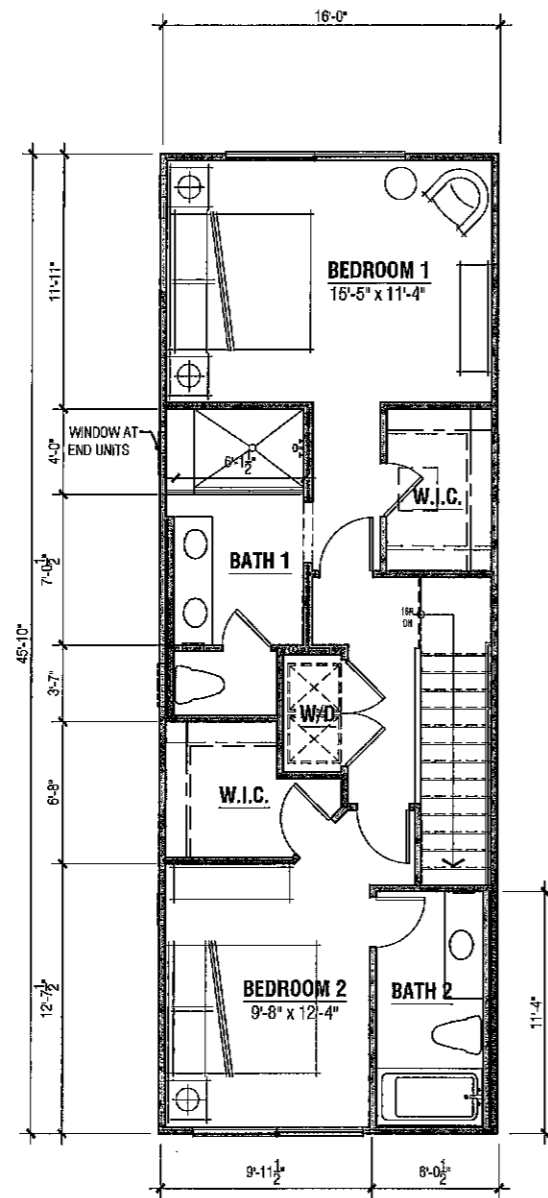
LEVEL 3
END UNIT



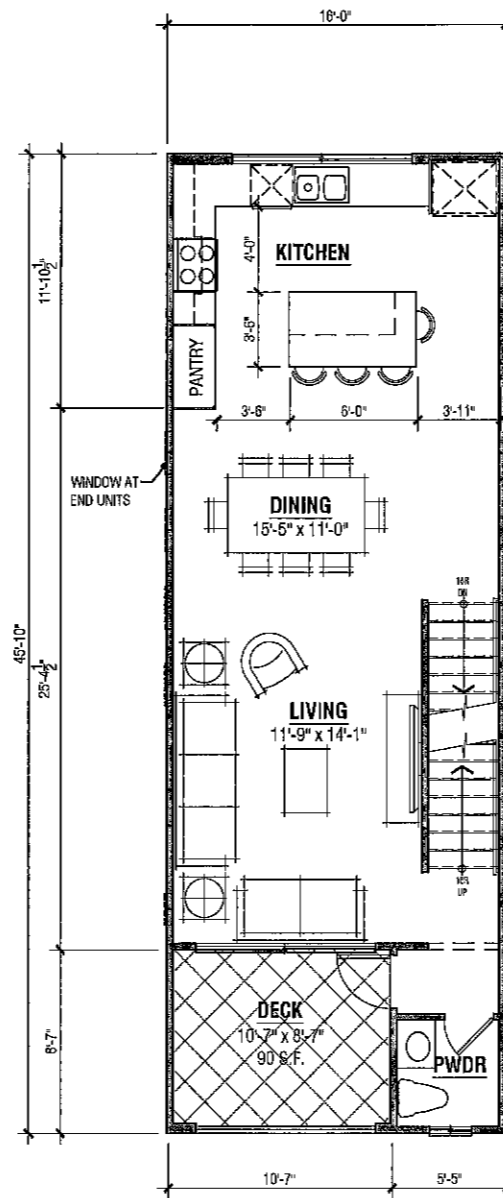
LEVEL 2
END UNIT



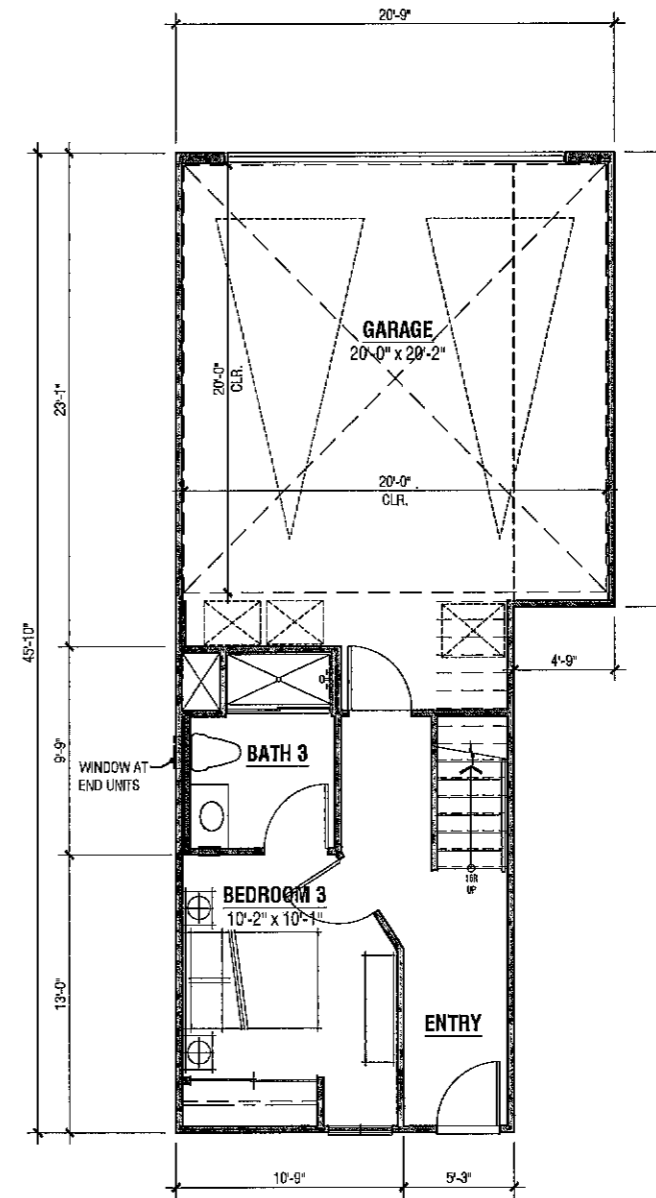
LEVEL 1
END UNIT



LEVEL 3



LEVEL 2



LEVEL 1

UNIT 3A | UNIT PLANS

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA



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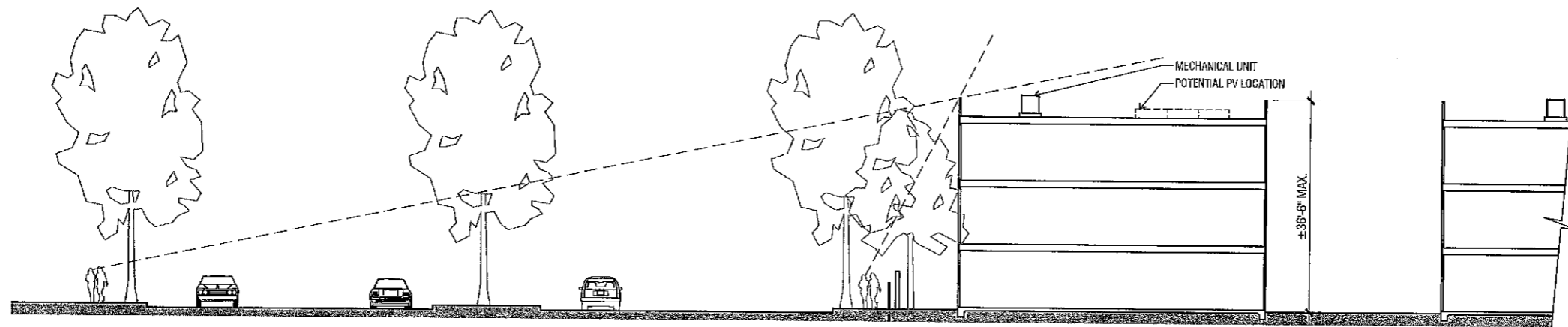
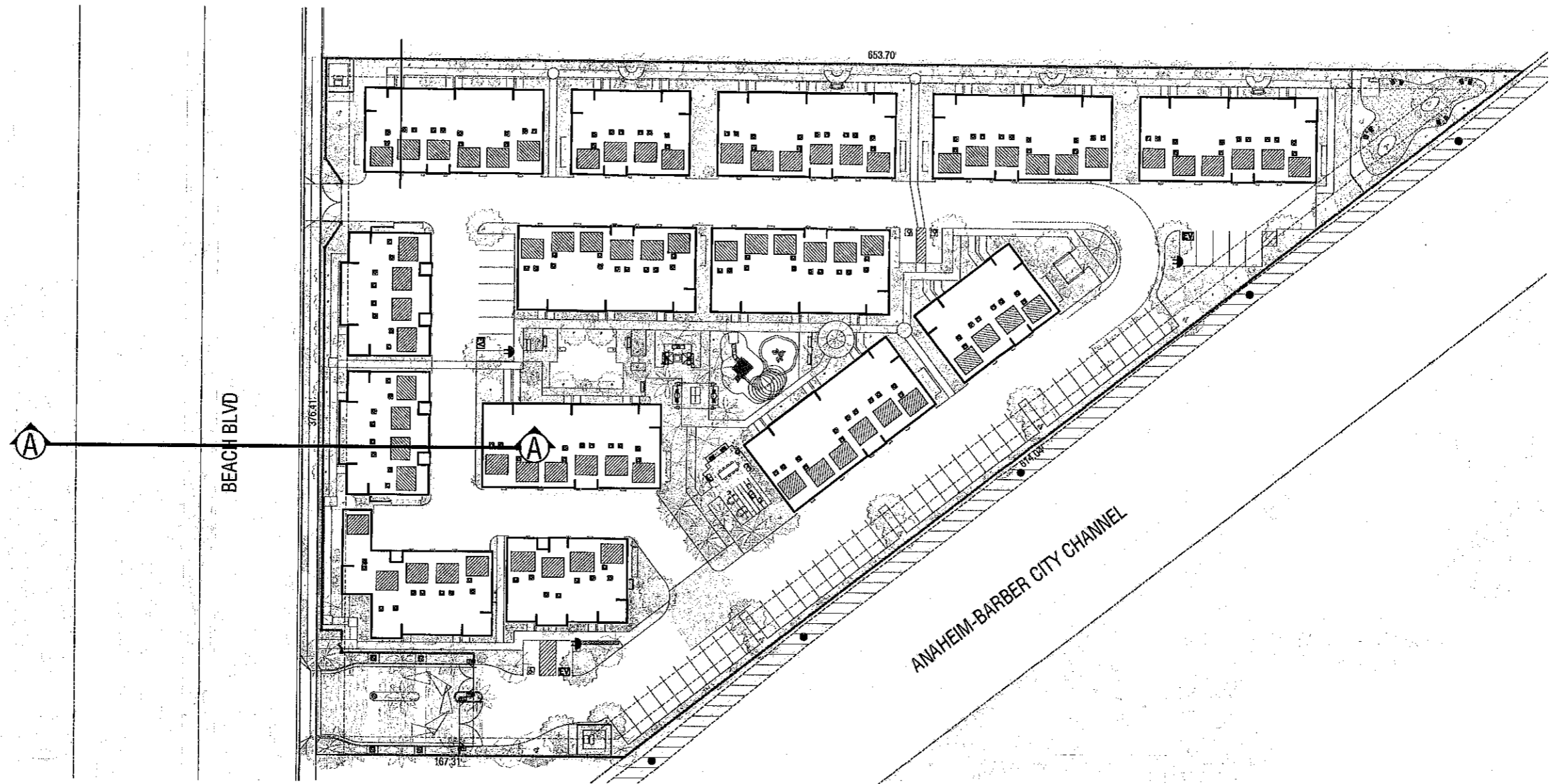
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SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN

2020110.01 | 07-15-2021

ORANGE COUNTY - LOS ANGELES - BAY AREA



BEACH BLVD

rl

SECTION 'A'

STREET SECTION

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA

A4.10

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SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN
2020110.01 | 07-15-2021

BD BONANNI
DEVELOPMENT

WHA | 630 NEWPORT CENTER DRIVE, SUITE 300, NEWPORT BEACH, CA 92660 | 949.259.0007
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COLOR AND MATERIALS

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA

A4.11



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SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN

2020110.01 | 07-15-2021

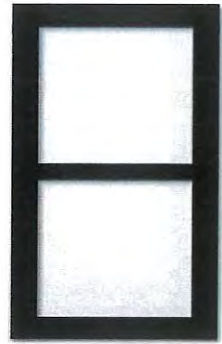




COLOR AND MATERIALS

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA



Vinyl Windows
Black (Scheme X and Y)



SCHEME X



SCHEME Y



Field 1 Paint
PPG 527-1 (Popcorn Ball)



Field 2 Paint
PPG 1076-4 (Cuppa Coffee)



Field 3 Paint
PPG 1019-7 (Intrigue)



Accent 1 Paint
PPG 1001-7 (Black Magic)



Field 1 Paint
PPG 527-1 (Popcorn Ball)



Field 2 Paint
PPG 415-6 (Ruffled Clam)



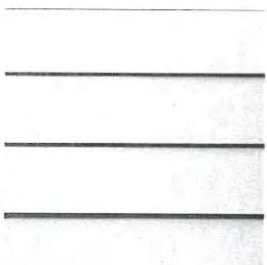
Field 3 Paint
PPG 1023-7 (Afternoon Tea)



Accent 1 Paint
PPG 1001-7 (Black Magic)



Daltile Emerson
Wood Look Porcelain Tile
Butter Pecan EP01



Smooth Lap Siding
Fiber Cement
Paint: PPG 1001-1 (Delicate White)



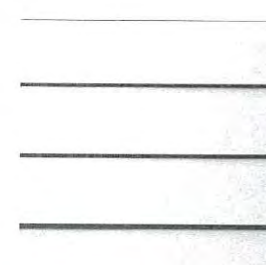
Edicott Thin Brick,
Manganese Ironspot,
Smooth Finish, Norman Size



Garage Door: Brown



Daltile Emerson
Wood Look Porcelain Tile
Ash White EP06



Smooth Lap Siding
Fiber Cement
Paint: PPG 1001-1 (Delicate White)



Edicott Thin Brick,
Manganese Ironspot,
Smooth Finish, Norman Size



Garage Door: Desert Tan

COLOR AND MATERIALS

BIGSBY

12200 BEACH BOULEVARD
STANTON, CA

A4.13

SIXTH CITY SUBMITTAL - SCHEMATIC DESIGN
2020110.01 | 07-15-2021

TENTATIVE TRACT NO. 19119

FOR RESIDENTIAL CONDOMINIUM PURPOSES

IN THE CITY OF STANTON, COUNTY OF ORANGE
STATE OF CALIFORNIA
A.P. NO.: 131-422-20
AREA: 3.5 ACRES - 154,470 SQ. FT.
APRIL 2021

LEGAL DESCRIPTION:
THAT PORTION OF LOT 4 IN SECTION 36, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE CITY OF STANTON, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP OF RESURVEY OF THE J.W. BIXBY AND CO.'S SUBDIVISION OF A PART OF THE RANCHO LOS ALAMITOS, FILED IN BOOK 2, PAGE 43 OF RECORD SURVEYS IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 4 AND RUNNING THENCE NORTH ALONG THE WESTERLY LINE THEREOF 376.20 FEET TO THE NORTHWESTERLY CORNER OF LAND DESCRIBED IN DEED TO CROCKER CITIZENS NATIONAL BANK, AS TRUSTEE, RECORDED APRIL 16, 1968, IN BOOK 7904, PAGE 819 OF OFFICIAL RECORDS THENCE EASTERLY ALONG THE NORTHERLY LINE OF LAND DESCRIBED IN SAID DEED TO ITS INTERSECTION WITH THE COMPROMISE LINE OF THE RANCHO LOS ALAMITOS THENCE SOUTHWESTERLY ALONG SAID COMPROMISE LINE TO ITS INTERSECTION WITH THE SOUTHERLY LINE OF SAID LOT 4 THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE POINT OF BEGINNING.

ASSESSOR PARCEL NUMBER: 131-422-20
ADDRESS: 12200 BEACH BOULEVARD STANTON, CA 92680

FLOOD ZONE: THE SUBJECT PROPERTY LIES IN AN AREA LABELED ZONE X AREA WITH 0.2% ANNUAL CHANCE OF FLOOD HAZARD PER THE FLOOD INSURANCE RATE MAP NUMBER 06559C01361, DATED DECEMBER 03, 2009.

GENERAL PLAN: GENERAL MIXED USE
LAND USE: EXISTING: COMMERCIAL

ZONING: CG - COMMERCIAL GENERAL
GENERAL MIXED USE OVERLAY
PROPOSED: MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL

BASIS OF BEARINGS: THE BEARINGS SHOWN HEREON ARE BASED UPON THE BEARING BETWEEN O.C.S. HORIZONTAL CONTROL STATIONS GPS NO. 0563 AND GPS NO. 382581 BEING NORTH 04°25'57" EAST, PER RECORDS ON FILE IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR.

SITE DATA: THERE ARE NO EASEMENTS OF TITLE FOR SUBJECT PROPERTY.
AREA: 3.546 ACRES - 154,470 SQ. FT.

TOPOGRAPHIC DATA: AERIAL TOPO SURVEY PROVIDED BY DIGITAL MAPPING, INC. DATED JUNE 06, 2020.

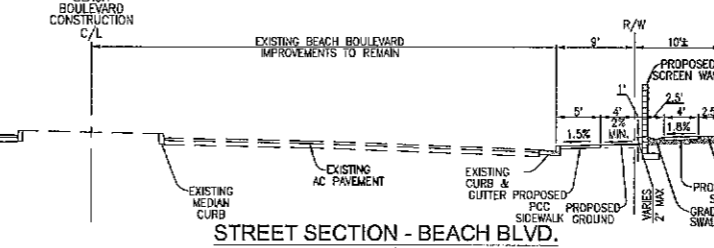
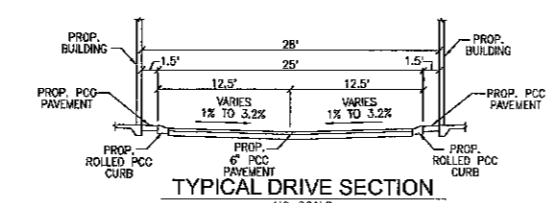
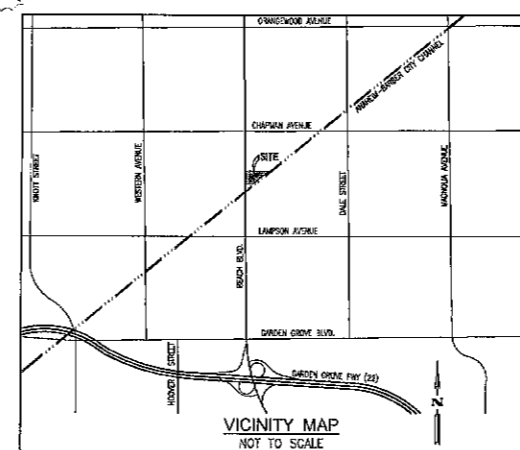
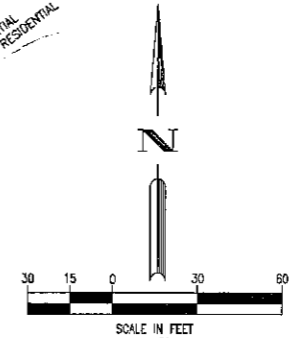
PROJECT DESCRIPTION: SINGLE LOT SUBDIVISION FOR 79 RESIDENTIAL CONDOMINIUM UNITS.
SHARED ACCESS, INGRESS/EGRESS, PARKING, EMERGENCY VEHICLE ACCESS, FIRE LANE DESIGNATION, PRIVATE UTILITIES, AND LANDSCAPING WITH COST SHARING AND MAINTENANCE RESPONSIBILITIES TO BE ADDRESSED UNDER AND SUBJECT TO A SEPARATE DOCUMENT, TO BE RECORDED CONCURRENTLY WITH THE FINAL MAP.

REFERENCE PRELIMINARY PLANS INCLUDED WITH THIS SUBMITTAL FOR DETAILED AND ADDITIONAL SITE GRADING INFORMATION.

REFERENCE BIGSBY ENTITLEMENT SUBMITTAL ARCHITECTURAL PLAN DATED 06-03-2021 FOR FIRE LANE DESIGNATION AND ADDITIONAL SITE INFORMATION.

PROJECT EASEMENTS: (A) INDICATES AN EASEMENT FOR EMERGENCY VEHICLE ACCESS PURPOSES TO BE DEDICATED TO THE CITY OF STANTON PER THE FINAL MAP.

- LEGEND:**
- - WATER VALVE
 - ⊕ - WATER METER
 - ⊕ - FIRE HYDRANT
 - ⊕ - BACK FLOW DEVICE
 - ⊕ - PIV
 - ⊕ - FIRE DEPT. CONNECTION
 - ⊕ - IRRIGATION CONTROL VALVE
 - ⊕ - MANHOLE
 - ⊕ - SEWER MANHOLE
 - ⊕ - CATCH BASIN
 - ⊕ - GRADE DRAIN
 - ⊕ - DRAIN INLET
 - ⊕ - CLAND POST
 - S - SEWER
 - SD - STORM DRAIN
 - DW - DOMESTIC WATER
 - W - WATER
- UTILITY PROVIDERS:**
- ELECTRICAL:** SOUTHERN CALIFORNIA EDISON CO. 14155 BAKE PARKWAY IRVINE, CA 92718 1-800-655-4555
- GAS:** SOUTHERN CALIFORNIA GAS CO. P.O. BOX 3334 ANAHEIM, CA 92803 1-800-427-2200
- SEWER:** CITY OF STANTON 7800 KATELLA AVE. STANTON, CA 92680 1-714-379-9222
- WATER:** GOLDEN STATE WATER LOS ALAMITOS CSA 10852 S. CHERRY ST. LOS ALAMITOS, CA 90720 1-800-999-4033
- FIRE:** O.C. FIRE AUTHORITY 1 FIRE AUTHORITY ROAD IRVINE, CA 92602 1-714-573-8000
- CABLE:** SPECTRUM 12040 WESTERN AVE. GARDEN GROVE, CA 92641 1-714-903-4000



WALDEN & ASSOCIATES
CIVIL ENGINEERS
LAND SURVEYORS
PLANNERS
2552 WHITE ROAD, SUITE B, IRVINE, CA 92614
(949) 660-0110 FAX: 660-0418

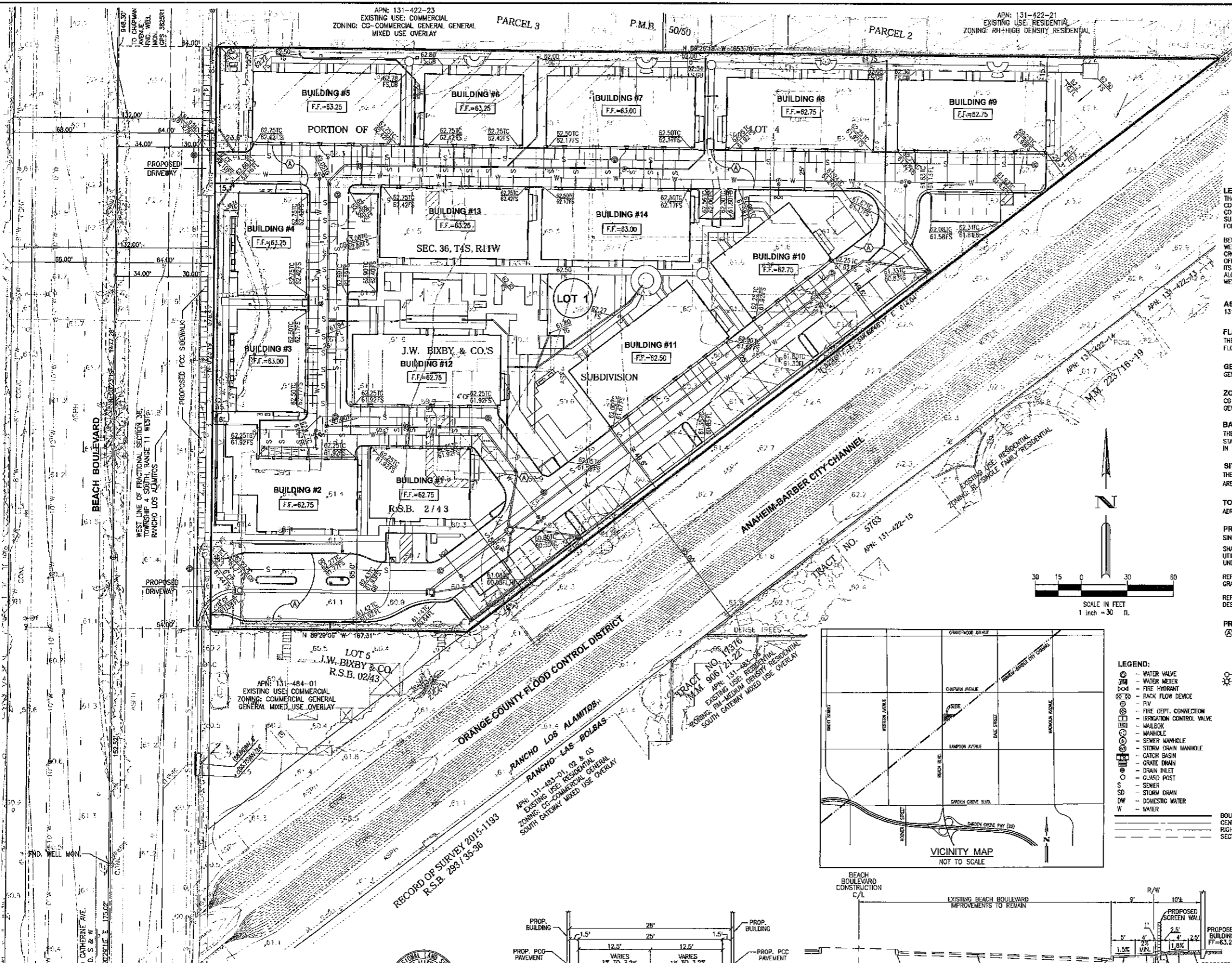


FUTURE OWNER/SUBDIVIDER: BONANNI DEVELOPMENT, INC. 3500 BOLSA AVENUE, SUITE 120 HUNTINGTON BEACH, CA 92649 714-892-0123 CHRIS SEGESMAN

LAND SURVEYOR/CIVIL ENGINEER: WALDEN & ASSOCIATES 2552 WHITE RD., SUITE B IRVINE, CA 92614 949-660-0110 JEFFREY WALDEN, P.L.S. 7914 MARIAN WALKER, P.E. 72027

CURRENT OWNER: 12 BEACH, L.P., A CALIFORNIA LIMITED PARTNERSHIP 12200 BEACH BOULEVARD STANTON, CA 92680

ARCHITECT: WHA 680 NEWPORT CENTER DRIVE, SUITE 300 NEWPORT BEACH, CA 92660 ERIC SCOTT



CITY OF STANTON
7800 KATELLA AVENUE
STANTON, CALIFORNIA 92680

Drawn by	Checked by	Reference Plans for	Date	By	Revisions	App'd	Scale: AS SHOWN
ELW	JAW	Base Improvements	09/23/2021				

Engineering	Approved By	Date
Fire		

TENTATIVE TRACT NO. 19119
FOR
STANTON TOWNHOMES
12200 BEACH BOULEVARD

JN: 2036-940-001
Drawing No.
Sheet 1 of 1



INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

STANTON TOWNHOMES
12200 BEACH BOULEVARD
STANTON, CALIFORNIA
APN 131-422-20



LEAD AGENCY:

CITY OF STANTON
7800 KATELLA AVENUE
STANTON, CA 90680

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 92240

OCTOBER 18, 2021

STAN 003

ATTACHMENT F



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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Stanton Townhomes

PROJECT APPLICANT: The Applicant for the proposed project is Mr. Chris Segesman, Bonanni Development, 5500 Bolsa Avenue, Suite 120, Huntington Beach, California 92649.

PROJECT ADDRESS: 12200 Beach Boulevard, Stanton, CA 90680.

CITY AND COUNTY: City of Stanton, Orange County

Lead Agency: City of Stanton. The contact information for the Lead Agency is as follows: Jennifer Lilley, AICP, Community and Economic Development Director (714)890-4213. 7800 Katella Ave, City of Stanton, Orange County.

PROJECT: The City of Stanton Community Development Department is reviewing a request submitted by Bonanni Development for the construction of a 3-story, 79-units multi-family residential development located at 12200 Beach Boulevard, near the intersection of Beach Boulevard and Chapman Avenue in the City of Stanton. Other public agencies that will be reviewing the development request include Santa Ana Regional Water Quality Control Board (RWQCB) and South Coast Air Quality Management District (SCAQMD). The proposed 3.55-acre (154,470 square-foot) project site has a zoning designation of Commercial General (CG) with a General Mixed-Use Overlay (GLMX). The General Plan land use designation is General Mixed-Use, which permits the construction of multi-family residential developments. The total floor area for the proposed multi-family residential development would be 123,805 square feet. Surrounding land uses to the proposed project site include: commercial businesses to the north and the south, the Anaheim City Barber Channel to the east, and a regional eight lane arterial roadway to the west. In addition, the proposed project would also involve the construction of a new, off-site parkette referred to as the Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project applicant is responsible for the design, construction and completion of the parkette as part of their community benefit contribution. As a result, this parkette is an element of the proposed residential development.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse unmitigable environmental impacts. The initial study identifies potentially significant effects, but:

- (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

For these reasons, the City of Stanton determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the



environment, substantially reduce the habitat of a fish or wildlife species, cause a fish/wildlife population to drop below self-sustaining levels, threaten to eliminate a plant/animal community, substantially reduce the number or restrict the range of a rare/endangered plant/animal or eliminate important examples of the major periods of California history or prehistory.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

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





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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THIS INITIAL STUDY

The proposed project would include the construction of a 79-unit, multi-family residential development located at 12200 Beach Boulevard. The proposed 3.55-acre (154,470 square-foot) project site has a zoning designation of Commercial General (CG) with a General Mixed-Use Overlay (GLMX), which permits the construction of multi-family residential developments. The proposed multiple-family residential development will consist of 79-unit townhomes located within fifteen (15) separate buildings that will contain between four to six units in each building. The total floor area for the proposed multi-family residential development would be 123,805 square feet. In addition, the proposed project would also involve the construction of a new, off-site parkette referred to as the Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project applicant is responsible for the design, construction and completion of the parkette as part of their community benefit contribution. As a result, this parkette is an element of the proposed residential development.

The City of Stanton is the designated *Lead Agency* for the proposed project and will be responsible for the **project's environmental review**. **Section 21067** of the Public Resources Code, part of the California Environmental Quality Act (CEQA) defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.¹ The proposed development is considered to be a project pursuant to **CEQA**. **As part of the proposed project's environmental review**, the City of Stanton has authorized the preparation of this Initial Study.² Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgement and analysis of the City of Stanton, in its capacity as the Lead Agency. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental impacts of the proposed project and that the decision-makers have considered such impacts before considering approval of the project. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Stanton with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), mitigated negative declaration, or negative declaration for the proposed project;
- **To facilitate the project's environmental assessment early in the design and development of the proposed project;**
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated with the proposed project.
- To enable modification of the project to mitigate significant impacts of the project.

The City **determined, as part of this Initial Study's preparation, that a *Mitigated Negative Declaration* is the appropriate document for the proposed project's environmental review pursuant to CEQA**. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible

¹ California, State of. *California Public Resources Code, Division 13, Chapter 2.5, Definitions*, as Amended 2001. §21067.

² Ibid. (CEQA Guidelines) §15050.



agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these agencies and other interested parties to comment on the proposed project and the findings of this Initial Study.³³ Questions and/or comments should be submitted to the following contact at the City of Stanton:

Jennifer Lilley, AICP, Community and Economic Development Director
City of Stanton Planning Division
7800 Katella Avenue
Stanton, CA 90680
CommunityDevelopment@ci.stanton.ca.us

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the project site and describes the proposed **project's** physical and operational characteristics.
- *Section 3 Environmental Analysis*, includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.
- *Section 4 Findings*, indicates the conclusions of the environmental analysis and the Mandatory Findings of Significance. In addition, this section includes the Mitigation Monitoring and Reporting Program (MMRP).
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.

The Appendix includes the air quality impact analysis worksheets, noise measurement worksheets, and the traffic study.



³³ California, State of. Public Resources Code section 21091, subdivision (b).



SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project is to construct a three-story multi-family residential development within a 3.55-acre (154,470 square-foot) site. The proposed multiple-family residential development would consist of 79-unit townhomes located within fifteen (15) separate buildings that will contain between four to six units in each building. The project site has a zoning designation of Commercial General (CG) with a General Mixed-Use Overlay (GLMX), which permits the construction of multi-family residential developments.⁴ In addition, the proposed project would also involve the construction of a new, off-site parkette referred to as the Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street.⁴The project applicant is responsible for the design, construction and completion of the parkette as part of their community benefit contribution. As a result, this parkette is an element of the proposed residential development. The project is described in greater detail in Section 2.4 herein.

2.2 PROJECT LOCATION

The project site is located within the *General Mixed-Use (GLMX)* boundaries of the City of Stanton which is located in the northwestern portion of Orange County. The City of Stanton is bounded to the north by the cities of Buena Park and Fullerton; to the east by the City of Anaheim; to the south by the City of Westminster and Garden Grove; and Cypress and Cerritos to the west.⁵ Major geographical features around the City include the Pacific Ocean approximately 7 miles southwest, Coyote Hills located approximately 8 miles north and the Anaheim and Chino Hills Mountains approximately 12 miles from the project site. The general topography of the project site and the surrounding area are level due to being part of the coastal plane. Regional access to the proposed project site is provided by two area highways: The Garden Grove Freeway (SR-22), which extends in an east to west orientation approximately 1.1 miles south of the proposed project site, and Beach Boulevard (SR-39), which extends in a north to south orientation adjacent to the proposed project site.⁶ The location of the proposed project shown in an area map is provided in Exhibit 2-1.

The project site's legal address is 12200 Beach Boulevard. The Assessor's Parcel Number (APN) that is applicable to the site is 131-422-20. Major roadways in the vicinity of the project site include Beach Boulevard, which extends along the project **site's** west side, and Chapman Avenue, which is located approximately 1,000 feet to the north of the project site. The Orangewood Parkette will be located at the terminus **of Orangewood Avenue and Santa Rosalia Street. The corresponding Assessor's Parcel Number (APN) for the future park will be assigned.** A local vicinity map is provided in Exhibit 2-2.

2.3 ENVIRONMENTAL SETTING

The proposed 3.55-acre (154,470 square-foot) project site is located within an urbanized area that has been previously developed for its current commercial land use by a recreational vehicle (RV) Help You Sell and ShareMyCoach RV Rental Company sales and storage lot. The majority of the property is paved over with asphalt, and ornamental landscaping on the premises.

⁴ WHA Architects, Planners, Designers. *Architectural Site Plan, Stanton Townhomes. 12200 Beach Boulevard. A1.10.* July 22, 2020.

⁵ Google Earth. Website accessed November 17, 2020. Field survey was completed on November 16, 2020.

⁶ Ibid.

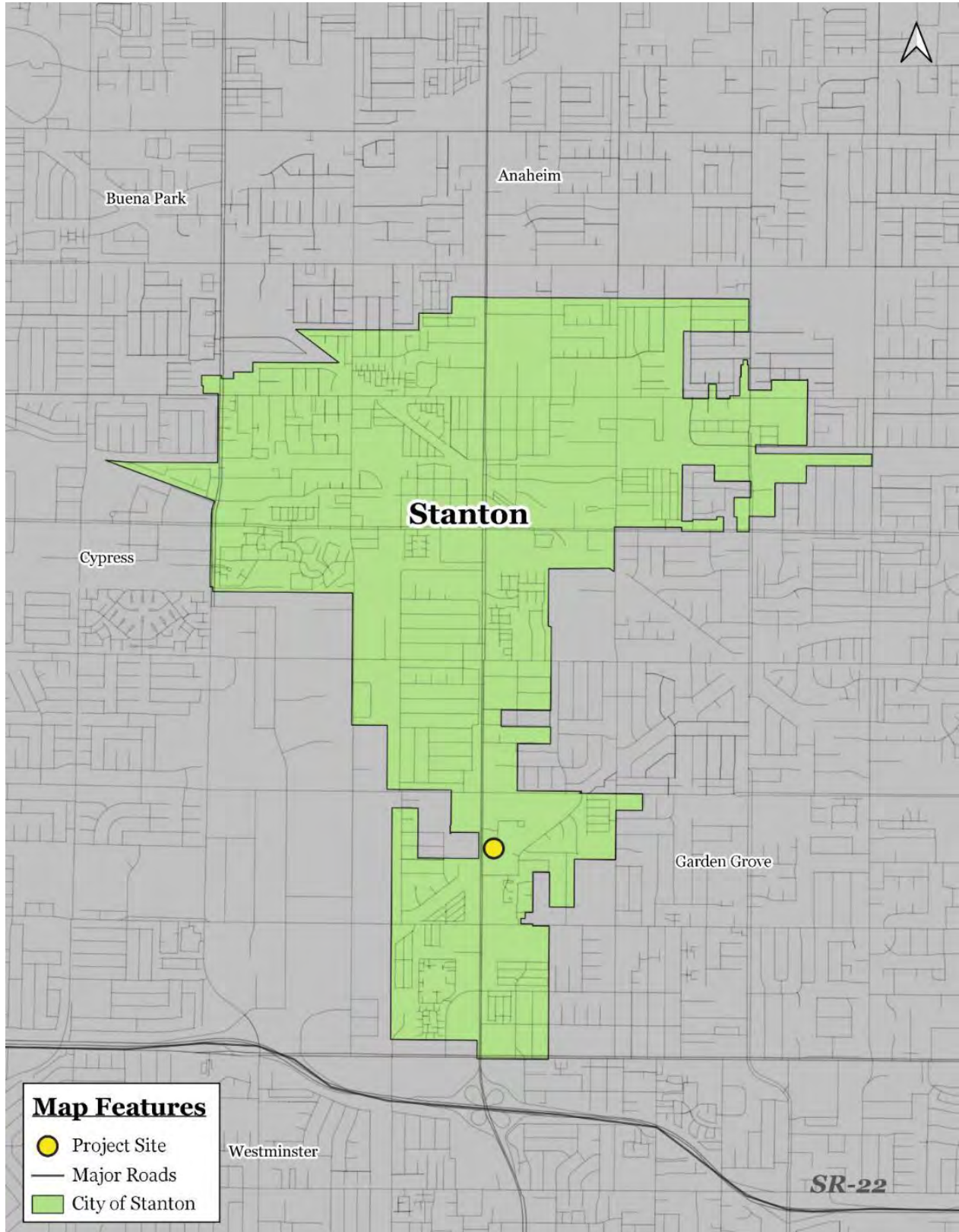


EXHIBIT 2-1
PROJECT **SITE'S** LOCATION IN STANTON

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

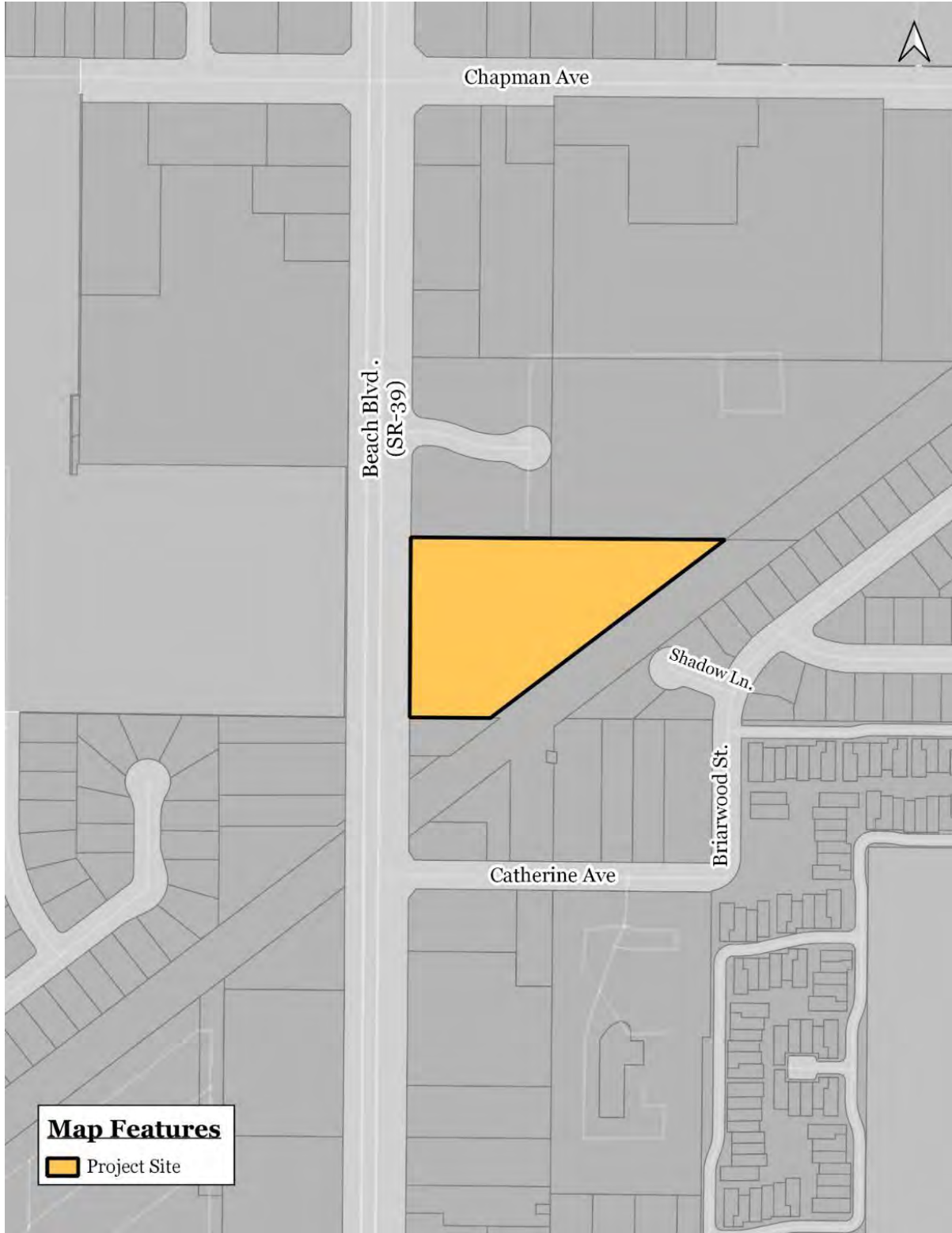


EXHIBIT 2-2 VICINITY MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



The project site is located in the southern portion of the City of Stanton. Key land uses located in the vicinity of the proposed project site are outlined below⁷⁷:

- *North of the project site:* Adjacent to the north boundary of the proposed project site is a small commercial center comprised of a community health center, liquor store, dine-in restaurants, and other small commercial land uses. To the northeast is a multi-family residential apartment development that is separated from the project area with parking bordering the structures. Approximately 950-feet north of the proposed project site is the intersection of Beach Boulevard and Chapman Avenue.
- *South of the project site:* Immediately south of the project site is a commercial business, Beach Auto Glass shop. The Anaheim-Barber City Channel extends along the southern boundary of the proposed project site. A three-story mixed used development is currently under construction approximately 150 feet south of the proposed project site. Land uses southwest are a mix of commercial businesses, wholesale manufactured homes and multi-unit residential developments.
- *East of the project site:* To the east of the proposed project site, a 25-foot-wide access road divides the property line from the Anaheim-Barber City Channel. Land uses located to the east of this flood control channel consist of single-family residential land uses.
- *West of the project site:* Abutting west of the proposed project site is Beach Boulevard. Beach Boulevard (SR-39) is a regional eight-lane arterial roadway that extends in a north-to-south orientation connecting the City of Stanton to neighboring communities in Los Angeles and Orange County. Land uses to the west of the project site include a Home Depot, as well as multi-residential uses, churches uses and single-family further west.

The project site is currently occupied by an RV rental commercial business, ShareMyCoach (12200 Beach Boulevard). The project site is shared with another commercial rental business, RV Help You Sell (12200 Beach Boulevard).⁸⁸ An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-3. Photographs of the site are provided in Exhibits 2-5 and 2-6. Additionally, a site plan of the proposed Oranewood Parkette is provided in Exhibit 2-4.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

Key project elements are summarized below and on the following pages:

- *Project Site.* The proposed multiple-family residential development will consist of 79-unit townhomes located within fifteen (15) separate buildings that will contain between four to six-plex units in each building configuration. The buildings will be arranged around a central courtyard area. The overall density of the proposed project would be 22.28 dwelling units per acre.⁹

⁷ Google Earth. Website accessed November 17, 2020. Field survey was completed on November 16, 2020.

⁸ Ibid.

⁹ WHA Architects, Planners, Designers. *Architectural Site Plan, Stanton Townhomes. 12200 Beach Boulevard. A1.10.* July 22, 2020.

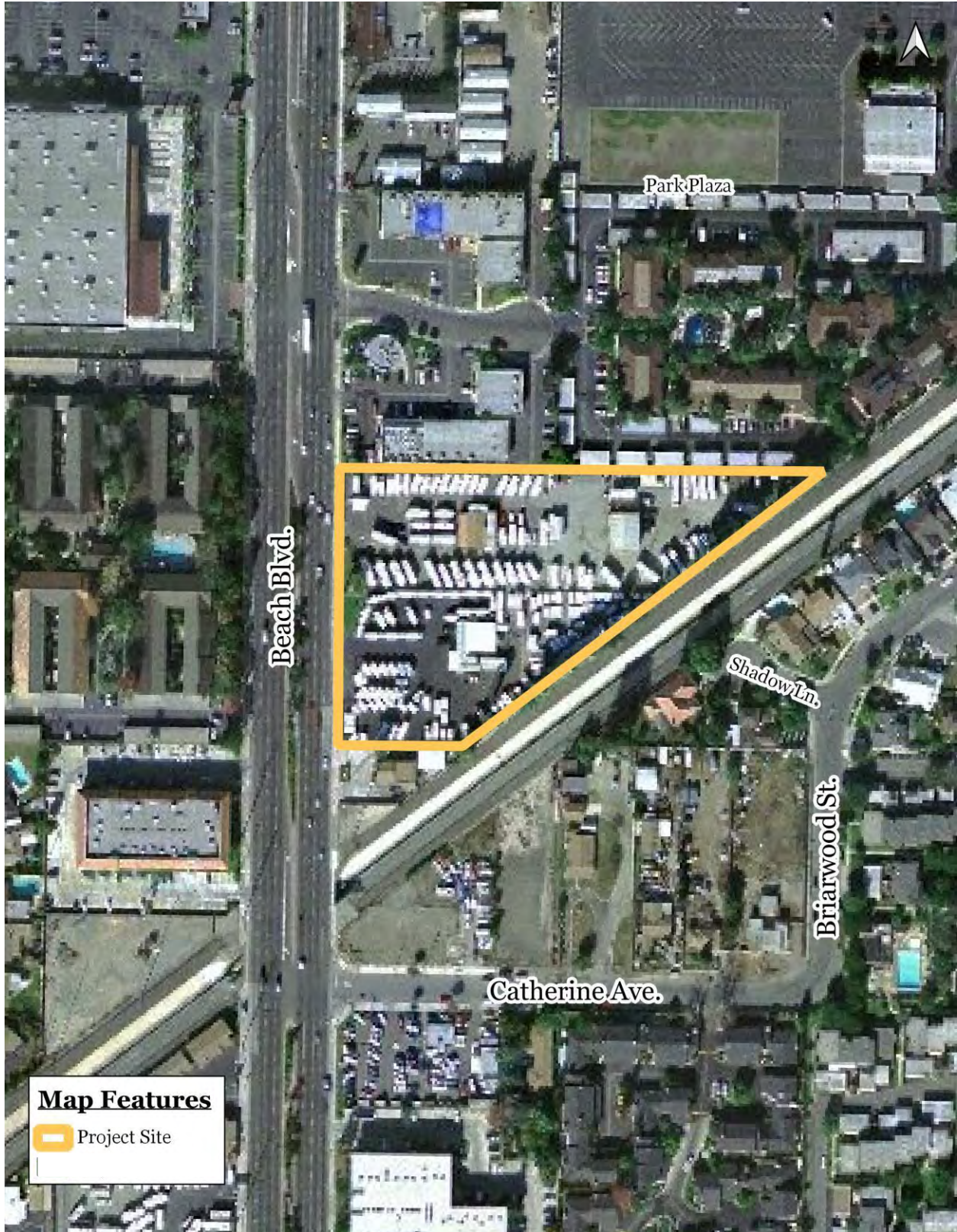


EXHIBIT 2-3
AERIAL PHOTOGRAPH
SOURCE: GOOGLE MAPS



EXHIBIT 2-4
 PARKETTE CONCEPTUAL SITE PLAN
 SOURCE: Bonanni Development



View 1: View looking north toward the site across Beach Boulevard.



View 2: View looking south from the site.

EXHIBIT 2-5 PHOTOGRAPHS OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View 3: View looking east with the Anaheim-Barber Channel in the central view.



Figure 4: View of the project site looking north across the Anaheim-Barber Channel (in the foreground).

EXHIBIT 2-6 PHOTOGRAPHS OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



- *Proposed Building.* The proposed residential building floor area will be a total of 123,805 square feet. The proposed three-story, 79-unit townhome development would consist of twelve (12) one-bedroom units, seven (7) two-bedroom units, and sixty (60) three-bedroom units with a proposed maximum building height of thirty-seven (37) feet. Ten percent of the units (8 units) will be reserved for moderate income households pursuant to the Stanton Municipal Code, Chapter 20, Section 330.¹⁰
- *Parking.* The one-bedroom units provide one ground level, enclosed parking space each. Each two and three-bedroom unit would be provided two ground level, enclosed parking spaces (146 spaces in total). A total of 56 open, off-street parking spaces will be provided along the project site's south side in addition to the 146-garage parking spaces (per unit size). As required, a total of 3 spaces will be provided that are ADA accessible.¹¹
- *Access and Circulation.* The only public access will be provided by a gated entrance located at the southernmost portion of the site on Beach Boulevard. For emergency access, a secondary gated entrance will be provided on the northern portion of the site along Beach Boulevard. Internal circulation will be facilitated by a 25-foot-wide drive aisle that will provide access to the individual units. Lighting for this project will be provided by FX Luminaire fixtures for surface mounting, tight fitting areas and walking paths. Additionally, pole lights and LED string lights will be installed.
- *Open Space and Landscaping.* Open space will total 34,381 square feet in the form of street trees, ornamental shrubs and ground cover and vines. This open space will be provided along the Beach Boulevard frontage, around the individual buildings, and in the central portion of the development. The Applicant is proposing an affordable component to the project by applying for an allowable concession and proposing an alternative development standard that would conform to the City of Stanton Municipal Code Section 20.330.040 (Affordability and Density Bonus). The community benefit is the affordable units being proposed.
- *Utilities.* The Golden State Water District (GSWD) West Orange County System would continue to provide water services to the proposed project site. The proposed project would utilize existing curbs and gutters in adjacent roadways for stormwater runoff collection (storm drain facilities are owned and maintained by the City's Public Works Department).

The proposed project is summarized in Table 2-1, which is shown below. The proposed site plan is shown in Exhibit 2-7 and the building elevations are provided in Exhibit 2-8 and 2-9.

Table 2-1
 Project Summary Table

Project Element	Description
Site Area	154,470 sq. ft. (3.5 acres)
No. of Units	79 Condominium Units
Total Building Floor Area	123,805 sq. ft.
Floor Area Ratio (FAR)	FAR: 0.80
Maximum Building Height	37 ft.
Landscaping	52,764 sq. ft.
Parking	202 spaces

SOURCE: BONANNI DEVELOPMENT

¹⁰ WHA Architects, Planners, Designers. *Architectural Site Plan, Stanton Townhomes. 12200 Beach Boulevard. A1.10.* July 22, 2020.

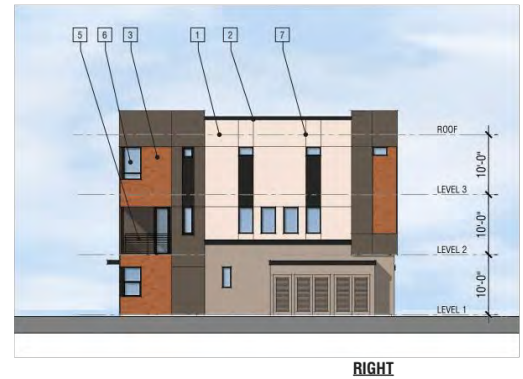
¹¹ Ibid.



EXHIBIT 2-7
 SITE PLAN OF PROJECT
 SOURCE: BONANNI DEVELOPMENT



REAR



RIGHT



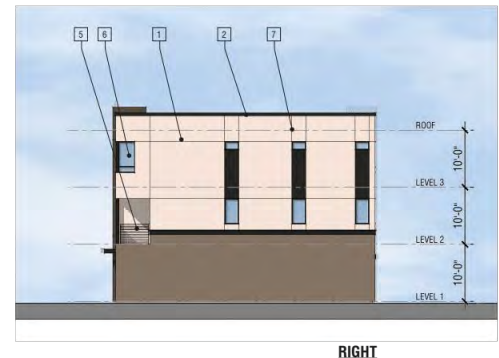
LEFT



FRONT



REAR



RIGHT



LEFT



FRONT
 AT BUILDINGS #10,12,15

EXHIBIT 2-8 PROJECT ELEVATIONS

SOURCE: BONANNI DEVELOPMENT

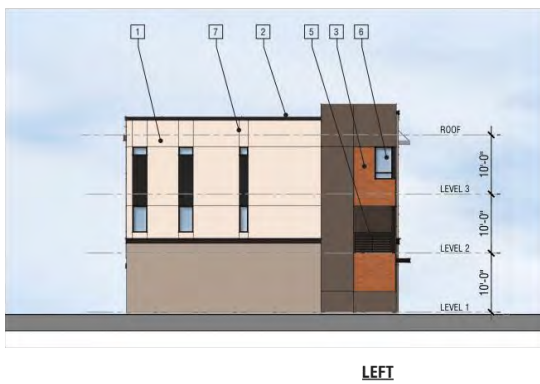
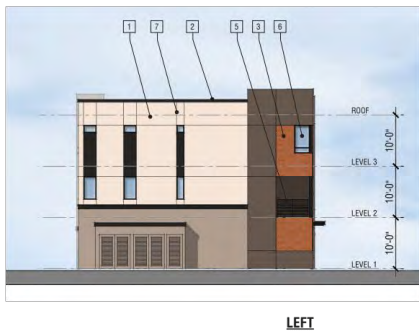


EXHIBIT 2-9
 PROJECT ELEVATIONS
 SOURCE: BONANNI DEVELOPMENT



2.4.2 OPERATIONAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project would consist of a 79-unit townhome development, comprised of twelve (12) one-bedroom units, seven (7) two-bedroom units, and sixty (60) three-bedroom units with a maximum building height of thirty-seven (37) feet. These units would be “for sale” owner-occupied units. In addition, ten percent of the total number of units or eight (8) units, would be reserved for moderate income households. Assuming an average household size of 3.38 persons per household, which corresponds to the most recent U. S. Census estimates for the City of Stanton, the proposed development would potentially house up to 267 residents.¹²

2.4.3 CONSTRUCTION CHARACTERISTICS

The total land area to be developed during the construction of the proposed project is a 3.55-acre (154,470 square-foot) parcel, located near the intersection of Beach Boulevard and Chapman Avenue in the City of Stanton. The construction for the proposed project would take approximately twelve months to complete. The construction is anticipated to commence in the beginning of 2022. The key construction phases are outlined below:

- *Phase 1 - Grading.* The project site would be graded and readied for construction. This phase would require one month to complete.
- *Phase 2 - Site Preparation.* During this phase, the building footings, utility lines, and other underground infrastructure would be installed. This phase would require one month to complete.
- *Phase 3 - Vertical Construction.* The new buildings would be constructed during this phase. This phase will take approximately seven months to complete.
- *Phase 4 - Paving and Finishing.* This phase will involve the paving of the site. This phase will take approximately two months to complete.
- *Phase 5 – Landscaping and Finishing.* This phase will involve the installation of landscaping and the completion of the on-site improvements. This phase will take approximately one month to complete.

2.4.4 DESCRIPTION OF PROPOSED PARKETTE

The proposed project would also involve the construction of a new, off-site parkette referred to as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. No wastewater connections will be required though water connections will be required for irrigation. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. The conceptual design for the Orangewood Parkette includes play structures, a bike rack, seating, trees, and a shaded picnic table.

¹² United States Bureau of the Census, Quickfacts [for the] City of Stanton, California.



Key safety implementation measures are outlined below:

- The installation of a second guardrail that is in-line with the westerly curb of Santa Rosalia Street;
- The installation of additional warning signage on the guardrail;
- The installation of louvers on the traffic lights at Orangewood Avenue; and,
- The installation of an oversized, solar-powered **blinking stop sign**; and **“Stop Ahead” stenciling** westbound on Orangewood.

2.5 DISCRETIONARY ACTIONS

A lead agency issues a discretionary approval when the approval requires the exercise of judgement or deliberation, as distinguished from situations where the lead agency merely has to determine whether there has been conformity with applicable statutes or fixed standards. The City of Stanton is the lead agency for the proposed project, and the project will require the following discretionary approvals from the City:

- The Approval of the Site Plan and Design Review SPDR– 811;
- The Approval of the Conditional Use Permit (CUP) 20-04, for a stand-alone residential project in the Mixed-Use zone;
- Planned Development Permit (PDP) 20-07, for projects between 51-500 units;
- Development Agreement (DA) 20-04, for project requiring a PDP;
- Tentative Tract Map (TTM) 20-06, for subdivision of land for condominium purposes TTM; and,
- Mitigated Negative Declaration (MND); and the Adoption of a Mitigation Monitoring and Reporting Program.

Other City nondiscretionary permits include:

- Demolition permits, grading permits, building permits, and occupancy permits issued by the City of Stanton.

Other permits required by responsible agencies will also include:

- National Pollutant Discharge Elimination System (NPDES) Construction permit issued by California State Water Resources Control Board;
- General and Operations Permit issued by the Santa Ana Regional Water Quality Control Board (SWRCB);
- A Construction Permit issued by the South Coast Air Quality Management District (SCAQMD); and,
- An encroachment permit from Caltrans for the Beach Boulevard driveways.





SECTION 3 ENVIRONMENTAL ANALYSIS

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 21 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

- *No Impact:* No impacts are identified or anticipated, and no mitigation measures are required.
- *Less than Significant Impact:* No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- *Less than Significant Impact with Mitigation:* Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
- *Potentially Significant Impact:* Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self-monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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



DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall 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 shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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 (prepared by)

 Date





3.1 AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect on a scenic vista?				✘
B. Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✘
C. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✘
D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✘	

3.1.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect on a scenic vista?* • No Impact

There are no major physiographic features within the vicinity of the project site. Distant views of the Chino Hills and Anaheim Mountains approximately 12 miles to the northeast are obscured by existing commercial and residential developments as well as above ground utility lines located adjacent to Beach Boulevard. The proposed three-story townhome development would have a maximum building height of thirty-seven (37) feet. This development would not affect distant mountain views from nearby developments or the public-right-of-way. The proposed development of the parkette would not require any significant vertical construction that will obstruct any surrounding views. **Additionally, the City of Stanton’s General Plan does not list any scenic views within the City.** As a result, no impacts will occur.

B. *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* • No Impact.

According to the California Department of Transportation (Caltrans), the proposed project site is not located near a designated State or County designated scenic highway. The closest designated scenic highway to the project site is a 16-mile segment of the Pacific Coast Highway (SR-1) located approximately 7 miles to the southwest of the project site. The project site is paved over in its entirety and previously developed for its current commercial land use with no trees, significant rock outcroppings, or existing structures. The project site does not contain any buildings listed in the State or National registrar (refer to the discussion under Cultural Resources). Additionally, the parkette is currently paved over with asphalt and will require limited excavation for the installation of the new turf. As a result, no impacts will occur.



C. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? • No Impact

The proposed project site is located in an urbanized area and surrounded by commercial and residential land uses. Distant views of the Chino Hills and Anaheim Mountains approximately 12 miles to the northeast are obscured by existing commercial and residential developments as well as above ground utility lines located adjacent to Beach Boulevard. The proposed three-story townhome development would have a maximum building height of thirty-seven (37) feet. The new project would not affect distant mountain views from nearby developments or the public-right-of-way. Furthermore, the proposed development would conform to the applicable development standards within the Municipal Code Chapter 20.530, Site Plan and Design Review. According to the proposed design plan, the development of the parkette would enhance the visual character of the immediate area due to limited excavation and the open space character of the new parkette. The proposed project will not obstruct any views from a public vantage point. As a result, no impacts will occur.

D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? • Less than Significant Impact

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as light trespass, which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. A high level of nighttime illumination already exists along Beach Boulevard due to the degree of development in the vicinity of the project area. Project-related sources of nighttime light would be typical of that associated with residential land uses, including parking area lighting, security lighting, and vehicular headlights. Light sensitive land uses that are located in close proximity to the project site include the Beach Creek Resort Apartments, located opposite the project site on the west side of Beach Boulevard; the Su Casa Apartments and the Park Plaza Apartment located to the north of the project site; and a single-family residential neighborhood located to the south side of the project site on the south side of the Anaheim-Barber City Channel. The proposed development of the Orangewood Parkette is adjacent to residential developments on the northern and southern sides. To the west of the project site is vacant land that is closed off by a permanent wall and secondary fencing due to the presence of functional railroad tracks. The City of Stanton Municipal Code Section 20.300.080, Outdoor Light and Glare, includes the following requirements that are designed to minimize the impacts of outdoor lighting on sensitive uses.

- Outdoor lighting fixtures shall be designed, shielded, aimed, located, and maintained to shield adjacent properties and to not produce glare onto adjacent properties or roadways.
- Parking lot light fixtures and light fixtures on buildings shall be full cut-off fixtures.
- In parking lots, light fixture poles shall not be more than 30 feet in height and lamps shall be high pressure sodium (HPS).
- Street lighting shall be provided in compliance with the requirements of the Department of Public Works.



- Flashing, revolving, or intermittent exterior lighting visible from any lot line or street shall be prohibited, except if approved as an accessory feature on a temporary basis in conjunction with a Temporary Use Permit issued in compliance with Municipal Code Chapter 20.540, Temporary Use Permits, Annual Advertising Permits and Special Event Permits.
- Pursuant to Municipal Code Section 20.300.080, the average-maintained lighting levels for the proposed project shall not exceed 0.5 foot-candles at lot line boundaries and 1.0 foot-candles at buildings, parking lots, or other areas. The maximum-to-average ratio shall not exceed 2.5 to 1. Additionally, the **project's** light sources would be similar to those of the surrounding land uses.

As previously indicated, the project Applicant will be required to adhere to the abovementioned policies and regulations governing light and glare. Additionally, uses being incorporated within this project would be consistent with surrounding land uses. As a result, the potential impacts are considered to be less than significant.

3.1.2 CUMULATIVE IMPACTS

The potential for cumulative aesthetic impacts is typically site specific. Due to the surrounding area being largely developed, the lighting associated with the projects developments and structures would not substantially increase light and glare in the vicinity of both the project sites. Compliance with Municipal Code regulations would ensure light and glare impacts are less than significant. Potential light-trespass impacts resulting from lighting would be minimized through compliance with all pertinent development standards.

3.1.3 MITIGATION MEASURES

The preceding analysis indicated that the projects aesthetic impacts would be less than significant. As a result, no mitigation measures are required.



EXHIBIT 3-1
ARCHITECTURAL ELEVATION
SOURCE: BONANNI DEVELOPMENT



3.2 AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?				✘
B. Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?				✘
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✘
D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?				✘
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use?				✘

3.2.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses? • No Impact.*

According to the California Department of Conservation, both of the proposed project sites (the proposed residential development and the parkette) do not contain any areas of Farmland of Statewide Importance, and no agricultural uses are located onsite or adjacent to the properties. The implementation of the proposed projects would not involve the conversion of any prime farmland, unique farmland, or farmland of statewide importance to urban uses. As a result, no impacts will occur.¹¹

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

According to the California Department of Conservation Division of Land Resource Protection, neither the Stanton Townhomes nor the Orangewood Parkette projectsites are subject to a Williamson Act Contract.¹² As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

¹¹ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.

¹² California Department of Conservation. *State of California Williamson Act Contract Land*. [ftp://ftp.consrv.ca.gov/](http://ftp.consrv.ca.gov/)



- C. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?* • *No Impact.*

The City of Stanton and the proposed project site are located within a larger built-up urban area. Specifically, the project site is zoned for *General Mixed-Use (GLMX)* land uses and is surrounded by urban development. Additionally, the proposed parkette project site is located within an established *Single-Family Residential (RL)* zone. As a result, no impacts on forest land or timber resources will result from the proposed projects implementation.

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

No forest lands are found within the project sites or the adjacent properties. As stated previously, the project sites are located within the *General Mixed-Use (GLMX)* and *Single-Family Residential (RL)* zones and are surrounded by urban and residential development. The land use designation that is applicable to the project sites do not provide for the forest land protection. Therefore, no loss or conversion of existing forest lands will result from implementation of the proposed projects. As a result, no impacts will occur.

- E. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use?* • *No Impact.*

The proposed projects would not involve the disruption or damage to the existing environment that results in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project sites are not located in close proximity to farmland or forest land. As a result, no impacts will occur.

3.2.2 CUMULATIVE IMPACTS

As indicated in the previous section, both the Stanton Townhomes and Orangewood Parkette projects do not include any farmland uses or forest resources. As a result, the proposed projects implementation will not lead to a cumulative loss of farmland or forest land resources and no cumulative impacts will occur.

3.2.3 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impact on these resources would occur as part of the proposed projects implementation. As a result, no mitigation is required.



3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?			✘	
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			✘	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✘	
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✘

3.3.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?* • **Less Than Significant Impact.**

The project sites and the City of Stanton are located within the South Coast Air Basin (SCAB). The SCAB covers a 6,600 square mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the South Coast Air Quality Management District (SQAQMD) at various monitoring stations throughout the area. Measures to improve regional air quality are outlined in the **SCAQMD’s** Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. The SCAQMD has established quantitative thresholds of significance for the following criteria of pollutants:

- *Ozone (O3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen Oxide (NOx)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NOx is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur Dioxide (SO2)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms.



- *PM10 and PM2.5* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.
- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of “smog.”

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen oxides;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM10;
- 55 pounds per day of PM2.5; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational-related emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds of nitrogen oxides;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM10;
- 55 pounds per day of PM2.5; or,
- 150 pounds per day of sulfur oxides.

According to the SCAQMD, a project is non-conforming if it conflicts with, or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with growth forecasts may be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. An example of a non-conforming project would be one that increases the gross number of dwelling units, increases the number of trips, and/or increases the overall vehicle miles traveled in an affected area relative to the applicable land use plan.¹⁴

The proposed project involves the construction of a 79-unit multi-family residential development located at 12200 Beach Boulevard, near the intersection of Beach Boulevard and Chapman Avenue in the City of Stanton. The proposed 3.55-acre (154,470 square-foot) project site has a General Plan and Zoning designation for *General Mixed-Use (GLMX)* land uses, which permits the construction of multi-family

¹⁴ South Coast Air Quality Management District (SCAQMD). *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*. Report dated August 2016.



residential developments. The proposed three-story townhomes would consist of twelve (12) one-bedroom units, seven (7) two-bedroom units, and sixty (60) three-bedroom units for a total of seventy-nine (79) new townhome units with a total building footprint of 123,805 square feet.

Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the SCAQMD growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the SCAQMD. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Stanton is projected to add a total of 2,900 new residents and 1,300 new employees through the year 2040.¹⁵ The proposed residential development is projected to add 267 new residents to the City. This figure assumes 3.38 people per household, which is the average household size in the City of Stanton according to the U.S. Census. This number of new residents **is well within SCAG's population projections for the City of Stanton (refer to the analysis included in the next section where construction emissions are summarized in Table 3-2)**. In addition, the proposed **project's** long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-3). Additionally, due to the nature of the parkette project, it would not contribute to an increase of residential population and does not interfere with SCAG growth projections set by the City. Therefore, the proposed project will not conflict with or obstruct implementation of the applicable air quality plan and as a result, the impacts will be less than significant.

B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? • Less than Significant Impact.

According to the SCAQMD, a project results in a significant impact if it triggers or exceeds the SCAQMD daily emissions threshold identified previously and noted at the bottom of Tables 3-1 and 3-2. In general, a project will have the potential for a significant air quality impact if the project:

- Generates total emissions (direct and indirect) that exceeds the SCAQMD thresholds (the proposed project emissions are less than the thresholds as indicated in Tables 3-1 and 3-2);
- Results in a violation of any ambient air quality standard when added to the local background (the proposed project will not result, in any violation of these standards);
- Does not conform with the applicable attainment or maintenance plan(s) (the proposed project is also **in conformance with the City's Zoning and General Plan** designations); and,
- Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 (the proposed project will not expose sensitive receptors to substantial pollutant concentrations nor is the site located near any sensitive receptors).

The proposed project's construction and operation will not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was estimated using the California Emissions Estimator Model (CalEEMod V.2020.4.0). For air quality modeling purposes, a twelve-month

¹⁵ SCAG 2016 RTP/SCS Demographics and Growth Forecast Appendix. December 2015.
http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf



period of construction for all five phases was assumed. The daily construction emissions are shown in Table 3-1 and operational emissions in pounds per day are shown in Table 3-2.

Table 3-1
 Estimated Daily Construction Emissions

Construction Phase	ROG	NOx	CO	SO2	PM10	PM2.5
Site Preparation (on-site)	3.17	33.08	19.70	0.04	21.27	11.59
Site Preparation (off-site)	0.06	0.04	0.68	--	0.20	0.05
Total Site Preparation	3.23	33.12	20.38	0.04	21.47	11.64
Grading (on-site)	1.95	20.85	15.27	0.03	8.02	4.29
Grading (off-site)	0.05	0.04	0.57	--	0.17	0.04
Total Grading	2.00	20.89	15.84	0.03	8.19	4.33
Building Construction (on-site)	1.71	15.62	16.36	0.03	0.81	0.76
Building Construction (off-site)	0.33	0.83	3.58	0.01	1.09	0.30
Total Building Construction	2.04	16.45	19.94	0.04	1.90	1.06
Paving (on-site)	0.92	8.79	12.19	0.02	0.44	0.40
Paving (off-site)	0.06	0.04	0.70	--	0.22	0.06
Total Paving	0.98	8.83	12.89	0.02	0.66	0.46
Architectural Coating (on-site)	43.23	1.30	1.81	--	0.71	0.71
Architectural Coating (off-site)	0.06	0.04	0.63	--	0.20	0.05
Total Architectural Coating	43.29	1.34	2.44	--	0.91	0.76
Maximum Daily Emissions	43.29	33.13	21.16	0.04	21.47	11.64
Daily Thresholds	75	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2020.4.0.

The maximum daily construction emissions derived from the CalEEMod are compared to the SCAQMD's thresholds in Table 3-1. As indicated in Table 3-1, the maximum daily construction emissions would be significantly below the SCAQMD thresholds. Nevertheless, the Applicant and/or the contractors will be required to comply with SCAQMD Rule 402 (nuisance odors) and SCAQMD Rule 403 (fugitive dust). These two SCAQMD Rules require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include the following:

- *Fugitive Dust Prevention.* The Applicant/Contractors shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (at least twice a day).
- *Erosion Prevention.* The Applicant/Contractors shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon. The Applicant/Contractors shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion. The Applicant/Contractors shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.



- *Equipment Emissions.* During Construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NOx and PM10 levels in the area.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 3-2 also used the CalEEMod V.2020.4.1 computer model. The analysis summarized in Table 3-2 indicates that the operational (long-term) emissions will be below the SCAQMD daily emissions thresholds.

Table 3-2
 Estimated Operational Emissions in lbs./day

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Area-wide (lbs./day)	35.41	2.68	73.17	0.16	9.51	9.51
Energy (lbs./day)	0.06	0.52	0.52	--	0.04	0.04
Mobile (lbs./day)	2.96	3.15	30.12	0.07	7.30	1.98
Total (lbs./day)	38.4	6.35	103.5	0.23	16.86	11.53
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2020.4.0.

The potential long-term (operational) and short-term (construction) emissions associated with the **proposed project's implementation are compared to the SCAQMD's daily emissions threshold in Table 3-1 and 3-2, respectively.** As indicated in these tables, the short and long-term emissions will not exceed the SCAQMD daily thresholds. Adherence to the above SCAQMD rules will further reduce the potential construction related impacts to levels that are less than significant.

C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.

The SCAQMD requires that CEQA air quality analyses determine whether a proposed project would result in an exceedance of localized emissions thresholds or localized standard thresholds (LSTs). LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specific distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction; PM₁₀ emissions from construction; and PM_{2.5} emissions from construction. According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. Furthermore, fugitive dust emission, which is responsible for PM10 and PM2.5 emissions, will further be reduced through the implementation of SCAQMD regulations related to fugitive dust generation and other construction-related emissions. These SCAQMD regulations are standard conditions required for every construction project undertaken in the City of Stanton as well as in the cities and counties governed by the SCAQMD.



The nearest sensitive receptors are located approximately 75 feet to the northeast of the project site. The sensitive receptors are shown in Exhibit 3-2. For purposes of the LST analysis, the receptor distance used was 25 meters since sensitive receptors are located approximately 25 meters from the site. The thresholds for five acres were selected for the project even though the project site encompasses 3.55 acres.

Table 3-3
 Local Significance Thresholds Exceedance SRA 17 for 5-Acre Sites
 (the site is 3.55 acres)

Emissions	Project Emissions (lbs./day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO ₂	33.13	Construction	183	167	180	202	245
CO	21.16	Construction	1,053	1,734	2,498	4,018	9,336
PM ₁₀	21.47	Construction	3	10	14	22	45
PM _{2.5}	11.64	Construction	2	3	4	8	27

The emissions generated by the construction of the proposed project will not exceed the LSTs identified above in Table 3-3. Based on the analysis of LST impacts summarized above in Table 3-3, the potential impacts will be less than significant. Further analysis indicated that the primary source of construction PM emissions is fugitive dust. **Adherence to the SCAQMD’s Rule 403 will reduce fugitive dust emissions to levels that are less than significant.**

D. Would the project result in other emissions (such as odors or dust) adversely affecting a substantial number of people? • Less than Significant Impact.

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.¹⁴ The proposed residential development will not be involved in any of the aforementioned odor-generating activities. Future construction-related trucks must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned **standard condition will minimize odor impacts from diesel trucks. In addition, the project’s contractors** must adhere to SCAQMD Rule 403 regulations, which significantly reduces the generation of fugitive dust. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant.

¹⁴ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

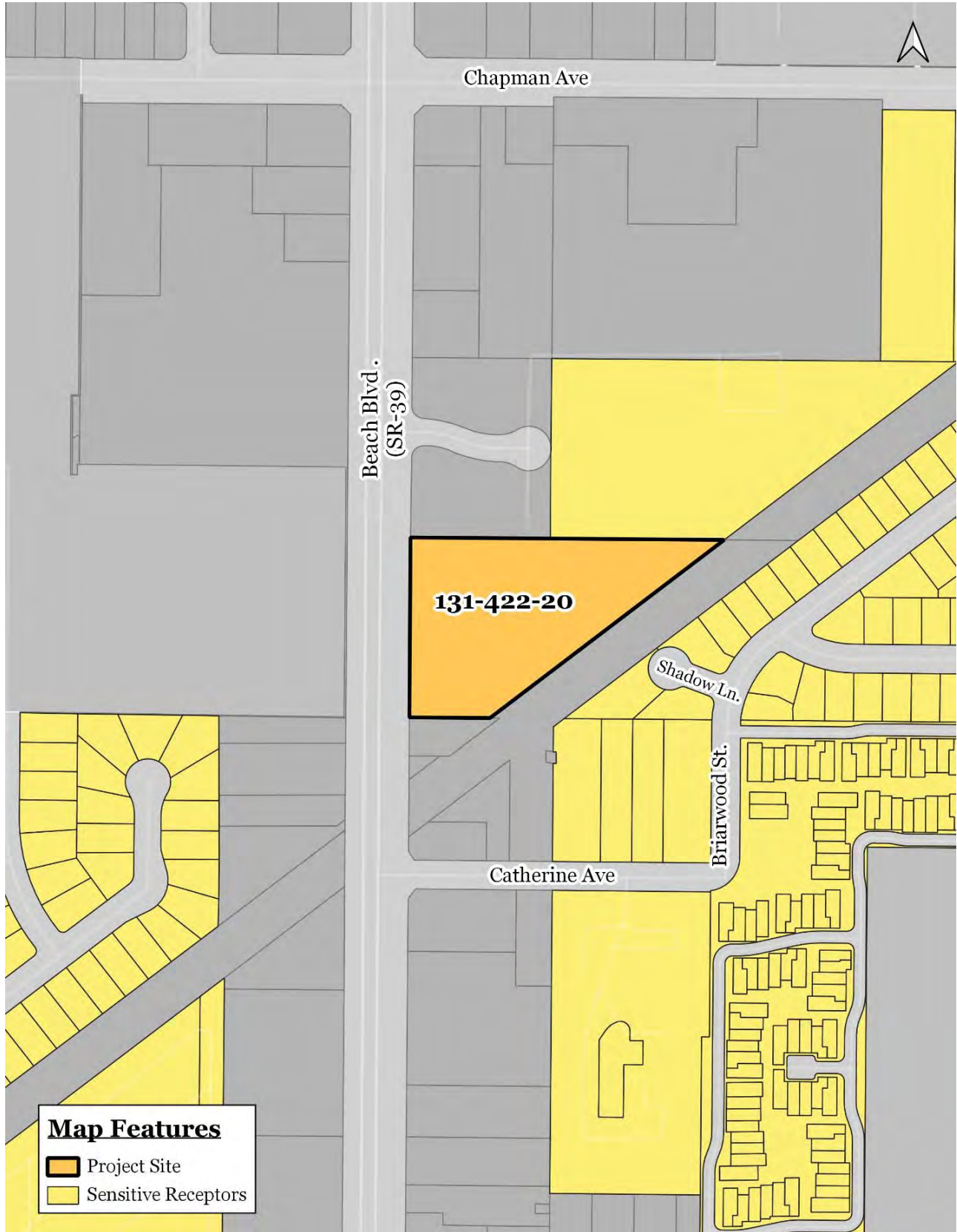


EXHIBIT 3-2
AIR QUALITY SENSITIVE RECEPTORS

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



3.3.2 CUMULATIVE IMPACTS

The SCAQMD developed the operational thresholds of significance based on the level above which a **project's** individual emissions would result in a cumulatively considerable contribution to the South **Coast's** existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution impact. As described in this section, the proposed **project's** operational emissions would not exceed thresholds. Therefore, the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

3.3.3 MITIGATION MEASURES

The proposed project's air emissions are not considered to represent a significant adverse impact. As a result, no mitigation measures are required. The analysis of air quality impacts indicated that the projected **emissions would be below the SCAQMD's thresholds of significance and for every construction project** undertaken in the City as well as in the cities governed by the SCAQMD would follow the pertinent rules and standard conditions required.



3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✘
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✘		
C. Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✘
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				✘
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✘
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✘

3.4.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?* • No Impact.

The proposed project site is located in an urban area surrounded by commercial and residential developments and is adjacent to a major roadway (Beach Boulevard/SR-39). Additionally, the parkette project site is surrounded by residential developments and is currently paved over with asphalt. There are no naturally occurring habitats or associated flora and fauna located on either project site that would be affected by the proposed projects implementation. As a result, the site is not a suitable habitat for any species of concern by the United States Fish and Wildlife Service (USFWS) and no impacts are anticipated.

B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?* • Less than Significant Impact with Mitigation.

According to the United States Fish and Wildlife Service and the results of the site visits, there are no wetland or migratory bird nesting areas located within the project site.¹⁵ The only trees located within the project site boundaries are found along the southern and western boundaries of the project site next to



the Anaheim-Barber Channel. The United States Fish and Wildlife Service is responsible for enforcing the Migratory Bird Treaty Act of 1918. The Migratory Bird Treaty Act of 1918 under US Code, Title 16 Sections 703-712, makes it illegal to take, possess import, export, transport, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such bird except under the terms of a valid Federal permit. There are a number of mature trees and shrubs located on-site along the southern and western boundaries of the project site which may have the potential to harbor migratory birds. These mature trees and shrubs will be removed during the construction phase to accommodate the proposed project. Nesting and/or migratory species may be impacted by construction activities depending on the time of year. As a result, the following mitigation will be required to reduce potential impacts to nesting and migratory species to a level of less than significant.

- MM-BIO-1: If clearing and/or construction activities would occur during the raptor or migratory bird nesting season (February 15 to August 15), the Applicant and/or its contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before the construction activities commence. A copy of the report must be provided to the Director of Community Development for review and approval prior to the start of any work on the project site. The qualified biologist shall survey the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If active nest(s) are identified during the preconstruction survey, the biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance may occur within the no-activity setback until the nest is deemed inactive by the biologist. The biologist must be approved by the Community Development Director prior to the issuance of any type of permit for the project.

The proposed development will abide by all migratory and nesting bird protections required by the Migratory Bird Treaty Act of 1918. Furthermore, the Orangewood Parkette, is not located by any wetland or migratory bird nesting areas and is currently uninhabited by any vegetation. As a result, the project would result in a less than significant impacts with the incorporation of the aforementioned mitigation.

C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.

No wetland areas or riparian habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on either of the sites (the residential development site and the proposed parkette site) during the field investigations.¹⁹ Additionally, no offsite wetland habitats would be affected by the proposed developments since the **project's** construction would be limited to the proposed project sites. As a result, less than significant impacts are anticipated.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? • No Impact.

The project site has no utility as a wildlife migration corridor due to the proposed site location adjacent to a major roadway and in the midst of an urban area. The Anaheim-Barber City Channel is located directly southeast of the project site and is listed by the U.S. Fish and Wildlife Service as a riverine habitat. This segment of the flood control channel has been paved over in its entirety and is an unsuitable habitat or,



wildlife corridor for any native resident or migratory fish or wildlife species.¹⁸ The project area is surrounded on all sides by urban and residential developments. Similarly, the proposed parkette project site has been disturbed, paved over and is deemed an unfit habitat or, wildlife migration corridor due to being adjacent to railroad tracks and surrounded by residential developments. Given the urban character of the adjacent parcels and the disturbed character of the project sites, no impacts will occur.

*E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • **No Impact***

Title 12, Chapter 12.20 of the Stanton Municipal Code addresses the **City's Street Tree Plan, and no street** tress would be impacted by the proposed project. The only trees located within the project site boundaries are found along the southern and western boundary of the project site next to the Anaheim-Barber Channel and Beach Boulevard. Furthermore, there would be an incorporation of additional trees and no need for any tree replacement or preservation requirements that would be applicable to the proposed project. There are no mature trees located on the parkette site that would be displaced. As a result, no impacts on this issue would result from the projects implementation.

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

The project sites (the proposed residential development and the parkette) and the surrounding areas are urban and residential land uses that are located within Orange **County's Transportation Authority, Natural Community Conservation Plan, and Habitat Conservation Plan** regions. The proposed **project's** implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. Therefore, no impacts will occur.

3.4.2 CUMULATIVE IMPACTS

All the related projects in the area would be subject to individual project review and conformance with conservation plans and standard provisions for compliance with the state and federal protection laws. Since project-related impacts would be less than significant, cumulative projects would also be required to follow suit, and the cumulative impact from other past, present, and reasonably foreseeable projects would be expected to be less than significant. Therefore, cumulative impacts would be less than significant.

3.4.3 MITIGATION MEASURES

Nesting and/or migratory species may be impacted by construction activities depending on the time of year. As a result, the following mitigation will be provided to reduce potential impacts to nesting and migratory species.

MM-BIO-1 (Biological Resources Impacts). If clearing and/or construction activities would occur during the raptor or migratory bird nesting season (February 15 to August 15), the Applicant and/or its contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before the construction activities commence. A copy of the report must be provided to the Director of Community Development for review and approval prior to the start of any work on the project site. The qualified biologist shall survey the construction zone to determine whether the activities taking place



have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If active nest(s) are identified during the preconstruction survey, the biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance may occur within the no-activity setback until the nest is deemed inactive by the biologist. The biologist must be approved by the Community Development Director prior to the issuance of any type of permit for the project.



3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				✘
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		✘		
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?			✘	

3.5.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?* • No Impact.

Historical resources are generally defined by Local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State of California, through the State Historic Preservation Office (SHPO), also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having **historic significance. To be considered eligible for the National Register, a property’s significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. Buildings and properties will qualify for a listing on the National Register if they are integral parts of districts that meet certain criteria. Specific criteria outlined in State CEQA Guidelines Section 15064.5 used to evaluate the significance of a historical or cultural resource includes the following:**

- A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).
- A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific,



economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by **the lead agency to be "historically significant" if the resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; is associated with the lives of persons important in our past; 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 has yielded, or may be likely to yield, information important in prehistory or history.**

A search of the National Register of Historic Places and the list of California Historical Resources was conducted for the City.²¹ There are no recorded structures in the National Register of Historic Places or the California Historical Resources list within the City of Stanton. The proposed development will be limited to the project site and will not affect any structures or historical resources listed on the National or State Register or those identified as being eligible for listing on the National or State Register. Furthermore, the project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).²² **Since the project's implementation will not impact any Federal, State, or locally designated historic resources, no impacts will occur.**

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? • Less than Significant Impact with Mitigation.

The first occupants of the Southern California area migrated into the region thousands of years prior to the arrival of Europeans. The Southern California area was first occupied by Native Americans who were the descendants of the hunting and gathering peoples that migrated from Asia into North America. The time period in which these early peoples were first established in the Southern California region is uncertain, though there is archaeological evidence that a fully maritime-adapted, seafaring culture existed in Southern California at least ten thousand years ago. On the mainland, discoveries at Rancho La Brea and the recovery of artifacts at Malaga Cove on Santa Monica Bay, suggest a long history of occupation for the region.¹⁶

The greater Los Angeles Basin was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission.¹⁷ The Gabrieleño tribe has lived in this region for around 7,000 years.¹⁸ Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.¹⁹ The early anthropologist and ethnographer, J. P. Harrington, noted the presence of two Indian settlements located in what is now Buena Park along Coyote Creek. Both sites are located at least five miles from the project site.²⁰ Another encampment was recorded in the Brea Canyon area. As part of the AB-52

²⁰²¹CEQA Statutes and Guidelines. Section 15064.5. 2019. Website accessed November 20, 2020.
https://resources.ca.gov/CNRA/legacyFiles/ceqa/docs/2019_CEQA_Statutes_and_Guidelines.pdf

²¹ California State Parks, Office of Historic Preservation. *Listed California Historical Resources*. Website accessed November 20, 2020.

¹⁶ McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.

¹⁷ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

¹⁸ Ibid.

¹⁹ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>

²⁰ McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.



requirements, local Native American groups were contacted for further information. The Gabrielino-Tongva Tribe indicated that the project area is located within the Tribe's ancestral territory but has no specific information regarding cultural resources in the immediate vicinity. However, the Tribe considers the area to be sensitive for cultural resources, and requests the following mitigation measure:

- MM-CUL-1: The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.

The potential impacts will be less than significant with adherence to the aforementioned mitigation.

C. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?* • *Less than Significant Impact.*

There are no dedicated cemeteries located in the vicinity of the project site.²¹ The nearest dedicated cemetery is Magnolia Memorial Park, located approximately 1.5 miles from the project site. The proposed project will be restricted to the project site and therefore will not affect any dedicated cemeteries. Notwithstanding, the following mitigation is mandated by California Code of Regulations (CCR) Section 15064.5(b)(4):

“A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.”

Additionally, Section 5097.98 of the Public Resources Code and Section 5097.98 Healthy and Safety Code states:

“In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. The coroner shall make his or her determination within two working days from the time the person



responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American **Heritage Commission.**”

Adherence to the aforementioned standard condition will ensure potential impacts remain at levels that are less than significant.

3.5.2 CUMULATIVE IMPACTS

The potential cumulative impacts on cultural resources are typically site specific. Furthermore, the analysis determined that the proposed project would not result in any unmitigable impacts on cultural resources. As a result, no cumulative impacts on cultural resources are anticipated.

3.5.3 MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that the project site’s previous disturbance would limit the potential for cultural resources or human remains to be discovered within the project site. Nevertheless, the following mitigation measure is provided below and in Section 3.18 (Tribal Cultural Resources) to ensure that a tribal representative is present during construction-related ground-disturbing activities.

MM-CUL-1 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal **representatives and the City’s Community Development Director.** The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.



3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✘	
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✘	

3.6.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? • Less than Significant Impact.*

The City of Stanton is reviewing an application submitted for the construction of a 79-unit multi-family residential development located at 12200 Beach Boulevard. In addition, the proposed project will also involve the construction of a new, off-site parkette known as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. Electricity in the City of Stanton is provided by Southern California Edison Company (SCE). Natural gas service in the City is provided by Southern California Gas Company (SCGC). SCGC maintains medium pressure facilities in nearly every street of the City. As indicated in Table 3-4, the project is estimated to consume approximately 1,217.5 kilowatt (kWh) per year of electricity and 10,423 cubic feet of natural gas on a daily basis. Limited electrical consumption is anticipated for the parkette. The energy consumption will be limited to electricity consumption for the exterior safety lighting.

Table 3-4
 Estimated Annual Energy Consumption

Project	Consumption Rate	Total Project
Existing Conditions (154,470 sq. ft.)		
Electrical Consumption	0.50 kWh/sq. ft./year	211.6 kWh/day
Natural Gas Consumption	--	--
Proposed Project (assumes 79-units)		
Electrical Consumption	5,625 kWh/unit/year	1,217.5 kWh/day
Natural Gas Consumption	4,011 cu. ft/unit/month	10,423 cu. ft./day
Net Change		
Electrical Consumption		1,005.9 kWh/day
Natural Gas Consumption		10,423 cu. ft./day

Source: Southern California Edison and Southern California Gas Company.



The existing uses currently consume an average of 21.6 kWh of electricity daily with little or no natural gas consumption. The majority of this existing consumption is related to on-site security lighting. As shown in Table 3-4, the project will result in an increase of 1,005.9 kWh per day in electrical consumption and an increase of 10,423 cubic feet per day of natural gas consumption.

It is important to note that the project will be constructed in compliance with Part 6 and Part 11 of Title 24 of the California Code of Regulations. Part 6 of Title 24 requires the installation of fixtures and appliances that are certified to the Energy Commission such as windows, indoor and outdoor lighting, doors, appliances, water heaters, and insulation. The use of **these materials will ensure the project's energy** consumption is kept at levels that are considered to be less than significant, especially insulation, which allows buildings to retain heat or cooler indoor temperatures. In addition, Southern California Edison will be able to accommodate the development. Nevertheless, the proposed project will be required to adhere to **the policy identified in the City's Climate Action Plan that requires project to be 20 percent more efficient** than existing code requirement. For all of the foregoing reasons, the proposed project will have a less than significant impact relating to consumption of energy.

B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Less Than Significant Impact.

In 2019, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2020. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The proposed project will conform to all pertinent energy conservation requirements. As a result, the potential impacts will be less than significant.

3.6.2 CUMULATIVE IMPACTS

The potential cumulative impacts on energy are programmed and planned for in the energy master plans prepared by the utility providers (the Southern California Edison Company and South California Gas Company). These utility providers work with the local jurisdictions and the California Public Utilities Commission (CPUC) to develop their long-range energy plans. As part of this planning process, the utility providers review the local general plans to develop growth projections. As a result, no cumulative impacts on energy impacts are anticipated.

3.6.3 MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to energy and mitigation measures are not required.



3.7 GEOLOGY & SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?			✘	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✘	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			✘	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property?			✘	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✘
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✘

3.7.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or **landslides?** • Less than Significant Impact.*

The City of Stanton is located within a seismically active region. Many major and minor local faults traverse the entire Southern California region and earthquakes from several active and potentially active faults in the Southern California region could affect the project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. There are no active faults identified by the State within the project site, nor is the project site within an Alquist-Priolo Earthquake Fault Zone. Although the site is within a seismically active region prone to occasional damaging earthquakes, there are no Earthquake Zones of Required Investigation in the vicinity of the project area.



The closest earthquake fault zone defined by the Alquist Priolo Earthquake Fault Zoning Act, is the Los Alamitos fault, which is located approximately three miles to the west of the proposed project site. The proposed project would comply with the 2019 California Building Standards code and Municipal Code Section 16.36.010, which are effective in minimizing any potential seismic-related impacts to structures.

Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of both. The amount of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, types of building, and distance from epicenter or fault. Other potential seismic issues include ground failure and liquefaction. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid following seismic activity. According to California Department of Conservation Earthquake Hazard Zone maps, the project sites (both the proposed residential development site and the parkette), along with the entire City, are located in an area that is subject to potential liquefaction. The risk for liquefaction is no greater on-site than it is for the surrounding City and this portion of Orange County. The groundwater is estimated to be 20-feet below the ground surface according to Orange County Water District.

A geotechnical study was performed by Group Delta (April 26, 2021) that outlined both the liquefaction characteristics and the requisite design measures that would be required to address the liquefaction for the proposed project. These measures would include 1. the construction of conventional shallow spread footings or mat foundations with ground improvement would be required to reduce or remove liquefaction-induced settlement; 2. the installation of a mat foundation would be required that is structurally designed to accommodate total static and seismic settlements of up to 4inches; and 3. the construction of deep foundations would be required, consisting of grouped 16-inch diameter auger displacement piles (ACD) with either a slab on grade (prone to significant damage following a seismic event with liquefaction triggered) or a structural slab designed to resist liquefaction-induced settlements between the pile groups. The aforementioned geotechnical report concluded that the project is feasible from a geotechnical standpoint, provided that recommendations presented in the report were implemented during design and construction phases of the proposed project. In addition, the proposed project would be required to be constructed in compliance with the CBC which would be verified through the plan check and permitting process. With compliance with existing regulations, the potential impacts related to seismically related ground failure and liquefaction would be less than significant. Additionally, the project site is not subject to the risk of landslides because there are no hills or mountains within the vicinity of the project site. As a result, the potential impacts in regard to ground shaking, liquefaction, and landslides are less than significant.

B. Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.

According to the University of California, Davis SoilWeb database, the soils association that underlies the project site belong to the Hueneme-San Emigdio-Bolsa soil complex.²⁷ The project site is level and limited grading will be required for structural supports, building foundations, and utility lines. All grading activities will require grading permits from the City, which include requirements and standards designed to reduce potential erosion impacts. These requirements will effectively mitigate potential stormwater runoff impacts during construction. The project site is currently level and will remain level following the **site's**

²⁷United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Website accessed November 20, 2020.

²⁸ Ibid.



development. The surface grades within the parking and internal roadways will be designed to facilitate drainage into the nearest curbs and gutters. The implementation will conform to national pollution discharge elimination system (NPDES) guidelines, a storm water pollution prevention plan (SWPPP) and be in compliance with SCAQMD Rule 403. As a result, the impacts will be less than significant.

C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • Less than Significant Impact.

The **project's** construction will not result in soil erosion since the **project's** contractors must implement the construction best management practices (BMPs) identified in the mandatory SWPPP. The BMPs will minimize soil erosion and the discharge of sediment off-site. The proposed project would be in conformance with Municipal Code Section 16.55.014 for a site specific soil and engineering geology report to help reduce the possibility of liquefaction due to ground shaking. As stated in Subsection B, a geotechnical study was performed by Group Delta (April 26, 2021) that outlined both the liquefaction characteristics and the requisite design measures that would be required to address the liquefaction for the proposed project. Additionally, the project site is not located within an area that could be subject to landslides because there are no hills or mountains in the vicinity of the project site.²⁸ The soils that underlie the project site possess a low potential for shrinking and swelling **given the site's** developed character. The soils that underlie the site may be subject to liquefaction in the event of a major earthquake though this characteristic is the same for the entire City (refer to Exhibit 3-3). **The project's construction would require adherence to all pertinent construction related requirements related to the site's preparation and the actual construction of the units.** In addition, the proposed project would be required to be constructed in compliance with the CBC which would be verified through the plan check and permitting process. With compliance with existing regulations, the potential impacts related to seismically related ground failure and liquefaction would be less than significant. The likelihood of lateral spreading will be further reduced since the **project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater.** Moreover, the project will not result in the direct extraction of groundwater. As a result, the potential impacts are will be less than significant.

D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? • Less than Significant Impact.

By definition, expansive soils are soils that expand when water is added and shrink when they dry out. The University of California, Davis SoilWeb database was consulted to determine the nature of the soils that underlie the project site. According to the University of California Davis SoilWeb database, the project site is underlain by the Hueneme-San Emigdio-Bolsa soil complex.²⁹ None of the soils identified are classified as expansive soils. In addition, the applicant is required to adhere to all requirements detailed by the USDA and California Building Code Chapter 18 Soils and Foundations, resulting in potential impacts which would be less than significant.

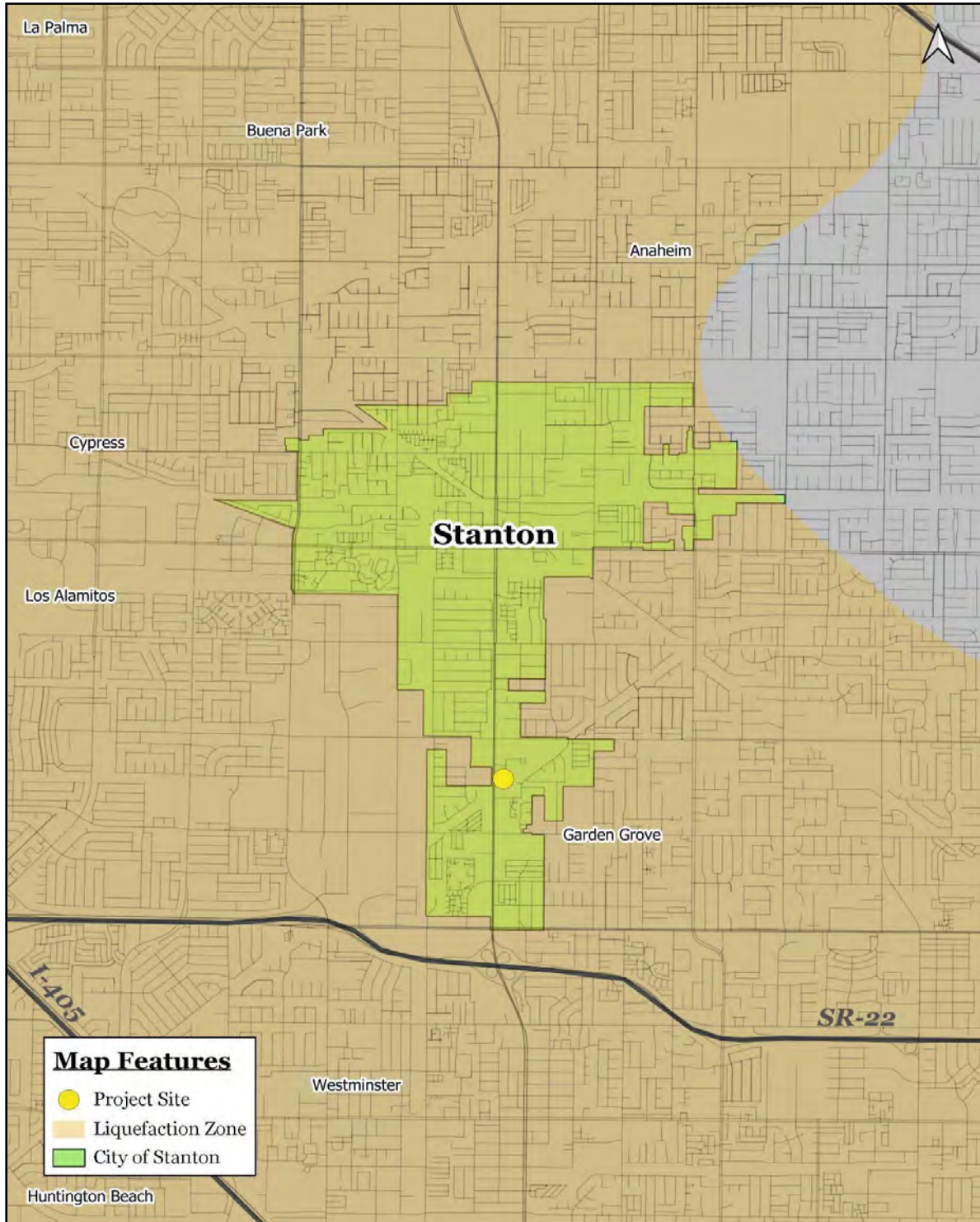


EXHIBIT 3-3
GEOLOGIC HAZARDS MAP
SOURCE: CALIFORNIA GEOLOGICAL SURVEY



E. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* • **No Impact.**

No septic tanks will be used for the proposed residential project since the new development will be connected to the sanitary sewer system. The proposed parkette will not include any restrooms or water or sewer connections. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed **project's implementation.**

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

Results of an on-line paleontological resources record search through the University of California Museum of Paleontology (UCMP) database indicate that there are no known vertebrate fossil localities that have been previously identified within the vicinity of the project site. Additionally, the UCMP database shows surface deposits in the proposed project area are composed entirely of younger Quaternary alluvium. This younger Quaternary alluvium is unlikely to contain significant vertebrate fossils in the uppermost layers. **The very limited and shallow excavations associated with the proposed project's construction are** not likely to yield significant vertebrate fossil remains. As a result, no impacts will occur.

3.7.2 CUMULATIVE IMPACTS

The potential cumulative impacts related to earth and geology are typically site specific. The analysis herein **determined that the proposed project's impacts of geology would be less than significant.** The proposed **project's construction will not result in any significant impacts related to landform modification, grading,** or the destruction of a geologically significant landform or feature. In addition, the future development would not be exposed to any unique and adverse geological and soils effects including fault rupture, ground shaking, seismic-induced ground failure, liquefaction, and landslides. The existing development standards would ensure that the incremental geological effects of the proposed project would not result in greater adverse cumulative effects. As a result, the cumulative impacts of the proposed project, related to geology and soils, would be less than cumulatively considerable.

3.7.3 MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to paleontological resources and no mitigation measures are required. The proposed project will be required to comply with the provision outlined in the CBC governing seismic building code requirements and the recommendations outlined in the geotechnical report prepared for the project.

²⁹ UC Davis. *Soil Web*. <https://casoilresource.lawr.ucdavis.edu/gmap/>



3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✘	
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✘

3.8.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* • **Less than Significant Impact.**

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.²² However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influence global warming are described below.

- *Water Vapor.* Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, while it remains in the atmosphere it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to **“hold” more water when it is warmer**), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect **incoming solar radiation. This will allow less energy to reach the Earth’s surface thereby affecting surface temperatures.**
- *Carbon Dioxide (CO₂).* The natural production and absorption of CO₂ is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO₂ include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700’s, **these activities have** increased the atmospheric concentrations of CO₂. Prior to the industrial revolution, concentrations

²²California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.



were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC) Fifth Assessment Report, 2014) Emissions of CO₂ from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010.

- *Methane (CH₄)*. CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO₂. **Methane's** lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO₂, N₂O, and Chlorofluorocarbons (CFCs)). CH₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.
- *Nitrous Oxide (N₂O)*. Concentrations of N₂O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC)*. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the **Earth's surface**). **CFCs have no natural source but were** first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- *Hydrofluorocarbons (HFC)*. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF₃), HFC-134a (CF₃CH₂F), and HFC-152a (CH₃CHF₂). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.
- *Perfluorocarbons (PFC)*. PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers **above Earth's surface are able to** destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF₄) and hexafluoroethane (C₂F₆). Concentrations of CF₄ in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.



- *Sulfur Hexafluoride (SF6)*. SF6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions and gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons of CO2E (MTCO2E) per year for commercial projects, 3,500 MTCO2E per year for residential projects, 3,000 MTCO2E per year for mixed-use projects, and 10,000 MTCO2E per year for industrial projects. Table 3-5 summarizes annual greenhouse gas (CO2E) emissions from build-out of the proposed project. Carbon dioxide equivalent, or CO2E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table 3-5, the CO2E total for the construction phase of the project is 334.88 MTCO2E per year. This translates into an annual long-term emission of 1,343.94 MTCO2E, which is below the aforementioned threshold for residential projects. The emissions are much lower when amortized over a 30-year project lifetime.

Table 3-5
 Greenhouse Gas Emissions Inventory

Source	GHG Emissions (MT/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Construction Phase - Demolition	34.0	--	0.00	34.2
Construction Phase - Site Preparation	8.36	--	0.00	8.43
Construction Phase - Grading	10.42	--	0.00	10.51
Construction Phase - Construction	263.00	0.06	0.00	264.58
Construction Phase - Paving	14.74	--	0.00	14.86
Construction Phase - Coatings	2.30	--	0.00	2.3
Total Construction Emissions	332.82	0.06	0.00	334.88
Long-term Area Emissions	40.51	0.04	--	41.80
Long-term Energy Emissions	215.15	0.01	--	216.34
Long-term Mobile Emissions	1,002.61	0.06	0.04	1,017.38
Total Long-term Emissions	1,301.03	1.07	0.05	1,343.94

Source: CalEEMod V.2020.4.0.

Accordingly, because the proposed project's annual emissions will not exceed the above referenced threshold, the proposed project's impacts are less than significant.

B. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?* • No Impact.

AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing



Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030. The proposed Residential redevelopment project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur and no impacts will occur.

C. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • No Impact.

AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on **April 29, 2015, the Country's most ambitious policy** for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030. The proposed Residential redevelopment project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur and no impacts will occur.

3.8.2 CUMULATIVE IMPACTS

GHG impacts are exclusively considered to be cumulative impact since there are no "**non-cumulative**" GHG emission impacts from a global warming or climate change perspective. As discussed in the previous section (**section 3.8.1**), **the proposed project's emissions would be below SCAQMD's threshold of 3,500 MTCO₂E** per year for residential projects with projected emissions for the project at 1,703.98 MTCO₂E. Thus, the proposed **project's** cumulative contribution to GHG emissions would be less than significant.

3.8.3 MITIGATION MEASURES

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



3.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✘
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✘
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✘
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✘
E. Would the project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✘
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✘
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				✘

3.9.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* • No Impact.

A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injuries to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. Due to the residential nature of the proposed project, the use of any hazardous materials will be limited to those that are commercially available and typically used in a residential setting for routine cleaning and maintenance. **The project's construction** would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used **on-site during the project's construction phase** include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. The United



States Environmental Protection Agency's multi-system search was consulted to determine whether the project site is identified on any Federal or State hazardous site list. The project site is not listed on the California Department of Toxic Substances Control's Hazardous Waste and Substances database. In addition, the proposed project would also involve the construction of a new, off-site parkette referred to as the Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. Since the project will not require the transport or disposal of hazardous materials, no impacts will result from the project's implementation. Once in operation, the proposed project will not involve the transport, use, or disposal of hazardous materials. Therefore, no impacts will result upon project implementation. As a result, less than significant impacts will occur.

B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • No Impact.

During construction activities, requirements must be adhered to regarding the transport and handling of fuels and lubricants for the construction equipment used on-site. In the event of a fuel spill, the contractors will be required to adhere to all pertinent requirements related to the cleaning up of any spilled fuels to prevent further contamination of the nearby environment. In addition, these materials are regulated by Federal and State requirements that would be implemented City during the construction activities. These regulations include: the Federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the State Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. Once occupied and due to, the proposed development's residential nature, the use of any hazardous materials will be limited to those that are commercially available and typically used in a residential setting for routine cleaning and maintenance. Therefore, the proposed project will not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment through the routine use or transport of hazardous materials during the project's constructions and occupancy.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • No Impact.

The proposed residential and parkette project would not involve the transport, use, or disposal of any hazardous materials. The nearest sensitive receptor is Wakeman Elementary School located approximately 0.4 miles southeast of the proposed project site. As a result, the proposed project will not create a hazard to any local school within a one-quarter mile of the project site and no impacts are anticipated.

D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? • No Impact.

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search of the California Department of Toxic Substances Control EnviroStor and the State Water Resources Control Board GeoTracker websites determined that the residential project site is not identified as a Cortese site.³² The proposed parkette would occupy a former



dead-end street where the existing pavement will be removed and replaced with turf. Therefore, no impacts will occur.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? • No Impact.

The project site is not located within two miles of a public use airport. The nearest airport is the Long Beach Municipal Airport, located approximately 12 miles west of the project site. As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people working in the project site. As a result, no impacts related to this issue will occur.

F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.

The nearest emergency evacuation route in proximity to the project site is Beach Boulevard (SR-39). At no time will the aforementioned emergency evacuation routes or any adjacent streets be completely closed to traffic during the proposed **project's** construction. As a result, no impacts are associated with the proposed **project's** implementation.

G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? • No Impact.

The proposed 3.55-acre (154,470 square-foot) project site is located within an urbanized area that has been previously developed for its current commercial land use as a recreational vehicle (RV) sales and storage lot. In addition, the proposed 7,600 square foot parkette site is surrounded by urban development. The majority of both properties are paved over with asphalt, with little ruderal vegetation on the premises. The proposed residential parcel has a General Plan and Zoning designation for *General Mixed-Use (GLMX)* land uses, which permits the construction of multi-family residential developments. The proposed residential project site is surrounded by commercial and residential land uses and adjacent to a major roadway (Beach Boulevard/SR-39). According to the Cal FIRE Fire Hazard Severity Zone Database, the project site is not located within a severe fire hazard zone.³³ As a result, no impacts will occur.

3.9.2 CUMULATIVE IMPACTS

The analysis determined the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from related projects in the area and, as a result, the proposed project would not result in cumulatively considerable hazards or hazardous materials impacts.

3.9.3 MITIGATION MEASURES

The analysis of potential impacts related to hazards and hazardous materials indicated that no significant adverse impacts would result from the **proposed project's approval and subsequent implementation**. As a result, no mitigation measures are required.

³² CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. <http://www.dtsc.ca.gov/List.cfm>.

³³ CalFire. *Fire Hazard Severity Zone Map Viewer*. <https://legis.fire.ca.gov/FHSZ/>



3.10 HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✘	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✘	
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?			✘	
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✘
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✘

3.10.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?* • *Less than Significant Impact.*

The Clean Water Act (CWA) established regulations governing the discharge of pollutants to waters of the U.S. from any point source. The CWA also has established a framework for regulating nonpoint source stormwater discharges under the National Pollutant Discharge Elimination System (NPDES). The proposed project would be required to implement storm water pollution control measures pursuant to the NPDES requirements. The contractors would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable during construction activities. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the contractors to implement over the life of the project.

Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer. In addition, the contractors would be



required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. Additionally, a Municipal Separate Storm Sewer System (MS4) permit for County will be required for this project. With the above-mentioned standard conditions, the impacts would be reduced to levels that are considered to be less than significant. The proposed project would also involve the construction of a new, off-site parkette referred to as the Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project will involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. As a result, no impacts will result from the implementation of the proposed parkette.

B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • Less than Significant Impact.

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within the project site. The search yielded no results. In addition, the proposed project will be connected to the City's utility lines and will not deplete groundwater supplies. Since there are no underground wells on-site that would be impacted by the proposed development, no impacts will occur.

No new direct construction-related impacts to groundwater supplies, or groundwater recharge activities **would occur as part of the proposed project's implementation. Water used to control fugitive dust will be transported to the site via truck. No direct ground water extraction will occur. Furthermore, the construction and post-construction BMPs will address contaminants of concern from excess runoff, thereby preventing the contamination of local groundwater. Water used for indoor irrigation will be transported to the project site and will be stored in an above ground water reservoir tank. As a result, there would be no direct groundwater withdrawals associated with the proposed project's implementation. As a result, the impacts are considered to be less than significant.**

C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? • Less than Significant Impact.

The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The existing project site's condition is currently paved and conveys water runoff to existing storm drains. No significant grading and/or excavation into the local aquifer will occur. No additional undisturbed land will be affected. As a result, the potential impacts will be less than significant.



D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? • No Impact.

As indicated previously, the impervious surfaces (asphalt, building slabs, etc.) that will be constructed will result in the generation of storm water runoff. However, the project will be properly drained and is not expected to result in flooding on-or off-site. A City approved drainage plan will be used, which will ensure that the site will be designed so that storm water runoff will continue to be directed to the curbs and gutters on the adjacent roadways or storm drain inlets. According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Stanton, the proposed project site is located in Zone X.³⁴ Thus, properties located in Zone X are not located within a 100-year flood plain. A tsunami is defined as a long high sea wave caused by an earthquake or other disturbance. Similarly, a seiche is defined as a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water. The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located inland, and the project site would not be exposed to the effects of a tsunami.³⁵ As a result, no impacts are anticipated.

E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • No Impact.

The proposed project's construction and operation will comply with the City of Stanton Water Quality Management Plan per Chapter 20.500.090 of the Stanton Municipal Code. Compliance with the ordinance will help minimize the discharge and transport of pollutants associated with the new development through the control of volume and rate stormwater runoff, therefore preventing any potential violations or inconsistencies with the local requirements. As a result, the construction impacts will be less than **significant. In addition, the project's operation will not interfere with any** groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. As a result, no impacts are anticipated.

3.10.2 CUMULATIVE IMPACT

The potential impacts related to hydrology and storm water runoff are typically site specific. BMP's will be implemented at the project level for individual developments and standards. The analysis within the previous section concluded there will be no significant adverse hydrological or water quality impacts. As a result, no cumulative impacts are anticipated.

3.10.3 MITIGATION MEASURES

As indicated previously, hydrological characteristics will not substantially change as a result of the proposed project. As a result, no mitigation is required.

³⁴ Federal Emergency Management Agency. *Flood Insurance Rate Mapping Program*. 2020.

³⁵ Google Earth. Website accessed November 20, 2020.



3.11 LAND USE & PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✘
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✘

3.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community?* • *No Impact.*

Both the residential and parkette sites are located within the southern portion of the City of Stanton adjacent to Beach Boulevard. The project site is currently developed as a recreational vehicle (RV) rental commercial business, ShareMyCoach (12200 Beach Boulevard) and is shared with another commercial rental business, RV Help You Sell (12200 Beach Boulevard). The project site has a General Plan and Zoning designation of *General Mixed-Use (GLMX)* land uses. Key land uses located in the vicinity are described below:

- *North of the project site:* Adjacent to the north boundary of the proposed project site is a small commercial center comprised of a community health center, liquor store, dine-in restaurants, and other small commercial land uses. To the northeast is a multi-family residential apartment that is separated from the project area with parking bordering the structures. Approximately 950-feet north of the proposed project site is the intersection of Beach Boulevard and Chapman Avenue.
- *South of the project site:* Immediately south of the project site is a commercial business, Beach Auto Glass shop. The Anaheim-Barber City Channel continues along the southern boundary of the proposed project site. A three-story mixed-use development is currently under construction approximately 150 feet south of the proposed project site. Land uses southeast are a mix of commercial businesses, wholesale manufactured homes and multi-unit residential developments.
- *East of the project site:* To the east of the proposed project site, a 25-foot-wide access road divides the property line from the Anaheim-Barber City Channel. Land uses located to the east of this flood control channel consist of single-family residential land uses.
- *West of the project site:* Abutting west of the proposed project site is Beach Boulevard. Beach Boulevard (SR-39) is a regional eight-lane arterial roadway which extends in a north-to-south orientation connecting the City of Stanton to neighboring communities in Los Angeles and Orange County. Land uses to the west of the project site include a Home Depot, as well as multi-residential uses and single-family residential developments further west.

This issue is specifically concerned with the expansion of an inconsistent land use into an established neighborhood. **The proposed project will be confined within the project site’s boundaries.** As previously



stated, the project site currently serves as an RV commercial business and is surrounded by various commercial and residential land uses, contributing to a cohesiveness and enhancement of the existing community. The granting of the requested entitlements and subsequent construction of the proposed project will not result in any expansion of use beyond the current boundaries. The proposed project would also involve the construction of a new, off-site parkette referred to as the Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project will involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. As a result, no impacts will result from the implementation of the proposed parkette. As a result, the project will not lead to any division of an existing established neighborhood and no impacts will occur.

B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • No Impact.

As indicated in the previous subsection, the proposed residential redevelopment project will not require the approval of either a Zone Change or a General Plan Amendment. The project site is located within a *General Mixed-Use (GLMX)* Zone which is designated under the General Plan to provide a balance of residential, commercial, recreational, etc. facilities that will encourage land uses that maximize economic development and enhance the quality of life of the citizens. The proposed project is consistent with the General Plan and Zoning land use designations that are applicable to the project site. Refer to Table 3-6 for the City of **Stanton's** General Plan and Zoning development **standards and the proposed project's** requests. As a result, no impacts will occur.

Table 3-6
 Development Standards for Mixed-Use Overlay Zones

Development Features	Mixed Use Overlay Zone Standards	Proposed Project's Standards
Front Setback	0 ft (min); 15 ft (max).	
Street Side Setback	5 ft (min); 15 ft (max).	10 ft.
Interior Side Setback	10 ft min; No max.	10 ft.
Rear Setback	10 ft min; No max.	18 ft.
# of Stories	3 max.	3
Maximum Height	45 ft. max.	37 ft.

Source: City of Stanton Municipal Code.

3.11.2 CUMULATIVE IMPACTS

If implemented, the proposed site would not conflict with any applicable land use regulations, land use policies, or applicable land use plans. Therefore, the proposed project would not contribute towards any cumulative land use impacts nor contribute to a cumulative impact or result in land use conflicts. Therefore, the **project's** impacts are not considered cumulatively considerable, and no mitigation is required.

3.11.3 MITIGATION MEASURES

The analysis determined that no impacts on land use and planning would result upon the implementation of the proposed project. As a result, no mitigation measures are required.

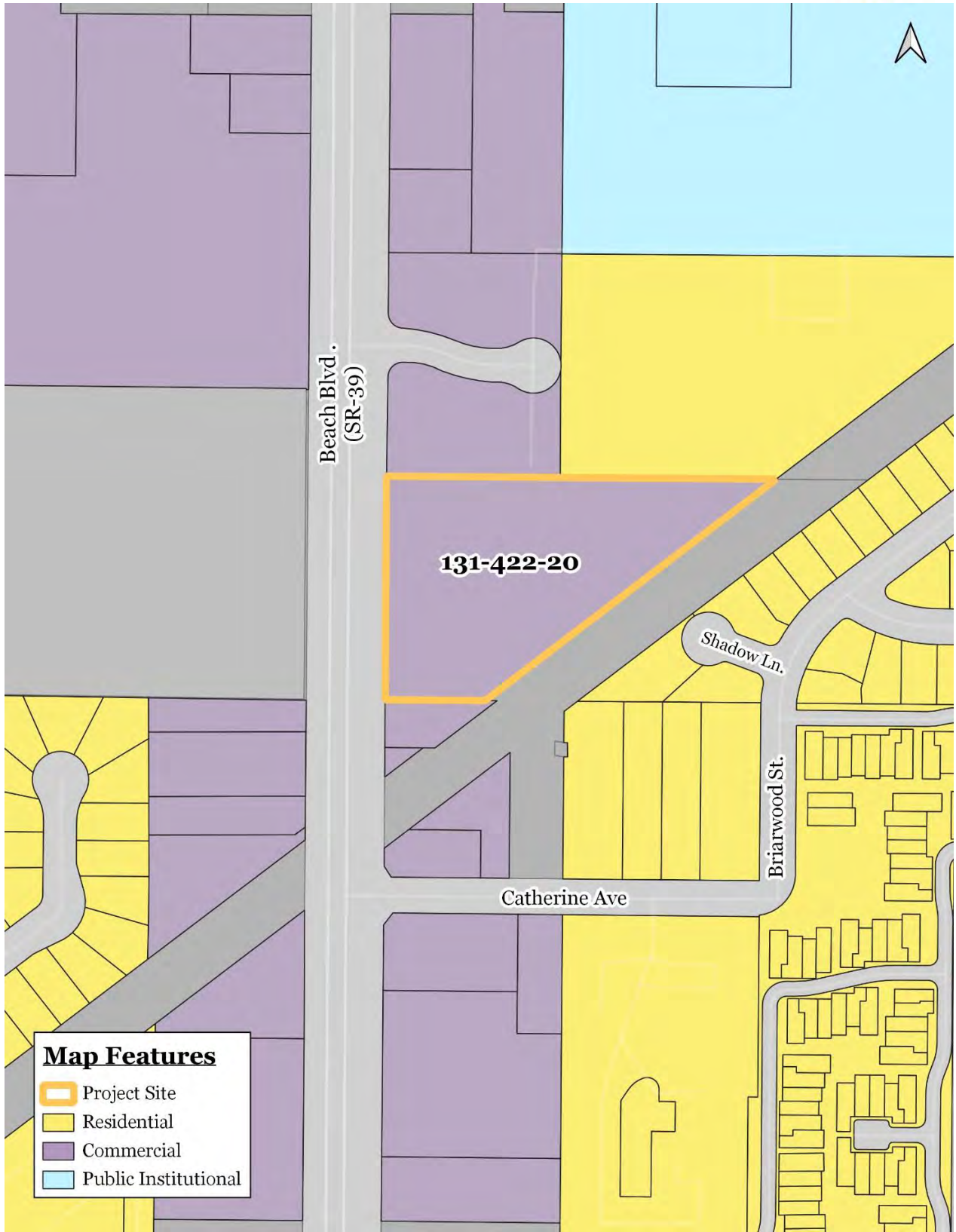


EXHIBIT 3-4
LAND USE MAP
SOURCE: CITY OF STANTON



3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✘
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✘

3.12.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?* • No Impact.

A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.³⁶ The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1):* This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- *Mineral Resource Zone 2 (MRZ-2):* This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- *Mineral Resource Zone 3 (MRZ-3):* This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgraded it to MRZ-1.
- *Mineral Resource Zone 4 (MRZ-4):* This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

Both the proposed residential development site and the parkette site are located within Mineral Resource Zone 1 (MRZ-1) within the City of Stanton, which indicates that no significant mineral deposits are present in the area and it has been judged that little

³⁶ California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.41448/34.56284/14>.



likelihood exists for their presence. In addition, there are no active mineral extraction activities occurring on-site or in the adjacent properties. As a result, no impacts to mineral resources will occur.

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? • No Impact.

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within either the proposed residential development site or the parkette site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

3.12.2 CUMULATIVE IMPACTS

The proposed project would not result in any direct or indirect impacts related to mineral resources. The implementation of the proposed project would not result in the loss of an area designated for mineral resource extraction and would not prevent the ability to use any other areas for such purpose. As stated in the previous section, the proposed project site has not been used for mineral resource recovery and is not dedicated as a mineral resource recovery site on any land use plans. Therefore, the proposed project would not result in incremental effects to the loss of mineral resources. As a result, no cumulative impacts related to mineral resources would occur.

3.12.3 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the approval of the proposed project and its subsequent implementation. As a result, no mitigation measures are required.



3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✘		
B. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?			✘	
C. For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✘

3.13.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* • *Less than Significant Impact with Mitigation*

Sound is mechanical energy transmitted by pressure waves through the air and is characterized by various parameters that include sound frequency, the speed of propagation, and the pressure level or energy content (amplitude). Noise is most often defined as unwanted sound. Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. At the other extreme, the eardrum may rupture at 140 dB. The noise levels associated with everyday activities are noted in Exhibit 3-5.

The human ear can detect changes in sound levels greater than 3.0 dBA under normal ambient conditions. Changes of less than 3.0 dB are noticeable to some people under quiet conditions while changes of less than 1.0 dB are only discernible by few people under controlled, extremely quiet conditions. Though in general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. **Noise levels may also be expressed as dBA where an "A" weighting has been incorporated** into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived noise levels at lower frequencies.



Noise Levels – in dBA

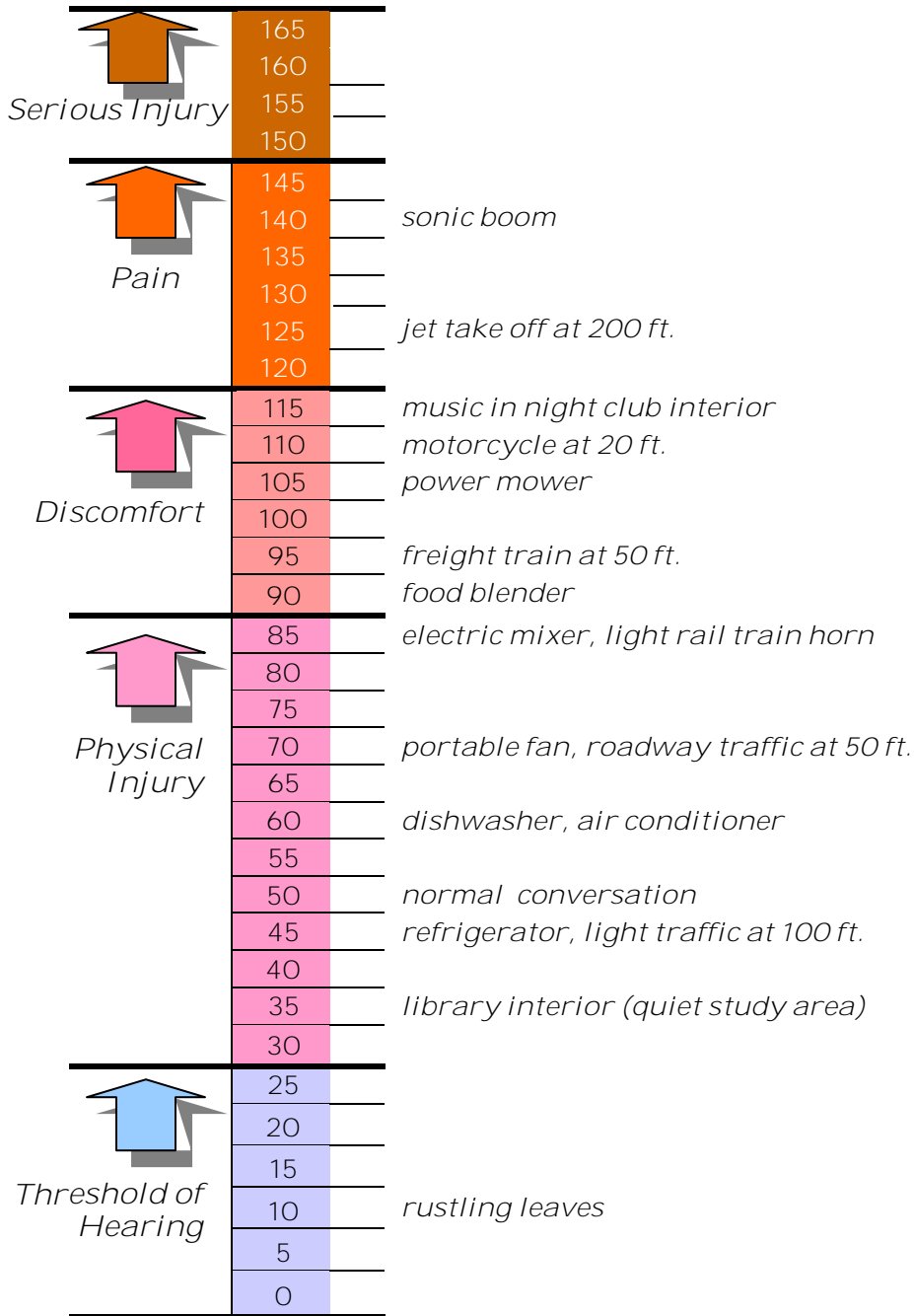


EXHIBIT 3-5
 TYPICAL NOISE LEVELS
 SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



Noise may be generated from a point source, such as machinery, or from a line source, such as a roadway segment containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as “spreading loss.” Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.²³ Noise emanating from travelling vehicles, also referred to as a line source, decreases by approximately 3.0 dBA 50 feet from a source over a hard, unobstructed surface such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation. For every doubling of distance thereafter, noise levels drop another 3.0 dBA over a hard surface and 4.5 dBA over a soft surface.²⁴

Time variation in noise exposure is typically expressed in terms of the average energy over time (called Leq), or alternatively, 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. Other values that are typically noted during a noise survey include the Lmin and Lmax that represent the minimum and maximum noise levels obtained over a given period, respectively. Noise sensitive receptors located in the vicinity of the proposed project site are described below:

- *Receptor #1 North of the project site:* Park Plaza, a multiple-family development, is located to the northeast of the project site. The apartment’s garages are located just north of the property line. The apartment buildings are located approximately 84 feet to the north of the property line.
- *Receptor #2 South/East of the project site:* Land uses located to the southeast, south of the Barber City Channel, are single family homes. At their closest point to the site, these units are located approximately 95-feet from the property line. A three-story mixed-use development is currently under construction approximately 150 feet south of the proposed project site.
- *Receptor #3 West of the project site:* A multi-residential development is located approximately 130 feet west of the project site. The receptor is separated from the project by Beach Boulevard.

The ambient noise environment is dominated by traffic noise from Beach Boulevard. To characterize the existing noise environment, a series of onsite noise measurements were taken. An *Extech Model 407730* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete intervals were recorded at two separate locations (referred to herein as Location 1 and Location 2). Location 1 was situated along the west side of Beach Boulevard. Location 2 was positioned within the central portion of the parcel located at 12345 Beach Boulevard. The measurements were captured five feet above the ground surface. The measurements taken at Locations 1 and 2 were collected at Location 2 were captured free from any obstructions. The measurements were taken on a Monday morning at 9:45 AM. Table 3-7 indicates the variation in noise levels over time during the measurement period. As indicated previously, the L50 noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement period were 66.5 dBA for Location 1 and 60.5 dBA for Location 2. The noise measurement worksheets are included in Appendix B.

²³ United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.



Table 3-7
 Noise Measurement Results

Noise Metric	Noise Level (dBA) for Location 1	Noise Level (dBA) for Location 2
L _{max} (Maximum Noise Level)	93.1 dBA	66.3 dBA
L ⁹⁹ (Noise levels <99% of time)	77.1 dBA	65.6 dBA
L ⁹⁰ (Noise levels <90% of time)	73.3 dBA	63.5 dBA
L ⁷⁵ (Noise levels <75% of time)	70.5 dBA	61.8 dBA
L ⁵⁰ (Noise levels <50% of time)	66.9 dBA	60.5 dBA
L _{min} (Minimum Noise Level)	52.2 dBA	54.3 dBA
Average Noise Level	66.5 dBA	60.5 dBA

Source: Blodgett Baylosis Environmental Planning.
 Measurements were taken in December 2019.

Noise generated within the City of Stanton is regulated under Title 9, Chapter 9.28 - Noise Control of the **City’s Municipal Code**. Chapter 9.28 of the **City’s Municipal Code** contains both general noise regulations and noise regulations specific to construction. According to Section 9.28.070(e) of the Municipal Code, noise sources associated with construction, repair, remodeling, or grading of any real property are exempt from the City’s noise control regulations provided the construction activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. **The City’s Noise Control Ordinance referenced above does not establish numeric maximum** acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Thus, the construction noise thresholds from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment were used to establish a significant construction noise threshold impact if construction noise exceeds 80 dBA at sensitive receptors. In addition, Chapter 9.28 outlines specific interior and exterior dBA limits within residential zones. As indicated in Section 9.28.050(a), exterior noise levels within residential zoned properties are restricted to 55 dBA between the hours of 7:00 a.m. and 10:00 p.m. Exterior noise levels within residential zoned properties are further restricted to 50 dBA between the hours of 10:00 p.m. and 7:00 a.m. Section 9.28.050(b) of the Municipal Code states:

“It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, either incorporated or unincorporated, to exceed:

- The noise standard for a cumulative period of more than thirty minutes in any hour;
- The noise standard plus five dBA for a cumulative period of more than fifteen minutes in any hour;
- The noise standard plus ten dBA for a cumulative period of more than five minutes in any hour; The noise standard plus fifteen dBA for a cumulative period of more than one minute in any hour; or

²⁴ United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.



- The noise standard plus twenty dBA for any period of **time.**”

Section 9.28.060(a) establishes interior noise standards for residential land uses. According to that Section of the Municipal Code, interior noise levels within residential zoned properties are restricted to 55 dBA between the hours of 7:00 a.m. and 10:00 p.m. Interior noise levels within residential zoned properties are further restricted to 45 dBA between the hours of 10:00 p.m. and 7:00 a.m. Furthermore, Section 9.28.060(b) of the Municipal Code states:

“It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

- The interior noise standard for a cumulative period of more than five minutes in any hour;
- The interior noise standard plus five dBA for a cumulative period of more than one minute in any hour; or
- The interior noise standard plus ten dBA for any period of **time.**”

Construction activities would generate perceptible noise levels during the demolition, grading, paving, and building construction phases. Relatively high groundborne noise levels would be generated by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, scrapers, and other heavy duty construction equipment. Table 3-8, Maximum Noise Levels Generated by Construction Equipment, indicates the anticipated noise levels from specific types of construction equipment. Point sources of noise emissions are attenuated by a factor of 6 dBA per a doubling of distance from the noise source.

Table 3-8 then indicates the anticipated construction noise levels for the selected construction equipment types at the three sensitive receptors discussed previously. As indicated in the Table, Receptor #1 is 84 feet from the nearest construction activity, Receptor #2 is construction 95 feet, and Receptor #3 is 130 feet. The **noise levels were adjusted under the three “receptor” columns** to take into account the spreading loss due to distance. For example, the noise levels for Receptor #1 were adjusted by a -3 dBA from the actual Lmax at 50 feet. The noise levels for Receptor #2 were adjusted by a +1 dBA from the actual Lmax at 100 feet though in reality the difference would be negligible. The noise levels for Receptor #3 were adjusted by a -3 dBA from the actual Lmax at 100 feet. As indicated previously, the construction noise thresholds were taken from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment. A significant construction noise threshold impact if construction noise exceeds 80 dBA at a sensitive receptor. As indicated in the Table, there is a potential for this significant impact when graders and tractors are being used next to the property lines near Receptors #1, and #2. These occurrences are noted using bold lettering in Table 3-8. These noise levels could intermittently occur for a few days when construction equipment is operating closest to the residential uses. The remainder of the time, the construction noise levels would be much less because the equipment would be working further away from the existing sensitive uses.

²⁵ California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors*. Report dated 2013.

²⁶ Ibid.



Table 3-8
 Maximum Noise Levels Generated by Construction Equipment

Construction Equipment	Actual L _{max} @27 ft.	Actual L _{max} @50 ft.	Actual L _{max} @100 ft.	Receptor #1 L _{max} 84 ft.	Receptor #2 L _{max} 95 ft.	Receptor #3 L _{max} 130 ft.
Backhoe	83 dBA	78 dBA	72 dBA	75 dBA	73 dBA	69 dBA
Bulldozer/Compactor	87 dBA	82 dBA	76 dBA	79 dBA	77 dBA	73 dBA
Concrete Mixer	84 dBA	79 dBA	73 dBA	77 dBA	74 dBA	70 dBA
Concrete Pump	86 dBA	79 dBA	73 dBA	77 dBA	74 dBA	70 dBA
Crane, Mobile	86 dBA	81 dBA	75 dBA	79 dBA	76 dBA	72 dBA
Dump Truck	81 dBA	76 dBA	70 dBA	73 dBA	71 dBA	67 dBA
Excavator	86 dBA	81 dBA	75 dBA	79 dBA	76 dBA	72 dBA
Grader	90 dBA	85 dBA	79 dBA	82 dBA	80 dBA	76 dBA
Loader	84 dBA	79 dBA	73 dBA	76 dBA	74 dBA	70 dBA
Paver	82 dBA	77 dBA	71 dBA	74 dBA	72 dBA	68 dBA
Roller	85 dBA	80 dBA	76 dBA	77 dBA	77 dBA	73 dBA
Tractor	89 dBA	84 dBA	78 dBA	81 dBA	79 dBA	75 dBA
Truck, Flatbed	79 dBA	74 dBA	68 dBA	71 dBA	69 dBA	65 dBA

Source: Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1976

As indicated previously, construction activities undertaken within the City are exempt from the provisions outlined in Chapter 9.28 of **the City’s Municipal Code**. As indicated previously, **the City’s Noise Control Ordinance** does not establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. For this reason, the construction noise thresholds from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment were used to establish a significant construction noise threshold impact if construction noise would exceed 80 dBA at sensitive receptors. As a result, the following mitigation measures focus on ways to further reduce construction noise levels at the nearest sensitive receptors so that the impacts would be less than significant:

- MM-NOI-1: Construction staging areas must be located within the western portion of the project site, at least 200 feet east of the project **site’s** eastern boundary away from the noise sensitive receptors.
- MM-NOI-2: The use of Tier IV rated construction equipment must be used during demolition, site preparation, and construction activities.
- MM-NOI-3: The Applicant must notify local residents regarding construction times and local contact information by placing a notice in the form of a sign along **the project site’s** boundaries in prominent locations. The notice shall include the name and phone number of the contact person **at both the construction site and at the City’s Code Enforcement office where** residents may call to register a complaint about noise. Upon receipt of a complaint, the contractors must stop work to inspect their equipment to ensure that they are properly tuned and muffled. Construction activities may not resume until the contractors confirm that the equipment is properly tuned and muffled. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the **City’s** Community Development Director.



- MM-NOI-4: Construction shall be prohibited from taking place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

These mitigation measures will reduce the Project's potential construction noise impacts to a level of less than significant. Notably, MM-NOI-3 will ensure a less **than significant impact because the Project's** potential construction noise impacts, set forth in Table 3-8 above, are premised on the assumption that the Project will not use Tier 4 machines. Tier 4 machines are quieter than their predecessors, and this is especially true as to the equipment referred to in Table 3-8. For example, Tier 4 equipment of JCB (a company) realized significant noise reductions over its older, non-Tier 4 equipment, from 87 dBA to 72 dBA. The Tier 4 diesel construction equipment utilizes advanced technology that adjusts maximum engine output and MCRs that translated into both improved fuel economy, lower air emissions, and reduced noise and vibration. In general, the Tier 4 requirements took effect in 2015. This Tier 4 requirement will apply to all equipment shown in Table 3-8, including those that could potentially exceed 80 dBA near a sensitive receptor, namely graders and tractors. Overall, the use of this equipment will reduce the **Project's potential construction** noise levels by 17%, which will ensure that construction noise resulting from the Project will not exceed the 80 dBA threshold.

Moreover, the Project's operation will result in a less than significant noise impact. As indicated previously, Beach Boulevard extends along the east side of the project site in a north-south orientation. The noise levels that were captured averaged 66.5 dBA along the west side of Beach Boulevard. The noise measurements were recorded with an unobstructed line of sight between the project site and Beach Boulevard. The predominant **source of noise in the site's vicinity is roadway noise generated** by passenger vehicles and trucks. Presently, noise levels on-site **exceed the City's 55 dBA exterior threshold.** Nevertheless, roadway noise emanating from Beach Boulevard will be reduced by complying with the California Green Building code, which requires the use of energy efficient windows and insulation. Insulation will be placed between the joists and studs and will serve as an additional buffer which when combined with stucco and drywall, will reduce interior noise levels by a minimum of 10.0 dBA. Noise reductions of up to 20 dBA are possible with closed windows.²⁶ Therefore, roadway noise emanating from Beach Boulevard will be attenuated by an additional 20 dBA, bringing average interior noise levels below the 55 dBA threshold established in the **City's** Municipal Code.

A majority of the exterior noise that will be generated from operation of the proposed project will originate from the open (unenclosed) parking areas. Noise generated within the open parking garage would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA; car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. Other sources of exterior noise will include noise generated on individual balconies and within the public courtyard areas located in the center and western portions of the project site. Exterior noise produced on balconies and within the public courtyard areas will originate from residents conversing, shouting, laughing, or engaging in any other physical activity. Noise produced by residents on private balconies and within the public courtyard areas will be masked by traffic noise emanating from the adjacent roadways. In addition, noise produced on balconies will be subject to spreading loss. It is important to note that noise originating from the project site is not expected to affect the nearby **sensitive receptors. Nevertheless, the project's** operational noise impacts are considered to be less than significant, and no mitigation is required. The proposed project will also involve the construction of a new, off-site parkette referred to as the Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their



replacement with landscaped turf. The new parkette will be a passive park and because of its small size, no stationary noise impacts are anticipated. As a result, no impacts will result from the implementation of the proposed parkette.

B. Would the project result in generation of excessive ground borne vibration or groundborne noise levels? • Less than Significant Impact.

Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid structural damage. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. **Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.** Caltrans guidance defines the threshold of perception from transient sources as 0.25 inch per second PPV. **The project's implementation would not require excessively deep foundations though construction measures would be implemented under the residential structures to address the liquefaction constraints. The use of these measures will not involve the use of pile drivers or impact producing equipment.**

The nearest sensitive receptors (Su Casa Apartments) are located approximately 75 feet to the northeast of the project site. Single family homes are located southeast of the site on the opposite side of the adjacent flood control channel approximately 90 feet. The primary source of vibration during construction would be from the operation of construction equipment, such as a bulldozer. A bulldozer would create a vibration level of 0.058 inch-per-second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite sensitive receptors, the apartments located more than 75 feet to the northeast of the project site, would be 0.058 inch per second PPV, which would be well below the 0.25 inch per second PPV threshold detailed above (this type of bulldozer would create a vibration level of 0.003 inch-per-second PPV at 25 feet). Based on typical propagation rates, the vibration level from a small dozer at a residence located just five feet away from the proposed project site boundary would be 0.03 inch per second PPV, which would be below the 0.25 inch per second PPV threshold. As a result, the impacts will be less than significant.

C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.

The project site is not located within an airport land use plan and is not located within two miles of a public airport or public use airport. The nearest airport is the Long Beach Municipal Airport, located approximately 12 miles west of the project site. As a result, the proposed project will not expose people residing or working in the project area to excessive noise levels related to airport uses. As a result, no impacts will occur.

3.13.2 CUMULATIVE IMPACTS



As discussed in the previous section, all noise impact will be less than significant. Construction related noise impacts are limited and fall in accordance with the **City's** construction- related noise control requirements. Therefore, cumulative impacts relative to temporary and permanent noise generation associated with the proposed project would not be cumulatively considerable, and thus, less than significant.

3.13.3 MITIGATION MEASURES

The analysis of potential noise impacts indicated that the proposed project would result in a potentially significant noise impact absent mitigation. **To reduce the Project's potential noise impacts to a level of less than significant**, the project applicant has agreed to the following mitigation measures :

- *MM-NOI-1 (Noise Impacts):* Construction staging areas must be located within the western portion of the project site, at least 200 feet east of the project **site's** eastern boundary away from the noise sensitive receptors.
- *MM-NOI-2 (Noise Impacts):* The use of Tier IV rated construction equipment must be used during the demolition, site preparation, and construction activities.
- *MM-NOI-3 (Noise Impacts):* The Applicant must notify local residents regarding construction times and local contact information by placing a notice in the form of a sign along **the project site's** boundaries in prominent locations. The notice shall include the name and phone number of the contact **person at both the construction site and at the City's Code** Enforcement office where residents may call to register a complaint about noise. Upon receipt of a complaint, the contractors must stop work to inspect their equipment to ensure that it is properly tuned and muffled. Construction activities may not resume until the contractors confirm that the equipment is properly tuned and muffled. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the **City's** Community Development Director.
- *MM-NOI-4 (Noise Impacts):* Construction shall be prohibited from taking place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

³⁹ Google Earth. Website Accessed November 20, 2020.



3.14 POPULATION & HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✘
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✘

3.14.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* • **No Impact.**

According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Stanton is projected to add a total of 2,900 new residents and 1,300 new employees through the year 2040.²⁷ **The project's implementation will not result in an increase in population growth that would exceed the SCAG's projections.** Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The proposed 3.55-acre (154,470 square-foot) project site is located within an urbanized area that has been previously developed for its current commercial land use as a recreational vehicle (RV) sales and storage lot. The project site is surrounded on all sides by urban development.
- *Extension of roadways and other transportation facilities.* No roadway extensions will be required to accommodate the proposed development.
- *Extension of infrastructure and other improvements.* The installation of any new utility lines will not lead to subsequent offsite development since these utility lines will serve the site only.
- *Major off-site public projects (treatment plants, etc.).* **The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.**
- *The removal of housing requiring replacement housing elsewhere.* The site does not contain any housing units. As a result, no replacement housing will be required.

²⁷ Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040.* Adopted on April 7, 2016.



- *Additional population growth leading to increased demand for goods and services.* The **project's** construction would result in a limited increase in construction employment which can be accommodated by the local labor market.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed residential development will not induce substantial unplanned population growth in an area. The approximate 267 new residents that will be a result of the proposed residential development would result in a less than one percent population increase (0.75%) from the 2010 Census population of the City. These numbers are within the projected population numbers provided by SCAG RTP/SCS forecast for the City. The proposed project would also involve the construction of a new, off-site parkette referred to as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. As a result, no impacts will result from the implementation of the proposed parkette. As a result, no impacts will occur.

B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • No Impact.

The proposed 3.55-acre (154,470 square-foot) project site is located within an urbanized area that has been previously developed for its current commercial land use as a recreational vehicle (RV) sales and storage lot. The majority of the property is paved over with asphalt, with little ruderal vegetation on the premises. This property and surrounding areas have a General Plan and Zoning designation for *General Mixed-Use (GLMX)* land uses, which permits the construction of multi-family residential developments. There are currently no housing units within the project site, and no housing units will be displaced as a result of the proposed **project's implementation**. Therefore, no impacts will result.

3.14.2 CUMULATIVE IMPACTS

The proposed project will not result in direct or indirect, permanent or temporary impacts on population and housing. The proposed project is compliant with the population growth forecast provided by the City. Therefore, the proposed project would not result in incremental effects to population and housing that could be compounded or otherwise increased when considered to other related projects.

3.14.3 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed **project's approval** and subsequent implementation. As a result, no mitigation measures are required.



3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. 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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for: fire protection; police protection; schools; parks; or other public facilities?			✘	

3.15.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in fire protection; police protection; schools; parks; or other public facilities?* • *Less than Significant Impact.*

Fire Department

The City of Stanton contracts fire protection services with the Orange County Fire Department from one fire station within the City limits, located at 7871 Pacific Street. The OCFD currently reviews all new development plans. The proposed project will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow (or the flow rate of water that is available for extinguishing fires). The proposed residential project would only place an incremental demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the proposed project would be required to implement all pertinent Fire Code Standards including the installation of fire hydrants and sprinkler systems inside the buildings. Furthermore, the project will be reviewed by City and Fire officials to ensure adequate fire service and safety as a result of project implementation. The project will also be required to comply with **the City’s Development Impact Fee (DIF) requirements to assist in the funding public facilities and services**, including fire. As a result, the potential impacts to fire protection services will be less than significant. The proposed project will also involve the construction of a new, off-site parkette referred to as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. As a result, no impacts will result from the implementation of the proposed parkette.

Law Enforcement

The City of Stanton contracts with the Orange County Sheriff’s Department for law enforcement services. The OCSD will review security and site plans to ensure the proposed project conforms to the Department’s



security regulations. The proposed facility will also be required to comply with the OCSD requirements **along with the City's DIF regulations**. As a result, the potential impacts to law enforcement services will be less than significant.

Schools

The proposed residential development consisting of 79 residential units is projected to add 267 new residents to the City. The project site is served by the following schools within the Garden Grove Unified School District: Hare High School, Alamitos Intermediate School, and Wakeham Elementary School.

According to the 2010 Census, 25.8 percent of the City's population is school-aged (five years of age to 18 years of age). Using the Citywide Census data, there is a potential for 69 school-age students to be added to the school system as a result of **the project, based on the City's percentage of children in between the ages** of 5 and 18. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. The proposed project's school enrollment impacts will be offset by the school fees (\$3.379 per square foot for residential development) that will be paid by the developer. As a result, less than significant impacts will result from the proposed **project's implementation**.

Recreational Services

The nearest public park, Premier Park, is located approximately ½ mile from the project site. Due to the residential nature of the proposed project, the proposed project will place an incremental demand for recreational open space and services. Additionally, Orange County Public Libraries services may experience incremental demand with the closest library being Stanton Library, approximately 1.2 miles north. However, the potential impacts to park and library services will be offset since the project will involve the installation of an on-site dog park, walking trail, and reading nook. As a result, the impacts anticipated are less than significant. The proposed project would also involve the construction of a new, off-site parkette referred to as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. As a result, no impacts will result from the implementation of the proposed parkette.

Governmental Services

The proposed project would redevelop the project site with 79 residential units that would also include 8 affordable housing units **that improve the City's housing supply**. The site is already served by various governmental services and while the project would result in a limited increase in population, the project would not result in the need for new or physically altered facilities to provide these services. Furthermore, the Applicant is providing various recreational amenities. The proposed project will also include a recreational room equipped with outdoor sitting areas and a double barbeque grilling counter. In addition, the Applicant would be providing a community park and reading nook, a paseo, and a dog park. In addition, the Applicant is required to pay all pertinent development fees that will further offset the cost of the development to the City. Finally, the new development will enhance the assessed valuation of the property which will provide additional long-term property tax revenue to the City. As a result, less than significant **impacts will result from the proposed project's implementation**.



3.15.2 CUMULATIVE IMPACTS

The proposed project will not result in any significant adverse impacts on public services. Therefore, the proposed project would not result in incremental effects to public services that could be compounded or otherwise increased when considered to other related projects.

3.15.3 MITIGATION MEASURES

The analysis of public service impacts indicated that less than significant adverse impacts are anticipated, and no mitigation is required with the implementation of the proposed project.



3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✘	
B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✘

3.16.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* • *Less than Significant Impact.*

The proposed 3.55-acre (154,470 square-foot) project site has a General Plan and Zoning designation for *General Mixed-Use (GLMX)* land uses, which permits the construction of multi-family residential developments. The nearest public park, Premier Park, is located approximately 0.7 miles from the project site. Due to the residential nature of the proposed project, the proposed project will place an incremental demand for recreational open space and services. To address the incremental demand of recreational spaces, the proposed project would also involve the construction of a new, off-site parkette referred to as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. Additionally, the proposed project would involve the construction of a recreation room, common activity areas, reading nook, a paseo, and a dog park. As a result, less than significant impacts will result from the implementation of the proposed parkette.

B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* • *No Impact.*

The proposed project would not result in any improvements that would potentially significantly physically alter any public park facilities and services within the City. The proposed project would include the construction of a recreation room, community park, reading nook, paseo and dog park. Additionally, the proposed project would also involve the construction of a new, off-site parkette referred to as the Orangewood Parkette, a passive park consisting of approximately 7,600 square feet. **Due to the park's** small size, no impacts will occur.



3.16.2 CUMULATIVE IMPACTS

The proposed project will not result in direct or indirect, permanent or temporary impacts on recreational facilities and services. The proposed project is compliant with the population growth forecast provided by the City. Therefore, the proposed project would not result in incremental effects to such facilities and services that could be compounded or otherwise increased when considered to other related projects.

3.16.3 MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed **project's** approval and subsequent implementation. As a result, no mitigation measures are required.



3.17 TRANSPORTATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			✘	
B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?			✘	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✘	
D. Would the project result in inadequate emergency access?				✘

3.17.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

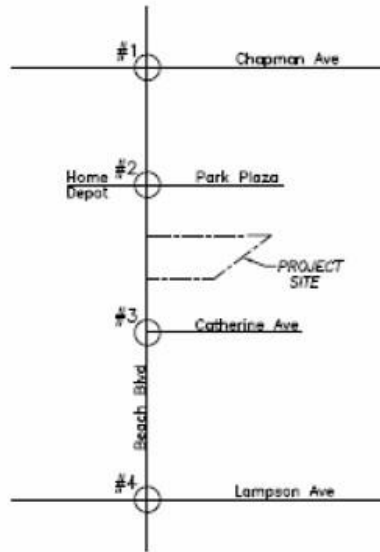
A. *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? • Less than Significant Impact.*

The main residential project site is located on the east side of Beach Boulevard between Park Plaza and Catherine Avenue. Beach Boulevard is a north-south Principal Arterial that provides four lanes in each direction separated by raised medians and exclusive left-turn lanes at major intersections. The posted speed limit is 45 mph. On-street parking is prohibited along Beach Boulevard in the project vicinity.²⁸

All traffic counts of AM and PM peak hour turning movements at study intersections were collected on Thursday, February 20, 2020, except intersection No.2 (Beach Boulevard at Park Plaza) which was collected on Thursday, October 15, 2020. Lane configurations and traffic volumes at the study intersections are shown in Exhibit 3-6. Complete traffic data can be found in Appendix B of the Traffic Impact Analysis (TIA). Level of service (LOS) and V/C ratio for existing conditions are shown in Table 3-9. The analysis worksheets can be found in Appendix C. All study intersections operate at acceptable LOS D or better in the AM and PM peak hours under existing conditions.²⁹

²⁸ KT Traffic Engineering, Inc. *Traffic Impact Study and Vehicle Miles Travelled (VMT) Screening*. Report dated November 2020.

²⁹ Ibid.



- LEGEND:**
- STUDY INTERSECTION
 - ◻ TRAFFIC SIGNAL
 - ➔ STOP SIGN

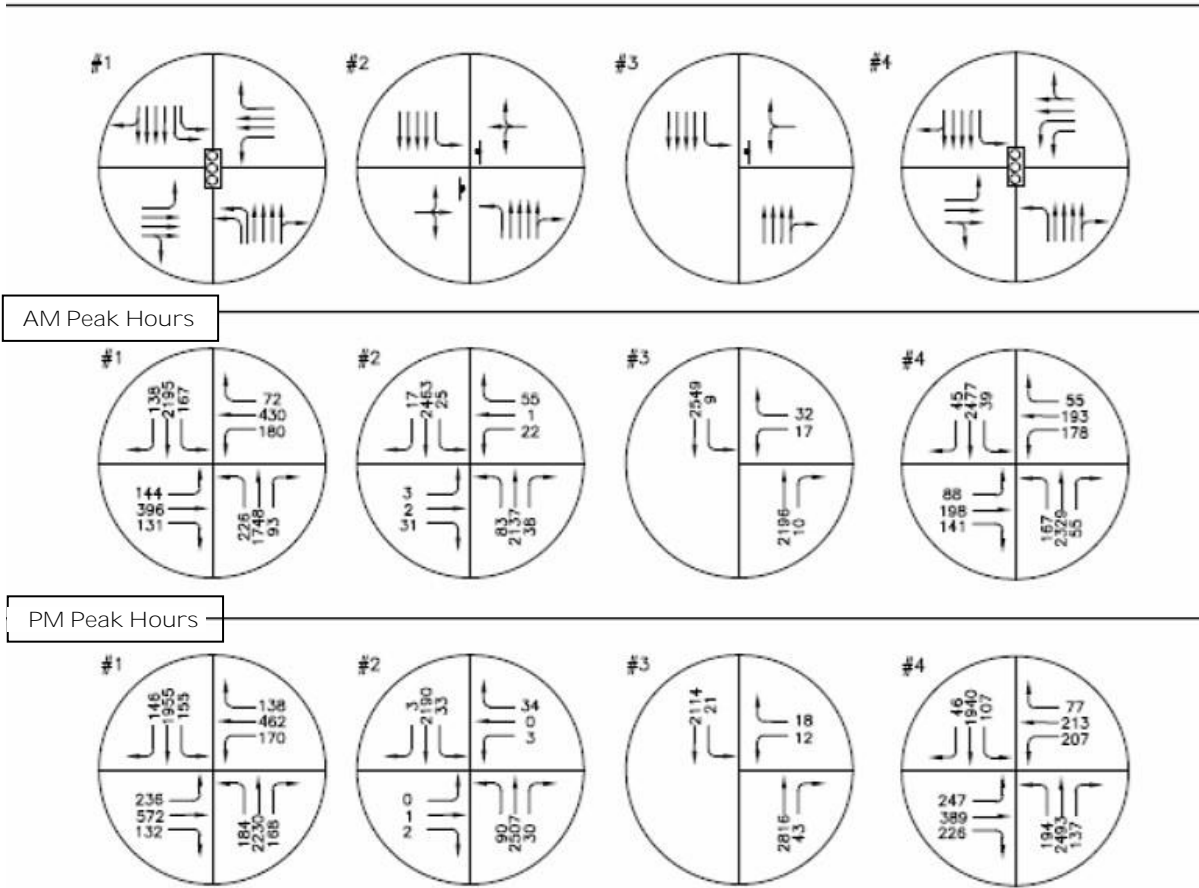


EXHIBIT 3-6
 EXISTING CIRCULATION SYSTEM
 SOURCE: K2 TRAFFIC ENGINEERING



Table 3-9
 Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	C	0.791	D	0.845
2. Beach Blvd at Park Plaza*	D	26.2	D	27.7
3. Beach Blvd at Catherine Ave*	C	22.4	D	30.8
4. Beach Blvd at Lampson Ave	C	0.801	C	0.877

*Stop controlled at minor approach with delay shown in seconds

Trip generation represents the amount of traffic attracted and produced by the project development. Based upon the recommendations from *Trip Generation, Tenth Edition*, published by the Institute of Transportation Engineers (ITE), applicable trip generation rates are shown in Table 3-10.³⁰

Table 3-10
 Project Trip Generation

Land Use	Unit	Quantity	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Proposed Use Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	79	39	9	30	48	30	18	622
Existing-Use Credit Recreational Vehicle Sales (842)	1000 Sq. Ft.	-6.52	-3	-3	0	-5	-2	-3	-33
NET Trip Generation			36	6	30	43	28	15	589

Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The trip distribution pattern for the project is illustrated on Exhibit 3-7.

The traffic assignment to and from the site has been based upon the results of trip generation, trip distribution, and access layouts. Exhibit 3-8 illustrates the traffic assignment of the proposed project in the AM and PM peak hour.

³⁰ KT Traffic Engineering, Inc. *Traffic Impact Study and Vehicle Miles Travelled (VMT) Screening*. Report dated June 30, 2021.

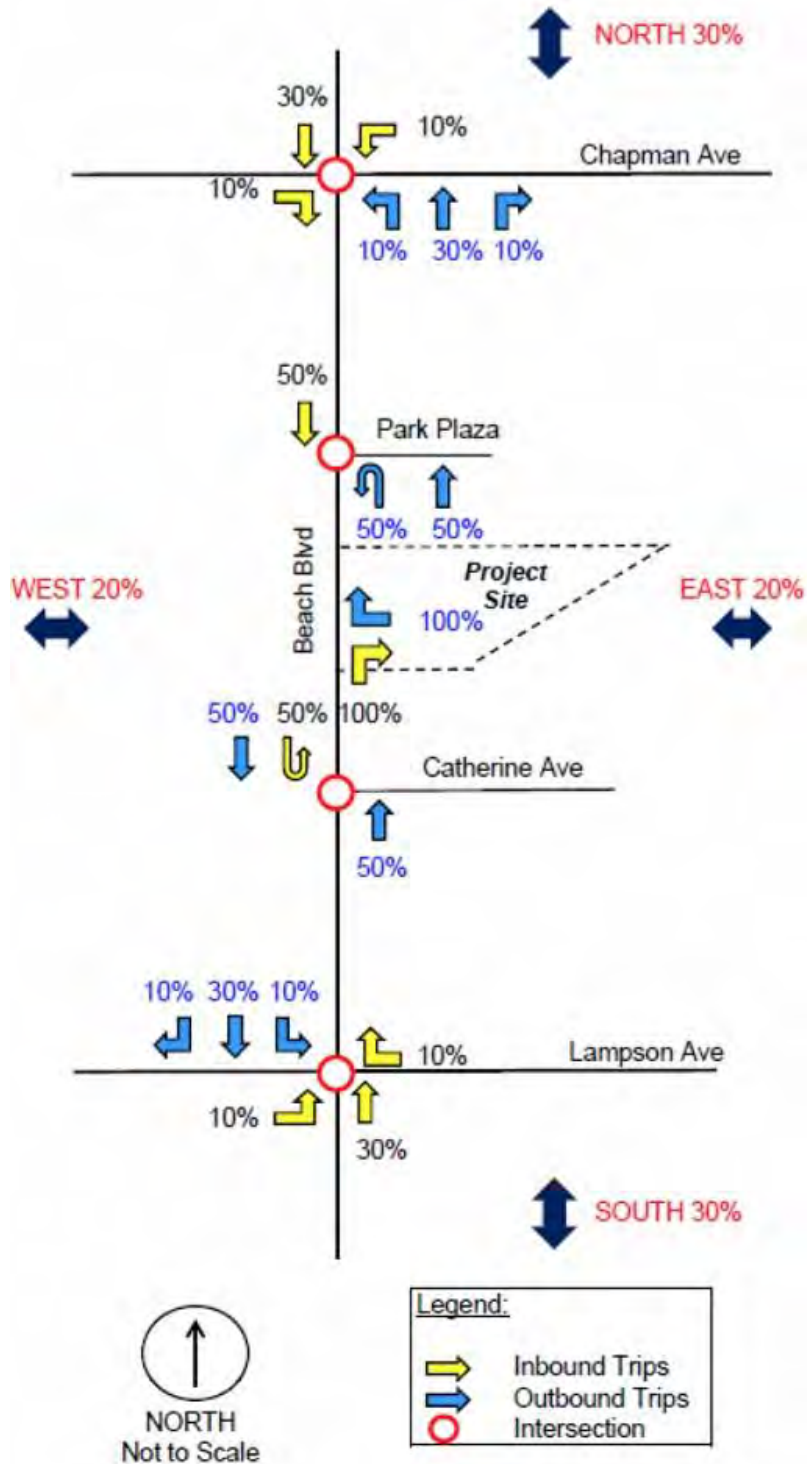


EXHIBIT 3-7
 TRIP DISTRIBUTION
 SOURCE: K2 TRAFFIC ENGINEERING

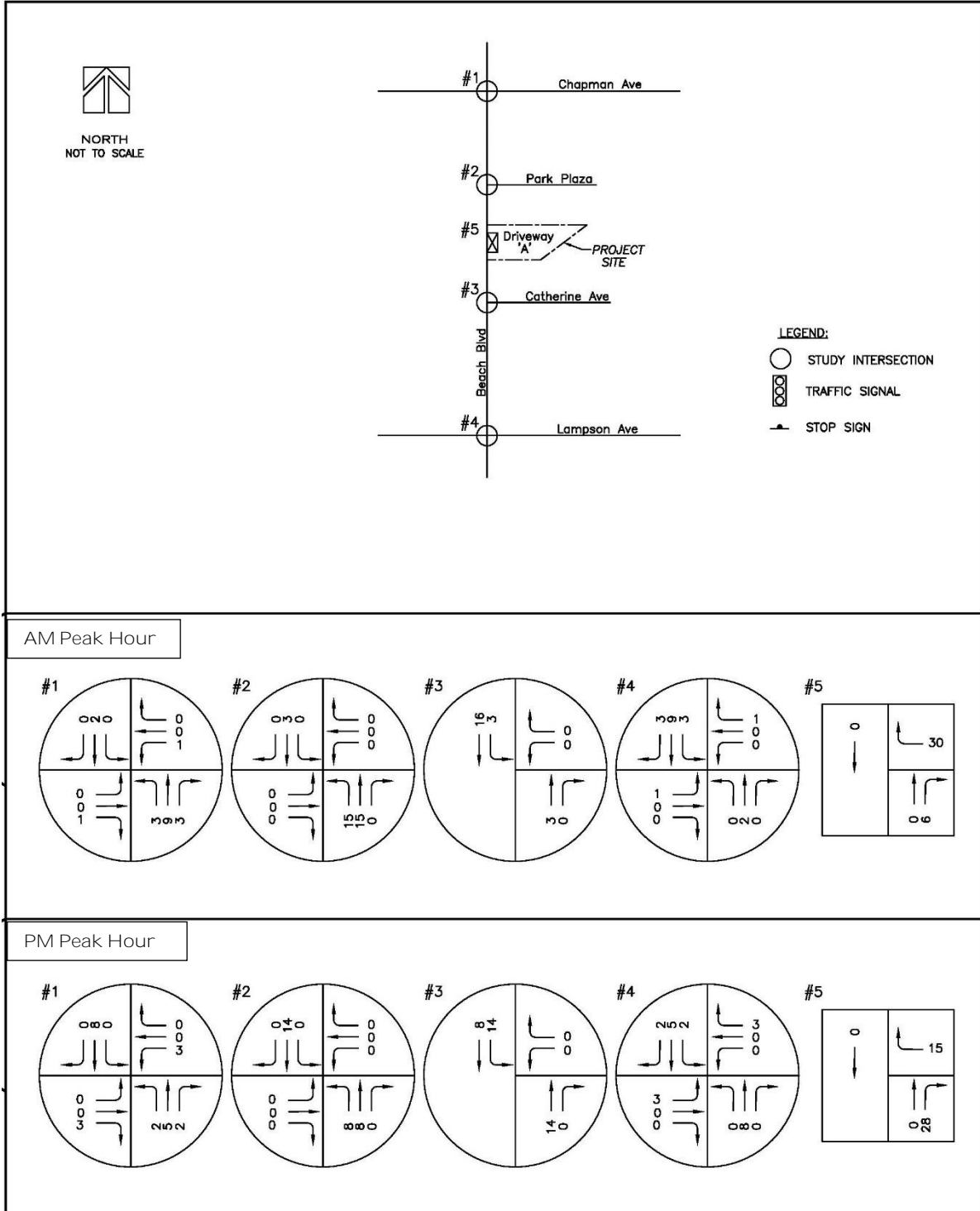


EXHIBIT 3-8
 TRIP ASSIGNMENT
 SOURCE: K2 TRAFFIC ENGINEERING



The level of service and V/C ratios are shown in Table 3-11. All study intersections will operate at LOS D or better for the AM and PM peak hours in this scenario.

Table 3-11
 Existing Conditions with Project

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	C	0.793	D	0.847
2. Beach Blvd at Park Plaza*	D	26.2	D	27.9
3. Beach Blvd at Catherine Ave*	C	22.4	D	31.0
4. Beach Blvd at Lampson Ave	C	0.803	D	0.879
5. Beach Blvd. @ Project Drivwy	C	22.6	D	30.2

*Stop controlled at minor approach with delay shown in seconds

The traffic impacts of the proposed project based on existing conditions are shown in Table 3-12.

Table 3-12
 Project Intersection Impact Analysis Existing Conditions with Project

Intersection	W/O Project		W/Project		Increase	Significant Impact
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)		
AM Peak Hour						
1. Beach Blvd at Chapman Ave	C	0.791	C	0.793	0.001	No
2. Beach Blvd at Park Plaza*	D	26.2	D	26.2	0	No
3. Beach Blvd at Catherine Ave*	C	22.4	C	22.4	0	No
4. Beach Blvd at Lampson Ave	C	0.801	C	0.803	0.002	No
5. Beach Blvd. @ Driveway	--	--	C	22.6	--	No
PM Peak Hour						
1. Beach Blvd at Chapman Ave	D	0.845	D	0.847	0.001	No
2. Beach Blvd at Park Plaza*	D	27.7	D	27.9	0.2 sec	No
3. Beach Blvd at Catherine Ave*	D	30.8	D	31.0	0.2 sec	No
4. Beach Blvd at Lampson Ave	C	0.877	C	0.879	0.002	No
5. Beach Blvd. @ Driveway	--	---	D	30.2	--	--

*Stop controlled at minor approach with delay shown in seconds



According to the City of Stanton’s standard, a significant impact occurs at a study intersection when the peak hour LOS falls below D, and the intersection capacity utilization (ICU) increases by 0.03 or more. The City of Stanton is required to demonstrate compliance with 2019 Orange County Transportation Authority (OCTA) Congestion Management Plan (CMP) as Beach Boulevard is designated as Orange County CMP facility, the traffic impact is deemed significant and mitigation is required if both of the following conditions are met: 1. The intersection operates at worse than LOS E, and 2. The ICU increases by 0.10 or more. The project does not have a significant traffic impact and mitigation measures are not required.

The proposed project would also involve the construction of a new, off-site parkette referred to as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. As a result, no impacts will result from the implementation of the proposed parkette.

B. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? • Less than Significant Impact.

According to the “*Los Angeles County Public Works Transportation Impact Analysis Guidelines*”, projects located within a Transit Priority Area (TPA) as determined by the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) should be exempt from VMT analysis. TPA is within one-half mile from major transit stops. Major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation.

The draft Transit Priority Area (TPA) in the SCAG Region for the 2045 plan, updated on June 2019, has illustrated that the project site is within one-half mile from the intersection of Beach Boulevard and Chapman Avenue, a major transit stop defined as an intersection of two major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Relevant bus schedules can be found in Appendix B of the traffic study. The project located within TPA is presumed to have less than significant VMT impact. For projects that are in TPA, a secondary screening is required **to verify the proposed project’s consistency** with the assumptions from the RTP/SCS. The proposed project is a high-density residential development, consistent with the proposed land uses in the RTP/SCS.

The project is located within the Transit Priority Area (TPA) and presumed to have less than significant VMT impact. The project is a high-density residential development, consistent with the proposed land uses in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Initial and secondary screening show that project has no or less than significant VMT impacts. The proposed project is not applicable to the following secondary screening requirements: is consistent with RTP/SCS, has a floor-to-area ratio (FAR) less than 0.75, does not provide an excessive amount of parking, and reduces the number of affordable housing units. The project would therefore have a less than significant impact, and mitigation measure is therefore not required for the project.



- C. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* • **Less than Significant Impact.**

The proposed project includes the proper design and implementation of ingress and egress traffic openings. To reduce possible hazards, the traffic entrances will be electrically operated gates which will be in compliance with OCFA guidelines, well lit, properly designated, and have enhanced paving. As a result, less than significant impacts will result.

- D. *Would the project result in inadequate emergency access?* • **No Impact.**

The proposed project would not affect emergency access to any adjacent parcels. The proposed project site provides emergency access at the north end of the project site along Beach Boulevard. In addition, at no time during construction will adjacent streets be completely closed to traffic. All construction staging must occur on-site. As a result, no impacts are associated with the proposed **project's implementation.**

3.17.2 CUMULATIVE IMPACTS

As indicated previously, the proposed project is a high-density residential development, consistent with the proposed land uses in the RTP/SCS. The project is located within the Transit Priority Area (TPA) and presumed to have less than significant VMT impact. The project is a high density residential development, consistent with the proposed land uses in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Initial and secondary screening show that project has no or less than significant VMT impact. Mitigation measure is, therefore, not required for the project. Initial and secondary screening show that project has no or less than significant VMT impact.

Based on the information provided by the Planning Department of the City of Stanton, the following cumulative developments are taken into consideration for analysis of the opening year conditions:

- *Village Center and Village Center North:* The development of Village Center includes 208 multi-family dwelling units in total and 105,000 square feet of commercial retail; There are 94 family dwelling units in Village Center and 114 multi-family dwelling units in Village Center North.
- *VRV Mixed-Use:* The mixed-use development includes 300 apartment units, and 6,200 square feet of retail uses.
- *Cloud House Apartment:* The development of 321 apartment units includes 41 studios, 196 one-bedroom, and 84 two-bedroom units.

For project opening year 2023, the annual growth rate of two percent (2%) is used. This factor represents traffic increases **resulting from regional growth. The project's level of service under** opening year with cumulative developments conditions are shown in Table 3-13. All study intersections operate at acceptable LOS E or better in the AM and PM peak hours except the following: Intersection #3, Beach Boulevard at Catherine Avenue: LOS E in the PM peak hours and Intersection #4, Beach Boulevard at Lampson Avenue: LOS E in the PM peak hours.



Table 3-13
 Cumulative Traffic Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	D	0.833	D	0.899
2. Beach Blvd at Park Plaza*	D	28.5	D	31.8
3. Beach Blvd at Catherine Ave*	D	26.0	E	35.6
4. Beach Blvd at Lampson Ave	D	0.849	E	0.949

*Stop controlled at minor approach with delay shown in seconds

3.17.3 MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no significant adverse impacts would result from the proposed **project's** approval and subsequent implementation. As a result, no mitigation measures are required.



3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?			✘	
B. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?		✘		

3.18.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?* ● *Less than Significant Impact.*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.



- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “**non-unique archaeological resource**” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

There are no documented historic resources on or within the vicinity of the project site. The project site is not eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. The proposed project would not result in an impact to a tribal cultural resource.

- B. *Would the project cause a substantial adverse change in the significance of an object with cultural value to a California Native American Tribe, and that is: a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?* 5020.1(k)? • **Less than Significant Impact with Mitigation.**

The proposed project’s construction would involve excavation as part of development of the proposed building foundations. The project grading is anticipated to remain within the fill material but has the potential to encroach into native soils that have not been previously disturbed. Assembly Bill 52 Chapter 532, Statutes of **2014 (Assembly Bill [AB] 52)**, requires that **Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.”** Such resources include “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” **AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.”** Also, per **AB 52 (specifically PRC 21080.3.1)**, Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. A search of the Sacred Lands File (SLF) was requested for the project by the Native American Heritage Commission (NAHC). The NAHC responded stating that there are no known/known sacred lands within 0.5 mile of the project site.

These tribes include the following: Gabrielino-Tongva Tribe, Gabrielino Band of Mission Indians – Kizh Nation, Gabrielino Tongva – San Gabriel Band of Mission Indians, Gabrielino Tongva – San Gabriel California Tribal Council, and Gabrielino/Tongva Nation. On April 16, 2021, the City received an e-mailed response to the City’s AB 52 outreach letters, which was from the Gabrielino Band of Mission Indians stating that the subject site is within their Ancestral Tribal Territory and thus had requested that a consultation be scheduled to go over the project and surrounding location in further detail. The tribe Chairman, Andy Salas, provided modifications to the previous mitigation measure that was used for another project within the City for its use for the proposed project. The measure has been included as Mitigation Measure TCR-1 that provides tribal monitoring of initial site clearing (such as pavement removal) and ground disturbing activities. Also, as described previously, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that potential resources are discovered during grading, excavation, or construction activities. As detailed previously, if the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult on appropriate



treatment and curation of these resources. Additionally, as described previously (and included as PPP CUL-1), California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact by telephone within 24 hours, the Native American Heritage Commission. Thus, impacts related to California Native American tribe resources would be less than significant with the implementation of the following mitigation measures:

- MM-TCR-1. The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and **the City's** Community Development Director. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.
- MM-TCR-2. All archaeological resources unearthed by Project construction activities shall be evaluated by the Monitor. If the resources are Native American in origin, the Tribe shall coordinate with the landowner regarding treatment and curation of these resources. The preferred treatment will be reburial or preservation in place.
- MM-TCR-3. If any human skeletal material or related funerary objects are discovered during ground disturbance, the Monitor will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Monitor will then notify the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the remains are Native American, the coroner will notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. The preferred treatment will be to keep the remains in situ and protected. If that treatment is not feasible, as determined by the applicant, the burials may be removed. The Tribe will work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. Once complete, a final report of all activities is to be submitted to the NAHC.



3.18.2 CUMULATIVE IMPACT

The potential cumulative impacts on tribal/cultural resources are typically site specific. Furthermore, the analysis determined that the proposed project would be required to employ mitigation to address any resources that may be encountered during excavation. As a result, no cumulative impacts on tribal cultural resources are anticipated.

3.18.3 MITIGATION MEASURES

Adherence to the mitigation measures presented in Subsection B under Cultural Resources will minimize potential impacts to levels that are less than significant. Nevertheless, the following mitigation measures **have been provided to ensure the project's impacts are less than significant.**

MM-TCR-1 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be **approved by the tribal representatives and the City's Community Development Director. The monitor** will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.

MM-TCR-2 (Tribal Cultural Resources). All archaeological resources unearthed by Project construction activities shall be evaluated by the Monitor. If the resources are Native American in origin, the Tribe shall coordinate with the landowner regarding treatment and curation of these resources. The preferred treatment will be reburial or preservation in place.

MM-TCR-3 (Tribal Cultural Resources). If any human skeletal material or related funerary objects are discovered during ground disturbance, the Monitor will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Monitor will then notify the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the remains are Native American, the coroner will notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. The preferred treatment will be to keep the remains in situ and protected. If that treatment is not feasible, as determined by the applicant, the burials may be removed. The Tribe will work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. //Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. Once complete, a final report of all activities is to be submitted to the NAHC.



3.19 UTILITIES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✘	
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✘	
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✘	
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✘	
E. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				✘

3.19.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?* • *Less than Significant Impact.*

The project's implementation will not require the relocation of any utilities. The current infrastructure in place can support the needs of the proposed project. The City of Stanton's current providers for this specific project location are: Golden State Water for water, Southern California Edison for electricity, Southern California Gas for natural gas, and Frontier Communications for telecommunication services. Golden State Water Company has been serving Los Alamitos and West Orange County since 1929. They currently serve approximately 27,200 customers, including Stanton residents. Water supplies are provided by water pumped from the Orange County Groundwater Basin and imported water from the Colorado River that is distributed by Metropolitan Water District of Southern California. GSWC owns and operates 11,850 gallons of water per minute. The proposed project would be posing a limited incremental demand on local water systems. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required. As a result, the potential impacts will be less than significant. The proposed project would also involve the construction of a new, off-site parkette referred to as Orangewood Parkette,



consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. No wastewater connections will be required though water connections will be required for irrigation. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. As a result, no impacts will result from the implementation of the proposed parkette.

B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? • Less than Significant Impact.

Water service to the project site is provided by the Golden State Water Company (GSWC), a private water purveyor. GSWC owns and operates the system, which serves cities within west Orange County. In order to meet demand, GSWC supplies its customers with imported water from the Metropolitan Water District of Southern California and groundwater from the Orange County basin. GSWC does not currently operate a separate recycled water distribution system within the area. According to the General Plan EIR, the existing water supply for the City is sufficient to meet projected water demands associated with the General Plan buildout, assuming source and supply capacities remain consistent with current conditions. Exacerbated drought conditions, climate conditions or impacts to regional water conveyance infrastructure could quickly change these conclusions. GSWC facilities currently serving the West Orange County System, including the City of Stanton, are adequate to meet anticipated service demands. As indicated in Table 3-14, the proposed project is anticipated to consume 30,810 gallons of water on a daily basis while GSWC, owns and operate 11,850 gallons of water per minute.

Table 3-14
 Water Consumption (gals/day)

Use	Unit	Factor	Generation
Single-family Home	79 units	390 gals/dwelling unit	30,810 gals/day
Total	79 units		30,810 gals/day

Source: California Home Building Foundation

The existing water supply facilities and infrastructure will accommodate this additional demand. In addition, the proposed project will be equipped with water efficient fixtures and drought tolerant landscaping will be planted throughout the project site. As a result, the impacts are considered to be less than significant. The proposed project would also involve the construction of a new, off-site parkette referred to as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The project would involve the removal of the existing hardscape surfaces and their replacement with landscaped turf. No wastewater connections will be required though water connections will be required for irrigation. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. As a result, no impacts will result from the implementation of the proposed parkette.



C. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the **project's** projected demand in addition to the **provider's** existing commitments? • **Less than Significant Impact.***

Wastewater is collected by the City of Stanton Public Works **Department's** Sewer Maintenance Division and then is treated by the Orange County Sanitation Districts (OCSD). The City of Cypress transfers wastewater to the treatment plants located in Fountain Valley (Plant #1) and Huntington Beach (Plant #2). The City of Stanton Public Works Department and the OCSD indicate that presently no deficiencies exist within their facilities serving the City. According to the City of Stanton Public Works Department, the local sanitary sewer system has adequate capacity to accommodate the proposed development. According to Table 3-15, the proposed project is expected to generate approximately 19,355 gallons of sewage per day. As a result, the impacts are expected to be less than significant.

Table 3-15
 Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Single Family Residential	79 units	245 gallons/unit/day	19,355 gals/day
Total	79 units		19,355 gals/day

Source: California Home Building Foundation

D. *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? • **Less than Significant Impact.***

Solid waste collection services in Stanton are contracted with CR&R, Incorporated, which operates Stanton Disposal Services. In 2017, the City disposed over 97 percent of its solid waste at the Frank R. Bowerman Sanitary Landfill at 11002 Bee Canyon Access Road in the City of Irvine.¹ The Frank R. Bowerman Sanitary Landfill has a maximum permitted throughput of 11,500 tons per day, remaining capacity of 205,000,000 cubic yards, and anticipated closure date of 2053. The proposed project is anticipated to generate approximately 966 pounds per day of solid waste (refer to Table 3-16 shown on the following page). As a result, the potential impacts are considered to be less than significant.

Table 3-16
 Solid Waste Generation (lbs./day)

Use	Unit	Factor	Generation
Single Family Residential	79 units	12 lbs./day	966 lbs./day
Total	79 units		966 lbs./day

Source: Blodgett Baylosis Environmental Planning.

The proposed project would also involve the construction of a new, off-site parkette referred to as Orangewood Parkette, consisting of approximately 7,600 square feet located at the intersection of Orangewood Avenue and Santa Rosalia Street. The new parkette will be a passive park and because of its small size, no significant impacts are anticipated. As a result, no solid waste generation impacts will result from the implementation of the proposed parkette.



E. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • No Impact.

The proposed project, like all other development in Orange County and the City of Stanton, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. The proposed project will be in compliance with the California Integrated Waste Management Act of 1989, specifically California statute AB 939 and AB1327 of the California Solid Waste Reuse and Recycling Access Act of 1991. These statutes were created to help cities divert 50% of solid waste yearly and ensure that local agencies only issue a building permit to projects that provide adequate areas for collecting and loading recyclable materials. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

3.19.2 CUMULATIVE IMPACT

The Golden State Water Company (GSWC) provides service to more than 1 million people in over 80 communities, including the City of Stanton. **According to the City's 2020 Urban Water Management Plan, the City is projected to have enough water to meet the increase in demand.** In addition, the City is projected to have enough water to meet demand during a single dry year, and a multiple dry year scenario. The project at total build-out will consume 30,810 gallons of water per day and generate 19,355 gallons of effluent per day. The potential cumulative impacts on utilities **indicated that no significant impacts would result from the proposed project's** approval and subsequent implementation. As a result, no mitigation is required.

3.19.3 MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed **project's** approval and subsequent implementation. As a result, no mitigation is required.



3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✘
B. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✘
C. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✘
D. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✘

3.20.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?* • No Impact.

According to the Cal FIRE Fire Hazard Severity Zone Database, the residential project site and the proposed parkette site are not located within a severe fire hazard zone. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?* • No Impact.

The proposed project may be exposed to particulate emissions generated by wildland fires in the surrounding region. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.



- C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* • No Impact.

The project site is not located in an area that is classified as a high fire risk severity, and therefore will not require the installation of specialized infrastructure such as fire roads, fuel breaks, or emergency water sources. As a result, no impacts will occur.

- D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* • No Impact.

There is no risk from wildfire within the project site or the surrounding area given the project **site's** distance from any area that may be subject to a wildfire event. Therefore, the project will not result in any impacts related to flooding or landslides facilitated by runoff flowing down barren and charred slopes given the **area's** level topography and developed character and no impacts will occur.

3.20.2 CUMULATIVE IMPACTS

Impacts related to wildfire are typically site specific. The analysis determined that the proposed project would not result in any impacts relative to potential wildfire risk. As a result, no cumulative wildfire impacts are anticipated to result from the **proposed project's implementation**.

3.20.3 MITIGATION MEASURES

The analysis of wildfires impacts indicated that less than significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.



3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✘		
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)?		✘		
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✘	

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

- A. The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3, the proposed project will have less than significant impact for the majority of the environmental issues though mitigation will be required for **the proposed project's potential impacts on biological and cultural resources**.
- B. The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small, and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein. As indicated in Section 3, the proposed project will have less than significant impact for the majority of the environmental issues though mitigation will be required for **the proposed project's potential impacts on biological and cultural resources**.
- C. The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3, the proposed project will have less than significant impact.



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SECTION 4 CONCLUSIONS

4.1 FINDINGS

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-**maker's findings of fact, in response to AB-3180**. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-**maker's final determination**.

4.2 MITIGATION MONITORING

The following mitigation will be provided to reduce potential impacts to nesting and migratory species:

MM-BIO-1 (Biological Resources Impacts). If clearing and/or construction activities would occur during the raptor or migratory bird nesting season (February 15 to August 15), the Applicant and/or its contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before the construction activities commence. A copy of the report must be provided to the Director of Community Development for review and approval prior to the start of any work on the project site. The qualified biologist shall survey the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If active nest(s) are identified during the preconstruction survey, a qualified biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the qualified biologist. The biologist must be approved by the Community Development Director prior to the issuance of any type of permit being issued for the project.

The following mitigation is required to ensure that a tribal representative is present during construction-related ground-disturbing activities:

MM-CUL-1 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and the City's Community Development Director and will be present on-site during the grading and construction phases that involve any



ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.

The following mitigation measures will be required to further reduce construction noise levels so that the impacts would be less than significant:

MM-NOI-1 (Noise Impacts): Construction staging areas must be located within the western portion of the project site, at least 200 feet east of the project **site's** eastern boundary away from the noise sensitive receptors.

MM-NOI-2 (Noise Impacts): *MM-NOI-2 (Noise Impacts):* The use of Tier IV rated construction equipment must be used during demolition, site preparation, and construction activities.

MM-NOI-3 (Noise Impacts): The Applicant must notify local residents regarding construction times and local contact information by placing a notice in the form of a sign along **the project site's boundaries** in prominent locations. The notice shall include the name and phone number of the contact person at **both the construction site and at the City's Code Enforcement office where** residents may call to register a complaint about noise. Upon receipt of a complaint, the contractors must stop work to inspect their equipment to ensure that they are properly tuned and muffled. Construction activities may not resume until the contractors confirm that the equipment is properly tuned and muffled. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the **City's** Community Development Director.

MM-NOI-4 (Noise Impacts): The use of jackhammers or hoe rams (breakers) to demolish the existing pavement shall be prohibited from taking place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

The analysis determined that the proposed project will require the following mitigation in order to minimize potential impacts to tribal cultural resources:

MM-TCR-1 (Tribal Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal **representatives and the City's Community Development Director**. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.



MM-TCR-2 (Tribal Cultural Resources). All archaeological resources unearthed by Project construction activities shall be evaluated by the Monitor. If the resources are Native American in origin, the Tribe shall coordinate with the landowner regarding treatment and curation of these resources. The preferred treatment will be reburial or preservation in place.

MM-TCR-3 (Tribal Cultural Resources). If any human skeletal material or related funerary objects are discovered during ground disturbance, the Monitor will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Monitor will then notify the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the remains are Native American, the coroner will notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. The preferred treatment will be to keep the remains in situ and protected. If that treatment is not feasible, as determined by the applicant, the burials may be removed. The Tribe will work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. Once complete, a final report of all activities is to be submitted to the NAHC.

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 7.1 provided on the following pages.



TABLE 7.1
 MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>MM-BIO-1 (Biological Resources Impacts). If clearing and/or construction activities would occur during the raptor or migratory bird nesting season (February 15 to August 15), the Applicant and/or its contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before the construction activities commence. A copy of the report must be provided to the Director of Community Development for review and approval prior to the start of any work on the project site. The qualified biologist shall survey the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If active nest(s) are identified during the preconstruction survey, a qualified biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the qualified biologist. The biologist must be approved by the Community Development Director prior to the issuance of any type of permit being issued for the project.</p>	<p>Director of Community Development</p> <ul style="list-style-type: none"> • <p><i>(Applicant is responsible for implementation)</i></p>	<p><i>Prior to the issuance of building permits.</i></p> <ul style="list-style-type: none"> • <p>Mitigation ends when construction is completed.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>MM-CUL-1 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and the City's Community Development Director and will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.</p>	<p>Community Development Director and the Chief Building Official</p> <ul style="list-style-type: none"> • <p><i>(Applicant is responsible for implementation)</i></p>	<p><i>During the project's grading and construction phases.</i></p> <ul style="list-style-type: none"> • <p>Mitigation ends when construction is completed.</p>	<p>Date:</p> <p>Name & Title:</p>
<p>MM-NOI-1 (Noise Impacts): Construction staging areas must be located within the western portion of the project site, at least 200 feet east of the project site's eastern boundary away from the noise sensitive receptors.</p>	<p>Community Development Director and the Chief Building Official</p> <ul style="list-style-type: none"> • <p><i>(Applicant is responsible for implementation)</i></p>	<p><i>During the project's grading and construction phases.</i></p> <ul style="list-style-type: none"> • <p>Mitigation ends when construction is completed.</p>	<p>Date:</p> <p>Name & Title:</p>



TABLE 7.1 MITIGATION-MONITORING PROGRAM (CONTINUED)			
Measure	Enforcement Agency	Monitoring Phase	Verification
MM-NOI-2 (Noise Impacts): The use of Tier IV rated construction equipment must be used during demolition, site preparation, and construction activities.	Community Development Director and the Chief Building Official • <i>(Applicant is responsible for implementation)</i>	<i>During the project's grading and construction phases.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
MM-NOI-3 (Noise Impacts): The Applicant must notify local residents regarding construction times and local contact information by placing a notice in the form of a sign along the project site's boundaries in prominent locations. The notice shall include the name and phone number of the contact person at both the construction site and at the City's Code Enforcement office where residents may call to register a complaint about noise. Upon receipt of a complaint, the contractors must stop work to inspect their equipment to ensure that they are properly tuned and muffled. Construction activities may not resume until the contractors confirm that the equipment is properly tuned and muffled. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Community Development Director.	Community Development Director and the Chief Building Official • <i>(Applicant is responsible for implementation)</i>	<i>During the project's grading and construction phases.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
MM-NOI-4 (Noise Impacts): The use of jackhammers or hoe rams (breakers) to demolish the existing pavement shall be prohibited from taking place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.	Community Development Director and the Chief Building Official • <i>(Applicant is responsible for implementation)</i>	<i>During the project's grading and construction phases.</i> • Mitigation ends when construction is completed.	Date: Name & Title:



**TABLE 7.1
 MITIGATION-MONITORING PROGRAM (CONTINUED)**

Measure	Enforcement Agency	Monitoring Phase	Verification
<p>MM-TCR-1 (Tribal Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.</p>	<p>Community Development Director and the Chief Building Official • <i>(Applicant is responsible for implementation)</i></p>	<p><i>During the project's grading and construction phases.</i> • Mitigation ends when construction is completed.</p>	<p>Date: Name & Title:</p>
<p>MM-TCR-2 (Tribal Cultural Resources Impacts). All archaeological resources unearthed by Project construction activities shall be evaluated by the Monitor. If the resources are Native American in origin, the Tribe shall coordinate with the landowner regarding treatment and curation of these resources. The preferred treatment will be reburial or preservation in place.</p>	<p>Community Development Director and the Chief Building Official • <i>(Applicant is responsible for implementation)</i></p>	<p><i>During the project's grading and construction phases.</i> • Mitigation ends when construction is completed.</p>	<p>Date: Name & Title:</p>
<p>MM-TCR-3 (Tribal Cultural Resources) If any human skeletal material or related funerary objects are discovered during ground disturbance, the Monitor will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Monitor will then notify the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the remains are Native American, the coroner will notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. The preferred treatment will be to keep the remains in situ and protected. If that treatment is not feasible, as determined by the applicant, the burials may be removed. The Tribe will work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. Once complete, a final report of all activities is to be submitted to the NAHC.</p>	<p>Community Development Director and the Chief Building Official • <i>(Applicant is responsible for implementation)</i></p>	<p><i>During the project's grading and construction phases.</i> • Mitigation ends when construction is completed.</p>	<p>Date: Name & Title:</p>



SECTION 5 REFERENCES

5.1 PREPARERS

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Marc Blodgett, Project Principal
Andrea Withers, Project Manager
Karla Nayakarathne GIS Geographer Technician

5.2 REFERENCES

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APPENDIX

APPENDIX A – AIR QUALITY WORKSHEETS

APPENDIX B – NOISE MEASUREMENTS WORKSHEETS

APPENDIX C – TRAFFIC STUDY



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APPENDIX A – AIR QUALITY WORKSHEETS



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Stanton Homes
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	123.81	Dwelling Unit	3.50	123,805.00	354

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - Project Characteristics
 Construction Phase - Default

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	7.74	3.50

2.0 Emissions Summary



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2315	33.1269	21.1624	0.0403	19.8582	1.6138	21.4720	10.1558	1.4847	11.6405	0.0000	3,899.9529	3,899.9529	1.1970	0.0607	3,927.4537
2023	43.2862	15.0502	19.5298	0.0380	1.0780	0.7080	1.7860	0.2878	0.6661	0.9539	0.0000	3,690.3080	3,690.3080	0.6387	0.0571	3,723.2934
Maximum	43.2862	33.1269	21.1624	0.0403	19.8582	1.6138	21.4720	10.1558	1.4847	11.6405	0.0000	3,899.9529	3,899.9529	1.1970	0.0607	3,927.4537

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2315	33.1269	21.1624	0.0403	19.8582	1.6138	21.4720	10.1558	1.4847	11.6405	0.0000	3,899.9529	3,899.9529	1.1970	0.0607	3,927.4537
2023	43.2862	15.0502	19.5298	0.0380	1.0780	0.7080	1.7860	0.2878	0.6661	0.9539	0.0000	3,690.3080	3,690.3080	0.6387	0.0571	3,723.2934
Maximum	43.2862	33.1269	21.1624	0.0403	19.8582	1.6138	21.4720	10.1558	1.4847	11.6405	0.0000	3,899.9529	3,899.9529	1.1970	0.0607	3,927.4537



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	35.4106	2.6864	73.1686	0.1612		9.5135	9.5135		9.5135	9.5135	1,159.6245	2,247.0033	3,406.6278	3.4759	0.0787	3,516.9805
Energy	0.0604	0.5159	0.2196	3.2900e-003		0.0417	0.0417		0.0417	0.0417		658.6482	658.6482	0.0126	0.0121	662.5622
Mobile	2.9657	3.1487	30.1239	0.0690	7.2552	0.0483	7.3035	1.9333	0.0449	1.9782		7,028.3507	7,028.3507	0.4289	0.2850	7,124.0014
Total	38.4367	6.3511	103.5120	0.2334	7.2552	9.6035	16.8587	1.9333	9.6001	11.5334	1,159.6245	9,934.0022	11,093.6267	3.9174	0.3758	11,303.5441

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	35.4106	2.6864	73.1686	0.1612		9.5135	9.5135		9.5135	9.5135	1,159.6245	2,247.0033	3,406.6278	3.4759	0.0787	3,516.9805
Energy	0.0604	0.5159	0.2196	3.2900e-003		0.0417	0.0417		0.0417	0.0417		658.6482	658.6482	0.0126	0.0121	662.5622
Mobile	2.9657	3.1487	30.1239	0.0690	7.2552	0.0483	7.3035	1.9333	0.0449	1.9782		7,028.3507	7,028.3507	0.4289	0.2850	7,124.0014
Total	38.4367	6.3511	103.5120	0.2334	7.2552	9.6035	16.8587	1.9333	9.6001	11.5334	1,159.6245	9,934.0022	11,093.6267	3.9174	0.3758	11,303.5441



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/4/2022	5	5	
3	Grading	Grading	2/5/2022	2/16/2022	5	8	
4	Building Construction	Building Construction	2/17/2022	1/4/2023	5	230	
5	Paving	Paving	1/5/2023	1/30/2023	5	18	
6	Architectural Coating	Architectural Coating	1/31/2023	2/23/2023	5	18	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 250,705; Residential Outdoor: 83,568; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	89.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0512	0.0361	0.5683	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.1717	153.1717	4.0100e-003	3.6600e-003	154.3616
Total	0.0512	0.0361	0.5683	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.1717	153.1717	4.0100e-003	3.6600e-003	154.3616



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0512	0.0361	0.5683	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.1717	153.1717	4.0100e-003	3.6600e-003	154.3616
Total	0.0512	0.0361	0.5683	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.1717	153.1717	4.0100e-003	3.6600e-003	154.3616



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000				0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922			3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922			3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0614	0.0434	0.6820	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1100e-003	0.0545		183.8060	183.8060	4.8100e-003	4.3900e-003	185.2340
Total	0.0614	0.0434	0.6820	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1100e-003	0.0545		183.8060	183.8060	4.8100e-003	4.3900e-003	185.2340



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000				0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922			3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860	0.0000	3,686.0619	3,686.0619	1.1922			3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0614	0.0434	0.6820	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1100e-003	0.0545		183.8060	183.8060	4.8100e-003	4.3900e-003	185.2340
Total	0.0614	0.0434	0.6820	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1100e-003	0.0545		183.8060	183.8060	4.8100e-003	4.3900e-003	185.2340



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000				0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289			2,895.2684
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903		2,872.0464	2,872.0464	0.9289			2,895.2684

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0512	0.0361	0.5683	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.1717	153.1717	4.0100e-003	3.6600e-003	154.3616
Total	0.0512	0.0361	0.5683	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.1717	153.1717	4.0100e-003	3.6600e-003	154.3616



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000				0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289			2,895.2684
Total	1.9486	20.8551	15.2727	0.0297	7.0826	0.9409	8.0234	3.4247	0.8656	4.2903	0.0000	2,872.0464	2,872.0464	0.9289			2,895.2684

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0512	0.0361	0.5683	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.1717	153.1717	4.0100e-003	3.6600e-003	154.3616
Total	0.0512	0.0361	0.5683	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.1717	153.1717	4.0100e-003	3.6600e-003	154.3616



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0237	0.6134	0.2052	2.4900e-003	0.0832	6.2500e-003	0.0895	0.0240	5.9800e-003	0.0299		268.5107	268.5107	9.8800e-003	0.0390	280.3782
Worker	0.3036	0.2144	3.3719	8.9900e-003	0.9948	5.9600e-003	1.0008	0.2638	5.4800e-003	0.2693		908.8187	908.8187	0.0238	0.0217	915.8790
Total	0.3273	0.8278	3.5771	0.0115	1.0780	0.0122	1.0903	0.2878	0.0115	0.2993		1,177.3295	1,177.3295	0.0337	0.0607	1,196.2572



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0237	0.6134	0.2052	2.4900e-003	0.0832	6.2500e-003	0.0895	0.0240	5.9800e-003	0.0299		268.5107	268.5107	9.8800e-003	0.0390	280.3782
Worker	0.3036	0.2144	3.3719	8.9900e-003	0.9948	5.9600e-003	1.0008	0.2638	5.4800e-003	0.2693		908.8187	908.8187	0.0238	0.0217	915.8790
Total	0.3273	0.8278	3.5771	0.0115	1.0780	0.0122	1.0903	0.2878	0.0115	0.2993		1,177.3295	1,177.3295	0.0337	0.0607	1,196.2572



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555,209.9	2,555,209.9	0.6079			2,570,406.1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555,209.9	2,555,209.9	0.6079			2,570,406.1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0140	0.4757	0.1826	2.3700e-003	0.0832	2.6300e-003	0.0859	0.0240	2.5100e-003	0.0265		255.5542	255.5542	9.4600e-003	0.0371	266.8359
Worker	0.2815	0.1896	3.1033	8.7000e-003	0.9948	5.6100e-003	1.0004	0.2638	5.1600e-003	0.2690		879.5439	879.5439	0.0213	0.0201	886.0514
Total	0.2954	0.6653	3.2858	0.0111	1.0780	8.2400e-003	1.0863	0.2878	7.6700e-003	0.2955		1,135,098.1	1,135,098.1	0.0308	0.0571	1,152,887.3



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0140	0.4757	0.1826	2.3700e-003	0.0832	2.6300e-003	0.0859	0.0240	2.5100e-003	0.0265		255.5542	255.5542	9.4600e-003	0.0371	266.8359
Worker	0.2815	0.1896	3.1033	8.7000e-003	0.9948	5.6100e-003	1.0004	0.2638	5.1600e-003	0.2690		879.5439	879.5439	0.0213	0.0201	886.0514
Total	0.2954	0.6653	3.2858	0.0111	1.0780	8.2400e-003	1.0863	0.2878	7.6700e-003	0.2955		1,135.0981	1,135.0981	0.0308	0.0571	1,152.8873



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673			1,819.6122
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673			1,819.6122

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0633	0.0426	0.6974	1.9600e-003	0.2236	1.2600e-003	0.2248	0.0593	1.1600e-003	0.0605		197.6503	197.6503	4.7900e-003	4.5000e-003	199.1127
Total	0.0633	0.0426	0.6974	1.9600e-003	0.2236	1.2600e-003	0.2248	0.0593	1.1600e-003	0.0605		197.6503	197.6503	4.7900e-003	4.5000e-003	199.1127



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673			1,819.6122
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673			1,819.6122

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0633	0.0426	0.6974	1.9600e-003	0.2236	1.2600e-003	0.2248	0.0593	1.1600e-003	0.0605		197.6503	197.6503	4.7900e-003	4.5000e-003	199.1127
Total	0.0633	0.0426	0.6974	1.9600e-003	0.2236	1.2600e-003	0.2248	0.0593	1.1600e-003	0.0605		197.6503	197.6503	4.7900e-003	4.5000e-003	199.1127



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	43.0377					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	43.2293	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0569	0.0384	0.6276	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		177.8853	177.8853	4.3200e-003	4.0500e-003	179.2014
Total	0.0569	0.0384	0.6276	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		177.8853	177.8853	4.3200e-003	4.0500e-003	179.2014



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	43.0377					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168			281.8690
Total	43.2293	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168			281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0569	0.0384	0.6276	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		177.8853	177.8853	4.3200e-003	4.0500e-003	179.2014
Total	0.0569	0.0384	0.6276	1.7600e-003	0.2012	1.1300e-003	0.2023	0.0534	1.0400e-003	0.0544		177.8853	177.8853	4.3200e-003	4.0500e-003	179.2014



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9657	3.1487	30.1239	0.0690	7.2552	0.0483	7.3035	1.9333	0.0449	1.9782		7,028.3507	7,028.3507	0.4289	0.2850	7,124.0014
Unmitigated	2.9657	3.1487	30.1239	0.0690	7.2552	0.0483	7.3035	1.9333	0.0449	1.9782		7,028.3507	7,028.3507	0.4289	0.2850	7,124.0014

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	906.25	1,007.77	777.50	3,083,507	3,083,507
Total	906.25	1,007.77	777.50	3,083,507	3,083,507

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.543401	0.061496	0.184986	0.128935	0.023820	0.006437	0.011961	0.008652	0.000812	0.000508	0.024540	0.000745	0.003706



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0604	0.5159	0.2196	3.2900e-003		0.0417	0.0417		0.0417	0.0417		658.6482	658.6482	0.0126	0.0121	662.5622
NaturalGas Unmitigated	0.0604	0.5159	0.2196	3.2900e-003		0.0417	0.0417		0.0417	0.0417		658.6482	658.6482	0.0126	0.0121	662.5622

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	5598.51	0.0604	0.5159	0.2196	3.2900e-003		0.0417	0.0417		0.0417	0.0417		658.6482	658.6482	0.0126	0.0121	662.5622
Total		0.0604	0.5159	0.2196	3.2900e-003		0.0417	0.0417		0.0417	0.0417		658.6482	658.6482	0.0126	0.0121	662.5622



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	5.59851	0.0604	0.5159	0.2196	3.2900e-003		0.0417	0.0417		0.0417	0.0417		658.6482	658.6482	0.0126	0.0121	662.5622
Total		0.0604	0.5159	0.2196	3.2900e-003		0.0417	0.0417		0.0417	0.0417		658.6482	658.6482	0.0126	0.0121	662.5622

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	35.4106	2.6864	73.1686	0.1612		9.5135	9.5135		9.5135	9.5135	1,159.6245	2,247.0033	3,406.6278	3.4759	0.0787	3,516.9805
Unmitigated	35.4106	2.6864	73.1686	0.1612		9.5135	9.5135		9.5135	9.5135	1,159.6245	2,247.0033	3,406.6278	3.4759	0.0787	3,516.9805



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2122					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	32.4401	2.5688	62.9588	0.1606		9.4569	9.4569		9.4569	9.4569	1,159.6245	2,228.6118	3,388.2363	3.4582	0.0787	3,498.1478
Landscaping	0.3070	0.1176	10.2098	5.4000e-004		0.0566	0.0566		0.0566	0.0566		18.3915	18.3915	0.0177		18.8327
Total	35.4107	2.6864	73.1686	0.1612		9.5135	9.5135		9.5135	9.5135	1,159.6245	2,247.0033	3,406.6278	3.4759	0.0787	3,516.9805



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2122					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.4513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	32.4401	2.5688	62.9588	0.1606		9.4569	9.4569		9.4569	9.4569	1,159.6245	2,228.6118	3,388.2363	3.4582	0.0787	3,498.1478
Landscaping	0.3070	0.1176	10.2098	5.4000e-004		0.0566	0.0566		0.0566	0.0566		18.3915	18.3915	0.0177		18.8327
Total	35.4107	2.6864	73.1686	0.1612		9.5135	9.5135		9.5135	9.5135	1,159.6245	2,247.0033	3,406.6278	3.4759	0.0787	3,516.9805

7.0 Water Detail

7.1 Mitigation Measures Water



Stanton Homes - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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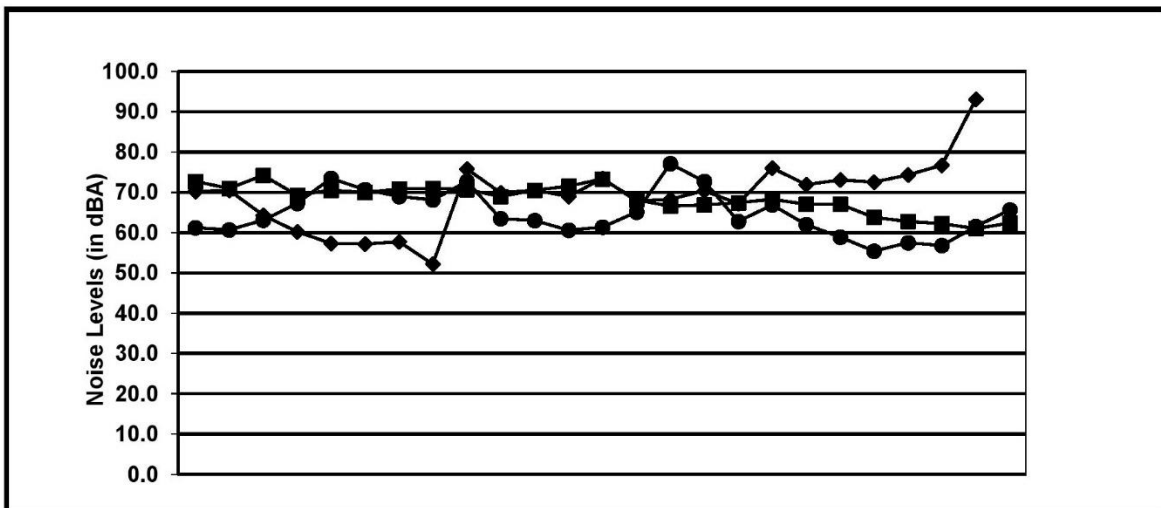
11.0 Vegetation



APPENDIX B – NOISE MEASUREMENTS



Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
63.5	70.2	72.7	61.2	L ₉₉	72.7	93.1	74.2	77.1
61.9	70.5	71.0	60.7		72.4	76.7	73.3	73.5
62.1	64.3	74.2	63.1	L ₉₀	67.6	76.0	72.7	72.7
72.7	60.2	69.3	67.3		67.4	75.8	71.5	72.7
67.6	57.3	70.5	73.5		66.2	75.2	71.0	70.7
66.2	57.2	70.0	70.7		66.2	74.3	71.0	69.0
61.1	57.7	70.8	69.0		64.3	73.5	70.8	68.1
63.3	52.2	71.0	68.1		63.6	73.1	70.7	67.3
63.6	75.8	70.7	72.7		63.5	72.5	70.5	66.9
63.0	69.9	69.0	63.5		63.3	71.9	70.5	65.6
61.4	70.5	70.5	63.0		63.3	70.5	70.0	65.1
61.4	69.0	71.5	60.6	L ₅₀	63.3	70.5	69.3	63.5
60.8	73.5	73.3	61.4		63.0	70.4	69.0	63.1
60.7	67.8	68.1	65.1		63.0	70.2	68.3	63.0
63.3	68.3	66.6	77.1		62.5	69.9	68.1	62.8
63.0	70.4	66.9	72.7		62.4	69.0	67.4	62.0
62.5	67.2	67.4	62.8		62.1	68.3	67.0	61.5
63.3	76.0	68.3	66.9		61.9	67.8	67.0	61.4
66.2	71.9	67.0	62.0		61.4	67.2	66.9	61.2
67.4	73.1	67.0	58.9	L ₂₅	61.4	64.3	66.6	60.7
64.3	72.5	63.8	55.4		61.1	60.2	63.8	60.6
62.4	74.3	62.8	57.5		60.8	57.7	62.8	58.9
58.9	76.7	62.2	56.8	L ₁₀	60.7	57.3	62.4	57.5
59.2	93.1	61.0	61.5		59.2	57.2	62.2	56.8
72.4	75.2	62.4	65.6		58.9	52.2	61.0	55.4

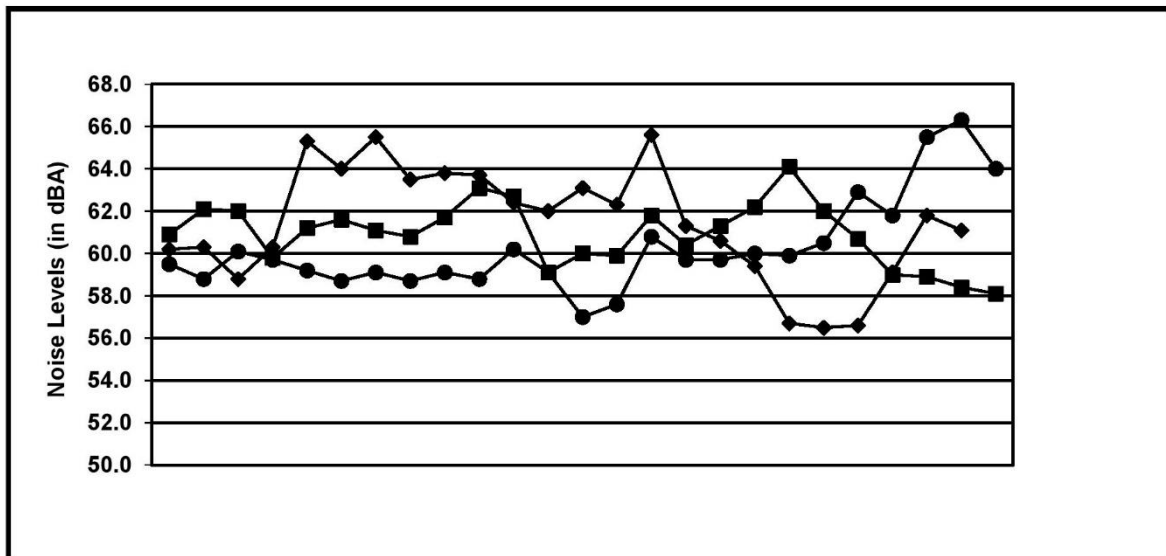


**Noise Measurements
 East side of Beach - Location 1**

Source: Blodgett Baylois Environmental Planning



Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
63.0	60.2	60.9	59.5	L ₉₉	63.0	65.6	64.1	66.3
57.6	60.3	62.1	58.8		62.8	65.5	63.1	65.5
54.3	58.8	62.0	60.1	L ₉₀	62.7	65.3	62.7	64.0
54.4	60.3	59.8	59.7		61.7	64.0	62.2	62.9
54.7	65.3	61.2	59.2		61.6	63.8	62.1	61.8
55.5	64.0	61.6	58.7		61.6	63.7	62.0	60.8
61.7	65.5	61.1	59.1		61.4	63.5	62.0	60.5
60.8	63.5	60.8	58.7		61.1	63.1	61.8	60.2
60.6	63.8	61.7	59.1		61.0	62.4	61.7	60.1
60.1	63.7	63.1	58.8		60.8	62.3	61.6	60.0
61.6	62.4	62.7	60.2		60.8	62.0	61.3	59.9
61.4	62.0	59.1	59.1	L ₅₀	60.7	61.8	61.2	59.7
60.8	63.1	60.0	57.0		60.6	61.3	61.1	59.7
60.5	62.3	59.9	57.6		60.5	61.1	60.9	59.7
60.0	65.6	61.8	60.8		60.1	60.6	60.8	59.5
60.7	61.3	60.4	59.7		60.0	60.3	60.7	59.2
61.6	60.6	61.3	59.7		58.7	60.3	60.4	59.1
62.8	59.4	62.2	60.0		58.7	60.2	60.0	59.1
62.7	56.7	64.1	59.9		58.4	59.8	59.9	59.1
61.1	56.5	62.0	60.5	L ₂₅	58.0	59.4	59.8	58.8
58.4	56.6	60.7	62.9		57.6	59.1	59.1	58.8
58.7	59.1	59.0	61.8		55.5	58.8	59.0	58.7
58.0	61.8	58.9	65.5	L ₁₀	54.7	56.7	58.9	58.7
58.7	61.1	58.4	66.3		54.4	56.6	58.4	57.6
61.0	59.8	58.1	64.0		54.3	56.5	58.1	57.0



**Noise Measurements
 Center of Site - Location 2**

Source: Blodgett Baylosis Environmental Planning



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APPENDIX C – TRAFFIC STUDY



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TRAFFIC IMPACT STUDY AND VEHICLE MILES TRAVELLED (VMT) SCREENING

Stanton Townhome
12200 Beach Boulevard, Stanton

Date: June 30, 2021

Prepared For:

Bonanni Development

5500 Bolsa Ave, Suite 120

Huntington Beach, CA 92649

Prepared By:

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210

Tustin, CA 92780

(714) 832-2116



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Stanton Townhome
12200 Beach Blvd, Stanton

June 30, 2021
Traffic Impact Study And VMT Screening

Traffic Impact Study for Stanton Townhome
12200 Beach Boulevard, Stanton



Prepared under the supervision of

A handwritten signature in black ink, appearing to read "Jende Kay Hsu".

Jende Kay Hsu, P.E., T. E.

Lic. # T2285



Stanton Townhome
12200 Beach Blvd, Stanton

June 30, 2021
Traffic Impact Study And VMT Screening

EXECUTIVE SUMMARY

The purpose of this study is to evaluate traffic impact of the proposed townhome development located at 12200 Beach Boulevard in the City of Stanton. The proposed development includes 85 dwelling units, including 16 one-bedrooms, 9 two-bedrooms, and 60 three-bedrooms. All existing buildings will be demolished.

The project is expected to have a NET trip generation of 36 trips in the AM peak hour, including 6 inbound and 30 outbound trips, 43 trips in the PM peak hour, including 28 inbound and 15 outbound trips, and 589 daily trips. The project does not generate any significant impact and mitigation measure is not required.

Due to the absence of a median opening at the project access driveway, U-Turn traffic is expected to increase at adjacent intersections on Beach Boulevard at Park Plaza and Catherine Avenue. Queue analysis indicates that adequate pocket lengths are provided to accommodate these additional U-turn movements. The project should install a "RIGHT TURN ONLY" (R3-5R) signs at each proposed driveway and a "One Way Arrow" (W6-1R) sign on the raised median facing egress traffic.

This proposed project meets the High Quality Transit Area (HQTA) screening criteria for projects located within ½ mile of a Transit Priority Area (TPA) or a HQTA. The project is exempt from a VMT Analysis and can be presumed to have less than significant impact on transportation and circulation.



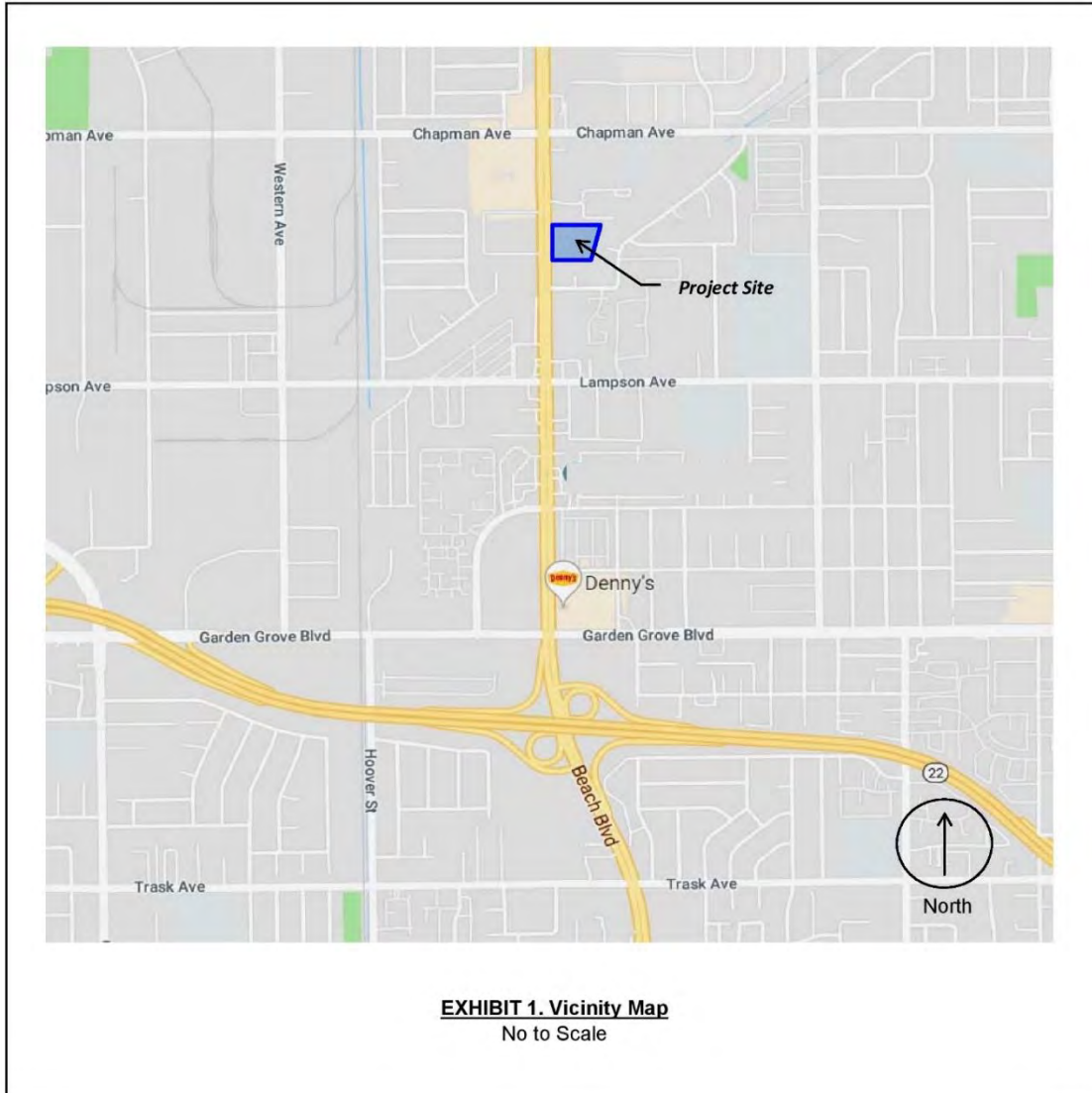
Stanton Townhome
12200 Beach Blvd, Stanton

June 30, 2021
Traffic Impact Study And VMT Screening

INTRODUCTION

The purpose of this study is to evaluate traffic impact of the proposed townhome development located at 12200 Beach Boulevard in the City of Stanton. Vicinity map is shown in **Exhibit 1**.

The project site is currently operated by a RV rental company named ShareMyCoach.com. All existing buildings (6,520 square feet) will be demolished to accommodate the proposed townhome with 85 dwelling units, including 16 one-bedrooms, 9 two-bedrooms, and 60 three-bedrooms. The proposed site plan is shown in **Exhibit 2**.



K2 Traffic Engineering, Inc.



SITE PLAN SUMMARY
 See Sheet CS2 for more information

Total Site Area:	3,546 Acres
Total Units:	85 Dwelling Units
1-Bedroom Units	16 Units (18.8%)
2-Bedroom Units	9 Units (10.6%)
3-Bedroom Units	60 Units (70.6%)
Unit 1A	8 Units
Unit 1B	8 Units
Unit 2B	9 Units
Unit 3A	25 Units
Unit 3B	31 Units
Density:	25 to 45 du/net ac
Target: (SMC 20.30.050) (89 Units)	23.97 du/acre
Provided:	296 Spaces
Parking:	Required (SMC 20.30.050): 1-Bed = 2 Space/Unit 2-Bed = 2.5 Space/Unit 3-Bed = 3.5 Space/Unit Guest = 1 per 3 Units
Provided:	203 Spaces Garage: 154 Spaces Open (off-street): 49 Spaces Required Accessible = 3 Spaces Unassigned Open (49 x 5%)
Open Space: (SMC 20.30.050, 20.420.050 E)	68,671 S.F.
Total Open Space Provided:	46,341 S.F.
Required:	21,230 S.F.
Eligible Open Space Required:	52,764 S.F.
Total Usable Common Open Space:	41,595 S.F.
Total Private Open Space:	11,169 S.F.

Legend
 Adaptable Unit Per CBC 1102A.3 (9 Units total)

SCALE 1" = 30'

WHA
 ARCHITECTURAL DESIGN
 20801 LUNA | 1024-0508

A1.10



ARCHITECTURAL SITE PLAN
STANTON TOWNHOMES
 12200 BEACH BOULEVARD
 STANTON, CA



EXHIBIT 2. SITE PLAN

WHA, A LICENSED ARCHITECTURAL FIRM, HAS PREPARED THESE PLANS IN ACCORDANCE WITH THE CALIFORNIA PROFESSIONAL ARCHITECTS ACT. SEE SHEET CS2 FOR MORE INFORMATION.



STUDY SCENARIOS

According to the scoping agreement (see **Appendix A**), the following intersections are included in this study for level of service analysis to evaluate the potential traffic impacts:

1. Beach Boulevard at Chapman Avenue
2. Beach Boulevard at Park Plaza
3. Beach Boulevard at Catherine Avenue
4. Beach Boulevard at Lampson Avenue
5. Beach Boulevard at Project Driveway

The intersection of Beach Boulevard and Chapman Avenue (#1) is controlled by traffic signals. All other study intersections are currently controlled by stop signs on the minor streets.

For the signalized intersection, the Level of Service (LOS) analysis is based on Intersection Capacity Utilization (ICU). **Table 1** provides the definition for LOS associated with values of volume-to-capacity ratios (V/C).

Table 1. LOS Definitions – Signalized Intersections (ICU Analysis)

LOS	V/C Ratio
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91- 1.00
F	> 1.00

For non-signalized intersections or driveways, the LOS analyses are performed using SYNCHRO software based on the methodologies prescribed in the Highway Capacity Manual (HCM 2010). **Table 2** provides the definition for LOS associated with average control delay.



Table 2. LOS Definitions – Unsignalized Intersections (HCM Analysis)

LOS	Average Control Delay of Minor Approach (seconds/vehicle)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

In compliance with the *2019 Congestion Management Program (CMP)*, established by the Orange County Transportation Authority (OCTA), and the scoping agreement, the following scenarios are included in this analysis:

- i. Existing Conditions
- ii. Existing Conditions plus Project
- iii. Project Opening Year (2023) with Cumulative Developments
- iv. Project Opening Year (2023) with Cumulative Developments plus Project



Stanton Townhome
 12200 Beach Blvd, Stanton

June 30, 2021
 Traffic Impact Study And VMT Screening

EXISTING CONDITIONS

Project site is located on the east side of Beach Boulevard between Park Plaza and Catherine Avenue. Beach Boulevard is a north-south Principal Arterial that provides four lanes in each direction separated by raised medians and exclusive left-turn lanes at major intersections. The posted speed limit is 45 mph. On-street parking is prohibited along Beach Boulevard in the project vicinity.

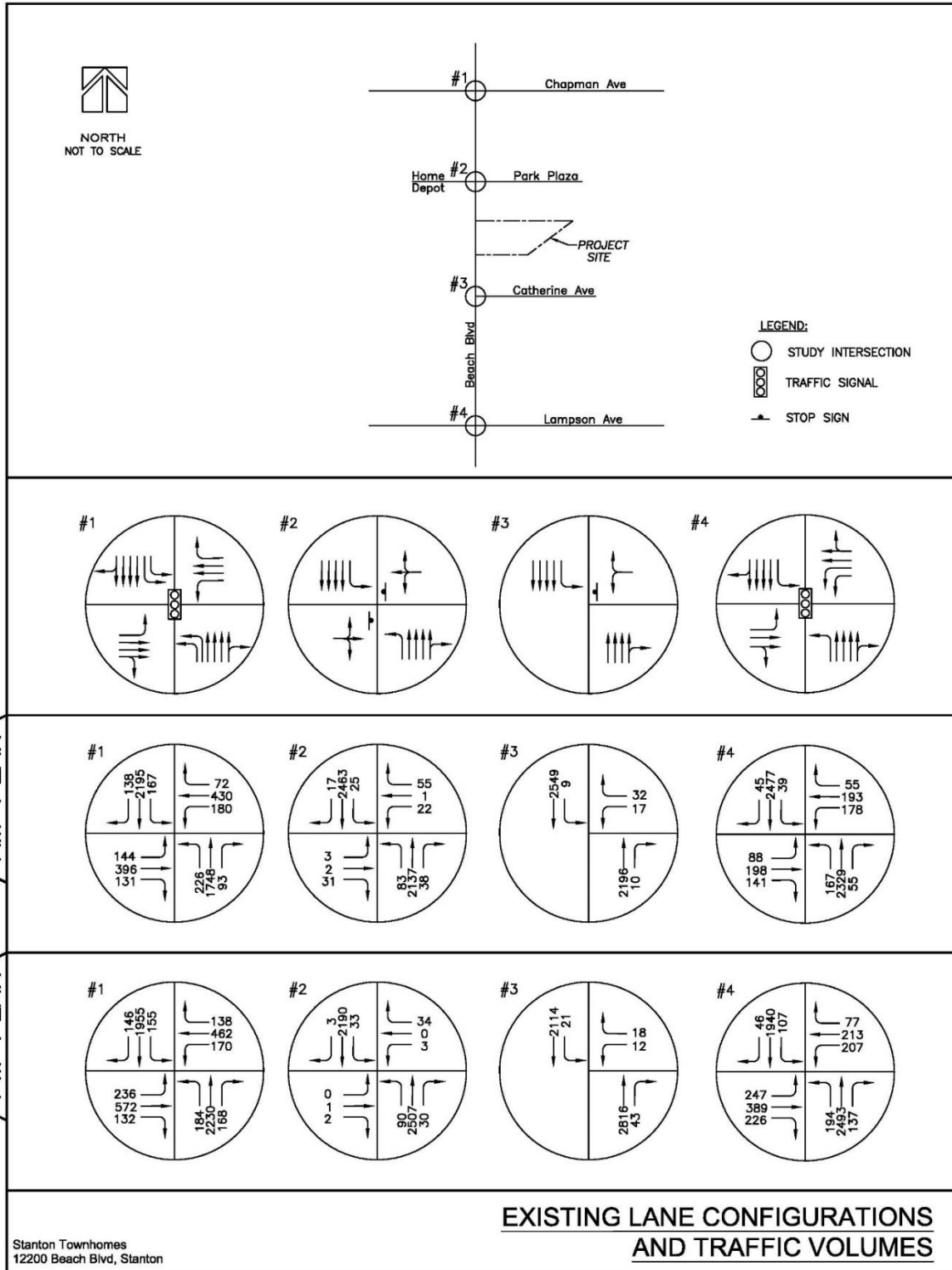
All traffic counts of AM and PM peak hour turning movements at study intersections were collected on Thursday, February 20, 2020, except intersection No.2 (Beach Boulevard at Park Plaza) which was collected on Thursday, October 15, 2020. It is noted that traffic volumes collected are relatively comparable with each other and do not require data adjustment. Lane configurations and traffic volumes at the study intersections are shown in **Exhibit 3**. Complete traffic data can be found in **Appendix B**.

Level of service (LOS) and V/C ratio for existing conditions are shown in **Table 3**. The analysis worksheets can be found in **Appendix C**. All study intersections operate at acceptable LOS D or better in the AM and PM peak hours under existing conditions.

Table 3. Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	C	0.791	D	0.845
2. Beach Blvd at Park Plaza*	D	26.2	D	27.7
3. Beach Blvd at Catherine Ave*	C	22.4	D	30.8
4. Beach Blvd at Lampson Ave	C	0.801	D	0.877

*Stop controlled at minor approach with delay shown in seconds



K2 TRAFFIC ENGINEERING

EXHIBIT 3



Stanton Townhome
 12200 Beach Blvd, Stanton

June 30, 2021
 Traffic Impact Study And VMT Screening

TRIP GENERATION

Trip generation represents the amount of traffic attracted and produced by the project development. Based upon the recommendations from *Trip Generation, Tenth Edition*, published by the Institute of Transportation Engineers (ITE), applicable trip generation rates are shown in **Table 4**.

Table 4. Trip Generation Rate

Land Use (ITE Code)	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Rate	In	Out	Rate	In	Out
Multifamily Housing (Low-Rise) (220)	Dwelling Unit	7.32	0.46	23%	77%	0.56	63%	37%
Recreational Vehicle Sales (842)	1,000 Sq. Ft.	5.00	0.46	85%	15%	0.77	31%	69%

Project trip generation were calculated and summarized in **Table 5**. The project is expected to have a NET trip generation of 36 trips in the AM peak hour, including 6 inbound and 30 outbound trips, 43 trips in the PM peak hour, including 28 inbound and 15 outbound trips, and 589 daily trips.

Table 5. Project Trip Generation

Land Use	Unit	Quantity	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Proposed Use Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	85	39	9	30	48	30	18	622
Existing-Use Credit Recreational Vehicle Sales (842)	1000 Sq. Ft.	-6.52	-3	-3	0	-5	-2	-3	-33
NET Trip Generation			36	6	30	43	28	15	589



Stanton Townhome
12200 Beach Blvd, Stanton

June 30, 2021
Traffic Impact Study And VMT Screening

TRIP DISTRIBUTION

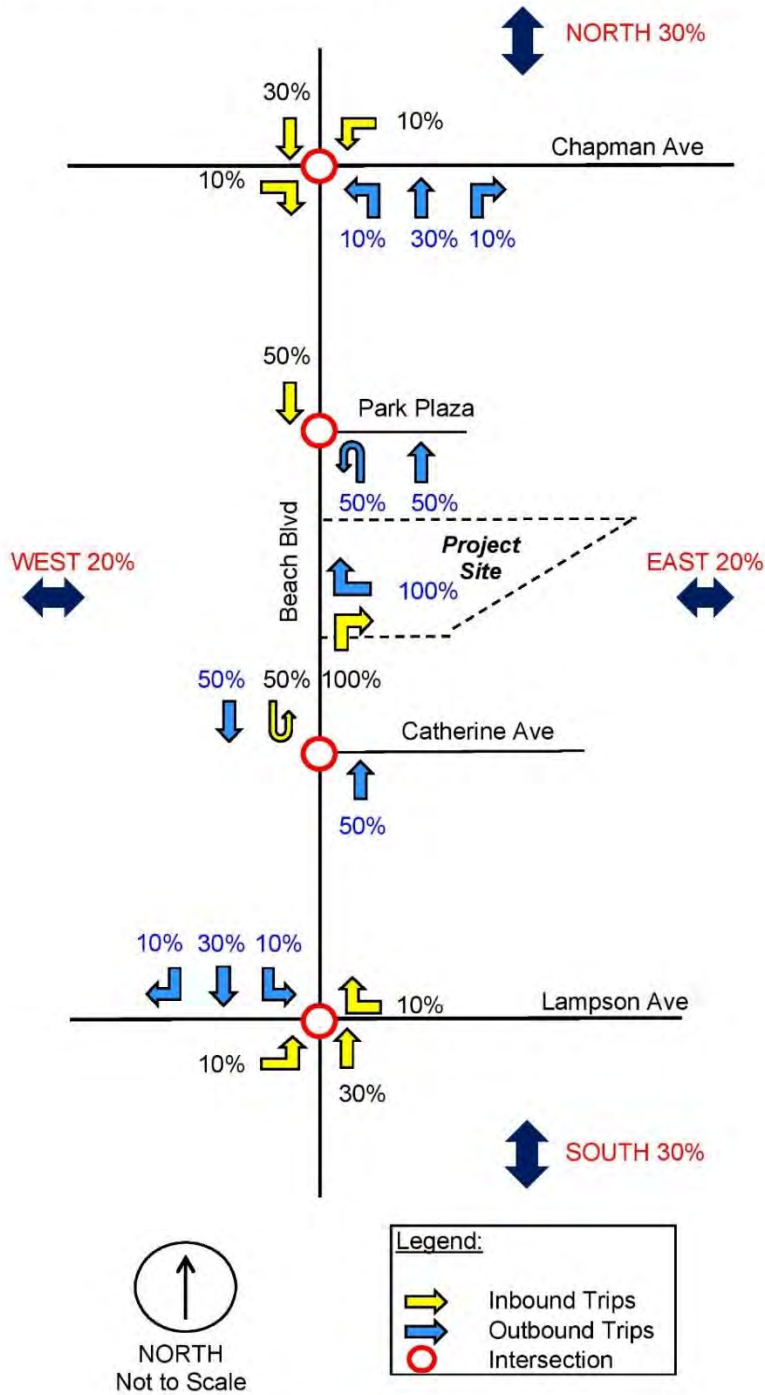
Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The trip distribution pattern for the project is illustrated on **Exhibit 4**.

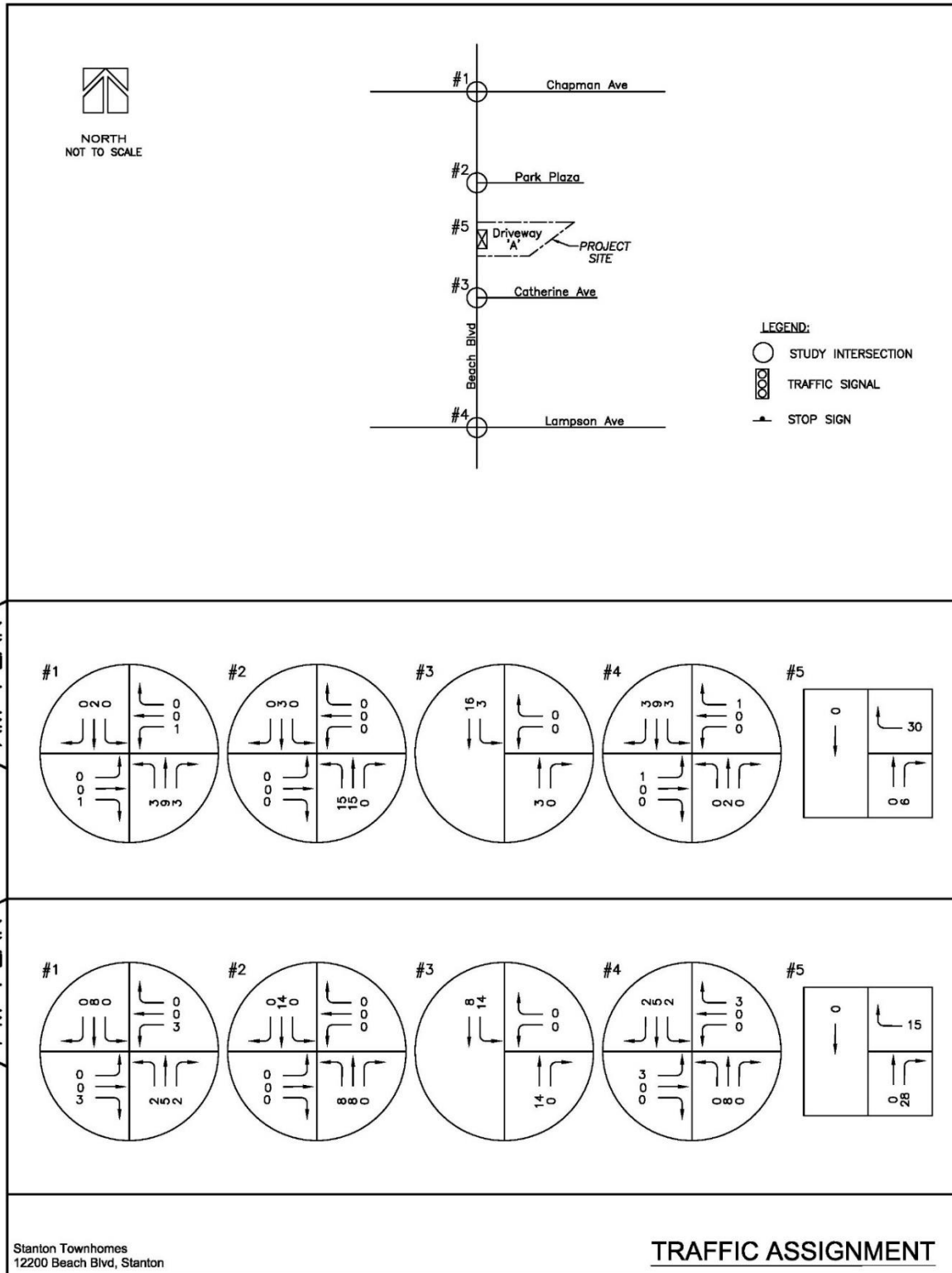
TRAFFIC ASSIGNMENT

The traffic assignment to and from the site has been based upon the results of trip generation, trip distribution, and access layouts. **Exhibit 5** illustrates the traffic assignment of the proposed project in the AM and PM peak hour.



EXHIBIT 4. TRIP DISTRIBUTION





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EXHIBIT 5



Stanton Townhome
 12200 Beach Blvd, Stanton

June 30, 2021
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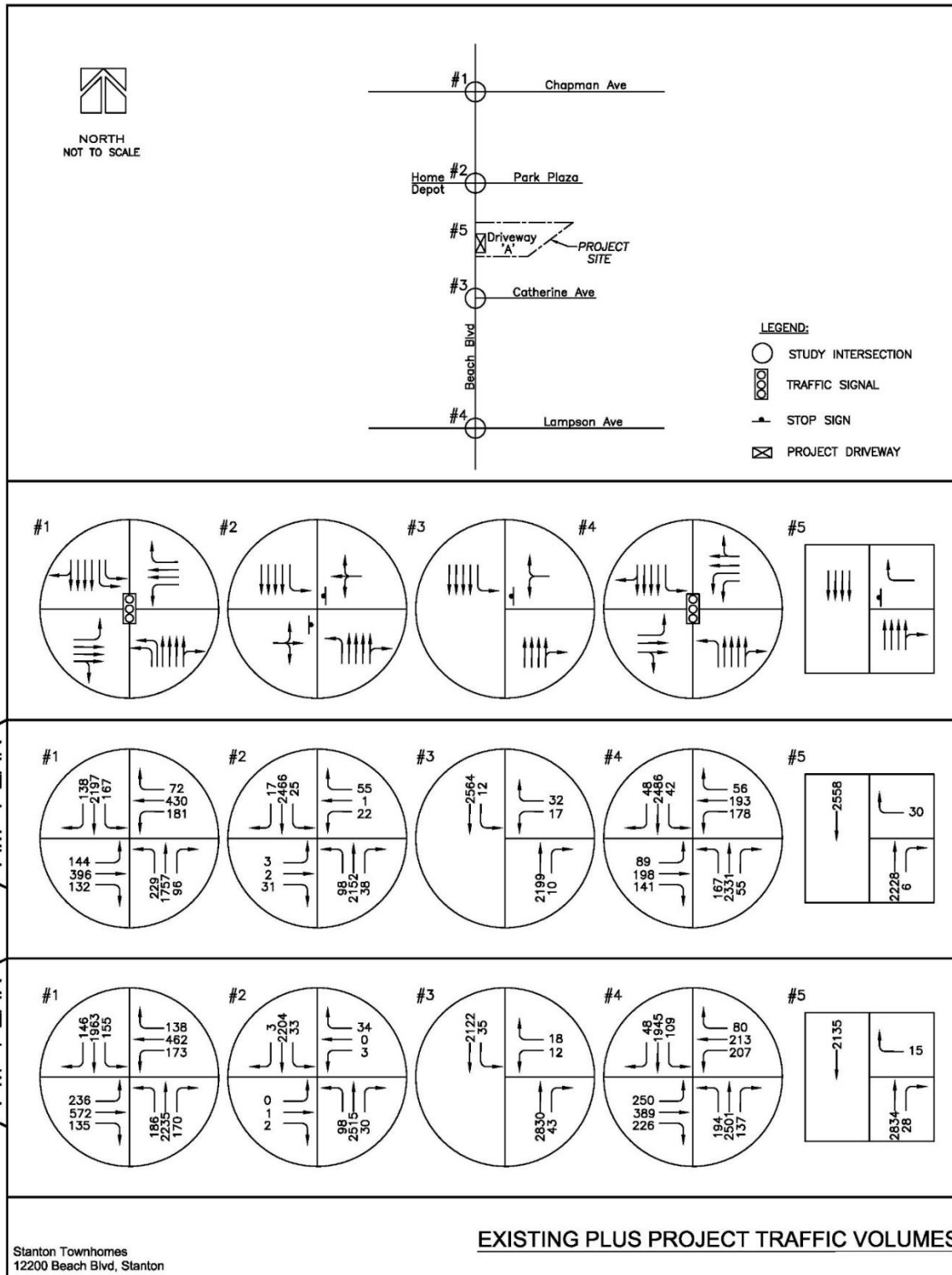
EXISTING CONDITIONS WITH PROJECT

Traffic volumes at the study intersections for existing conditions plus project are shown in **Exhibit 6**. The level of service and V/C ratios are shown in **Table 6**. All study intersections will operate at LOS D or better for the AM and PM peak hours in this scenario.

Table 6. Existing Conditions plus Project

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	C	0.793	D	0.847
2. Beach Blvd at Park Plaza	D	26.2	D	27.9
3. Beach Blvd at Catherine Ave	C	22.4	D	31.0
4. Beach Blvd at Lampson Ave	C	0.803	D	0.879
5. Beach Blvd at Project Driveway "A"	C	22.6	D	30.2

*Stop controlled at minor approach with delay shown in seconds



Stanton Townhomes
 12200 Beach Blvd, Stanton

K2 TRAFFIC ENGINEERING

EXHIBIT 6



Stanton Townhome
12200 Beach Blvd, Stanton

June 30, 2021
Traffic Impact Study And VMT Screening

CUMULATIVE DEVELOPMENTS

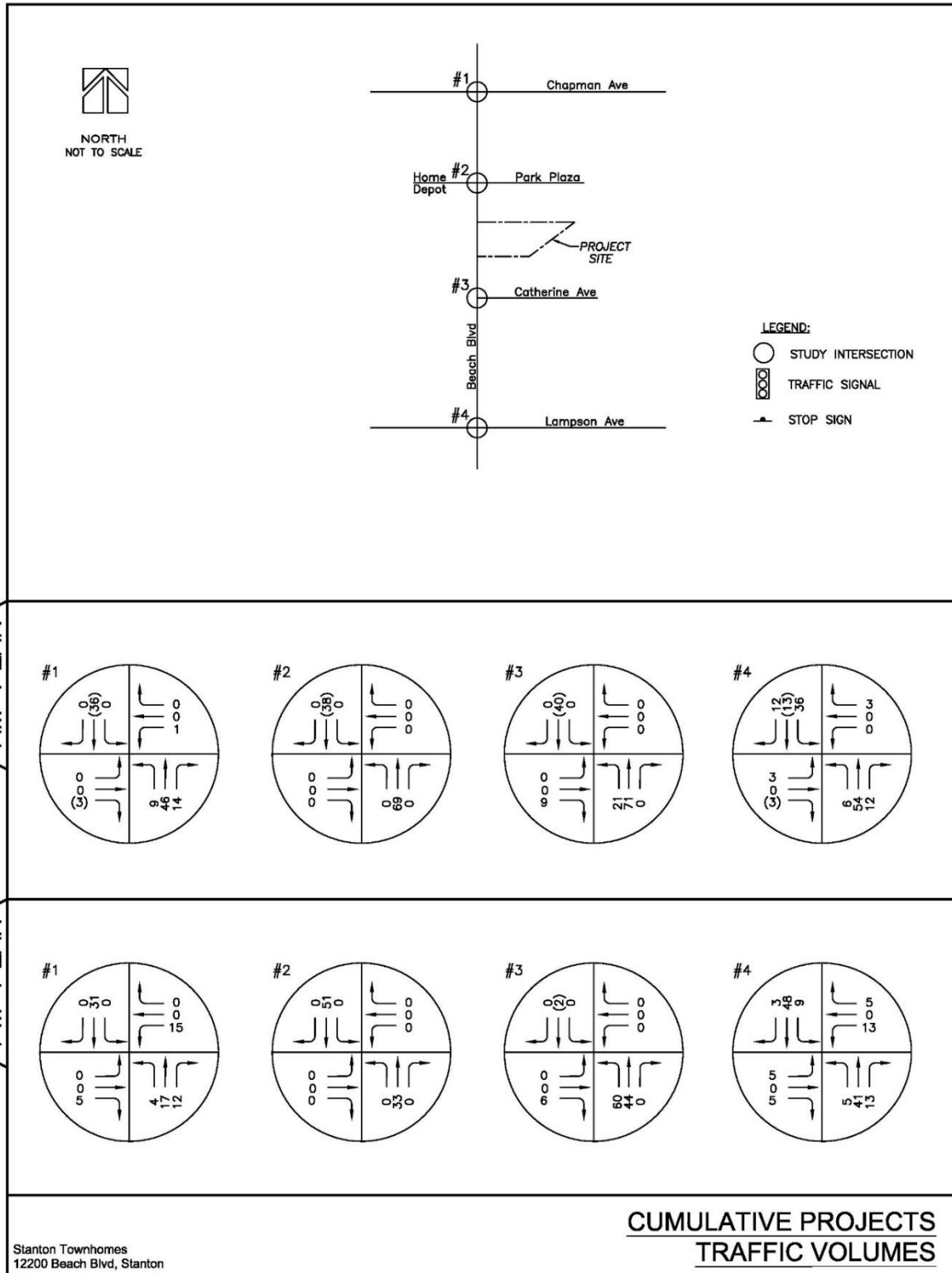
Based on the information provided by the Planning Department of the City of Stanton, the following cumulative developments are taken into consideration for analysis of the opening year conditions:

- Village Center and Village Center North: The development of Village Center includes 123 multi-family dwelling units and 105,000 square feet of commercial retail; The development of Village Center North includes 114 multi-family dwelling units.
- VRV Mixed-Use: The mixed-use development includes 300 apartment units and 6,200 square feet of retail uses.
- Cloud House Apartment: The development of 321 apartment units includes 41 studios, 196 one-bedroom, and 84 two-bedroom units.

Exhibit 7 illustrates the locations of the cumulative development project. **Exhibit 8** shows the traffic generated by this project at study intersections.



K2 Traffic Engineering, Inc.



K2 TRAFFIC ENGINEERING

EXHIBIT 8



Stanton Townhome
 12200 Beach Blvd, Stanton

June 30, 2021
 Traffic Impact Study And VMT Screening

OPENING YEAR CUMULATIVE CONDITIONS

For project opening year 2023, the annual growth rate of two percent (2%) is used. This factor represents traffic increases resulting from regional growth. With proposed off-site improvement, lane configurations and traffic controls Traffic volumes for the project opening year with cumulative developments are illustrated in **Exhibit 9**.

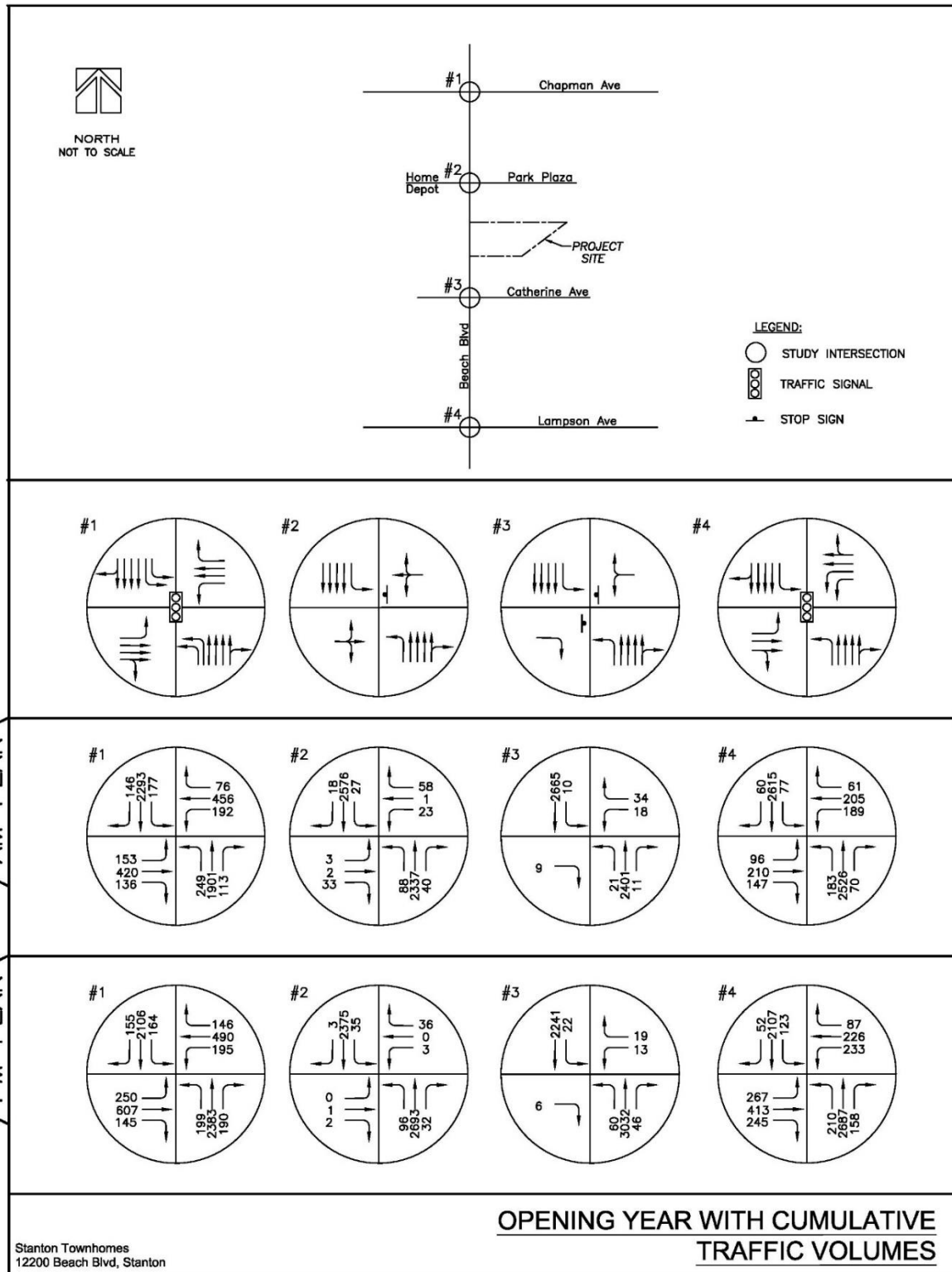
The project's level of service under opening year with cumulative developments conditions are shown in **Table 7**. All study intersections operate at acceptable LOS E or better in the AM and PM peak hours except the following:

- Intersection #3, Beach Boulevard at Catherine Avenue: LOS E in the PM peak hours.
- Intersection #4, Beach Boulevard at Lampson Avenue: LOS E in the PM peak hours.

Table 7. Opening Year (2023) Cumulative Conditions - Without Project

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	D	0.833	D	0.899
2. Beach Blvd at Park Plaza	D	28.5	D	31.8
3. Beach Blvd at Catherine Ave	D	26.0	E	35.6
4. Beach Blvd at Lampson Ave	D	0.849	E	0.949

*Stop controlled at minor approach with delay shown in seconds



K2 TRAFFIC ENGINEERING

EXHIBIT 9



Stanton Townhome
 12200 Beach Blvd, Stanton

June 30, 2021
 Traffic Impact Study And VMT Screening

OPENING YEAR CUMULATIVE CONDITIONS PLUS PROJECT

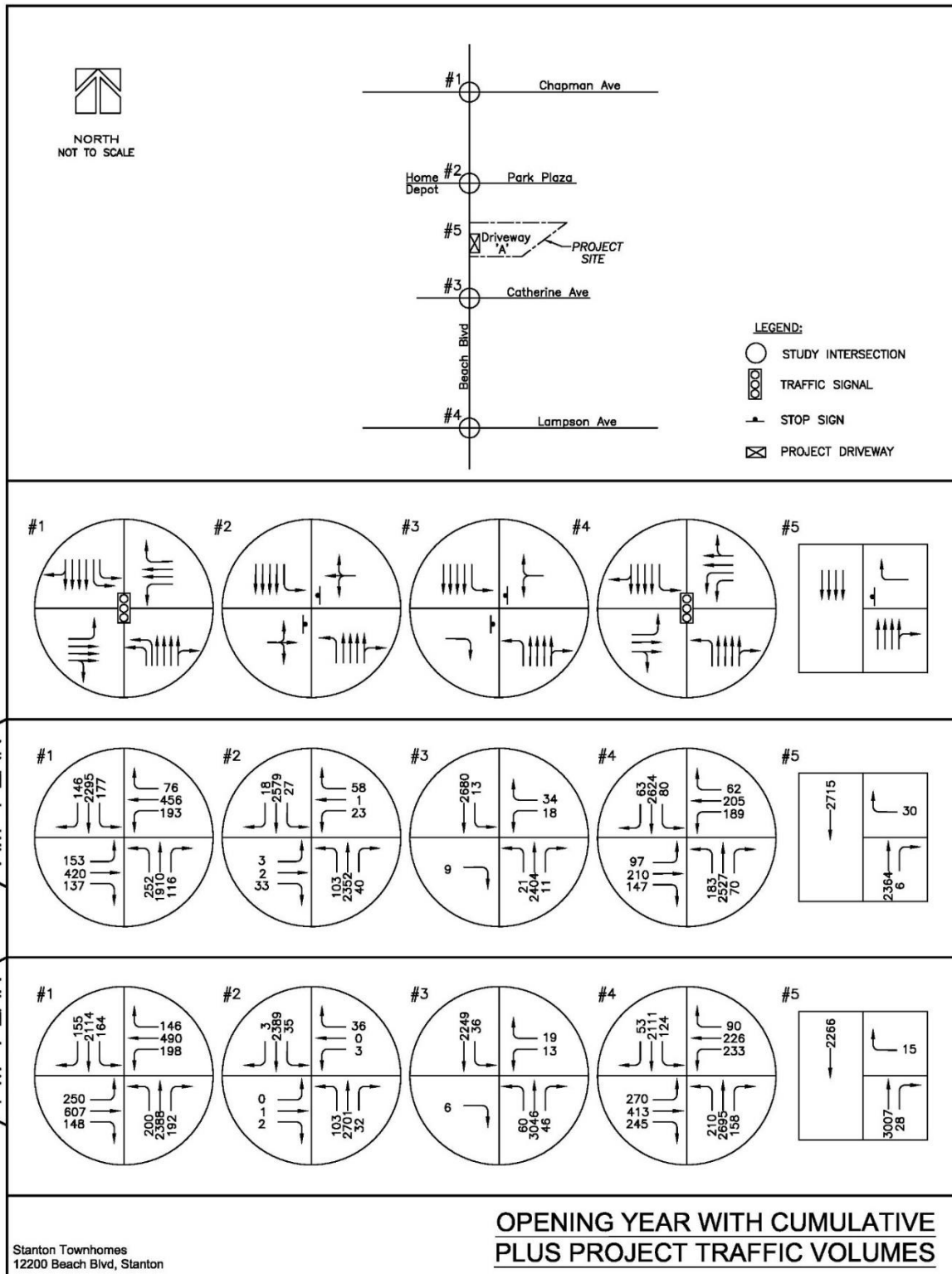
Traffic volumes for the project opening year with cumulative developments plus project traffic volumes are illustrated in **Exhibit 10**. The level of services and V/C ratios at study intersections under opening year cumulative plus project conditions are shown in **Table 8**. All study intersections operate at acceptable LOS D or better in the AM and PM peak hours except the following:

- Intersection #3, Beach Boulevard at Catherine Avenue: LOS E in the PM peak hours.
- Intersection #4, Beach Boulevard at Lampson Avenue: LOS E in the PM peak hours.

Table 8. Opening Year (2023) Cumulative Conditions plus Project

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	D	0.835	D	0.900
2. Beach Blvd at Park Plaza	D	28.7	D	31.8
3. Beach Blvd at Catherine Ave	D	26.1	E	35.9
4. Beach Blvd at Lampson Ave	D	0.851	E	0.951
5. Beach Blvd at Project Driveway "A"	C	24.4	D	33.6

*Stop controlled at minor approach with delay shown in seconds



K2 TRAFFIC ENGINEERING

EXHIBIT 10



THRESHOLD OF SIGNIFICANT IMPACT

According to the City of Stanton's standard, a significant impact occurs at a study intersection when the peak hour LOS falls below D and the intersection capacity utilization (ICU) increases by 0.03 or more. The City of Stanton is required to demonstrate compliance with 2019 Orange County Transportation Authority (OCTA) Congestion Management Plan (CMP) as Beach Boulevard is designated as Orange County CMP facility, the traffic impact is deemed significant and mitigation is required if both of the following conditions are met:

- I. The intersection operates at worse than LOS E, and
- II. The ICU increases by 0.10 or more.

The traffic impacts of the proposed project based on existing conditions are shown in **Table 9**. The project does not have a significant traffic impact and mitigation measure is, therefore, not required.



Stanton Townhome
 12200 Beach Blvd, Stanton

June 30, 2021
 Traffic Impact Study And VMT Screening

Table 9. Project Intersection Impact Analysis - Existing Conditions

No.	Intersection	W/O Project		With Project		Increase	Significant Impact
		LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)		
AM PEAK							
1	Beach Blvd at Chapman Ave	C	0.791	C	0.793	0.002	No
2	Beach Blvd at Park Plaza*	D	26.2	D	26.2	0	No
3	Beach Blvd at Catherine Ave*	C	22.4	C	22.4	0	No
4	Beach Blvd at Lampson Ave	C	0.801	C	0.803	0.002	No
PM PEAK							
1	Beach Blvd at Chapman Ave	D	0.845	D	0.847	0.002	No
2	Beach Blvd at Park Plaza*	D	27.7	D	27.9	0.2 sec	No
3	Beach Blvd at Catherine Ave*	D	30.8	D	31.0	0.2 sec	No
4	Beach Blvd at Lampson Ave	D	0.877	D	0.879	0.002	No

* Stop controlled at minor approach with delay shown in seconds



Stanton Townhome
 12200 Beach Blvd, Stanton

June 30, 2021
 Traffic Impact Study And VMT Screening

The traffic impacts of the proposed project based on the opening year (2021) conditions are shown in **Table 10**. The project does not have a significant traffic impact and mitigation measure is, therefore, not required.

Table 10. Project Intersection Impact Analysis - Opening Year (2023)

No.	Intersection	W/O Project		With Project		Increase	Significant Impact
		LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)		
AM PEAK							
1	Beach Blvd at Chapman Ave	D	0.833	D	0.835	0.002	No
2	Beach Blvd at Park Plaza*	D	28.5	D	28.7	0.2 sec	No
3	Beach Blvd at Catherine Ave*	D	26.0	D	26.1	0.1 sec	No
4	Beach Blvd at Lampson Ave	D	0.849	D	0.851	0.002	No
PM PEAK							
1	Beach Blvd at Chapman Ave	D	0.899	D	0.900	0.001	No
2	Beach Blvd at Park Plaza*	D	31.8	D	31.8	0	No
3	Beach Blvd at Catherine Ave*	E	35.6	E	35.9	0.3 sec	No
4	Beach Blvd at Lampson Ave	E	0.949	E	0.951	0.002 (<0.10)	No

*Stop controlled at minor approach with delay shown in seconds



Stanton Townhome
 12200 Beach Blvd, Stanton

June 30, 2021
 Traffic Impact Study And VMT Screening

SITE ACCESS

The main access is provided on Beach Boulevard at the south end of the site. Beach Boulevard has a raised median in the project vicinity and only right-in-right-out is allowed. A right-turn-only exit gate is located at the north end of the site for residents, emergency vehicles, and trash collections. The project should install a “RIGHT TURN ONLY” (R3-5R) signs at each proposed driveway and a “One Way Arrow” (W6-1R) sign on the raised median facing egress traffic.

Due to the absence of a median opening at the project access driveway, U-Turn traffic is expected to increase at adjacent intersections on Beach Boulevard at Park Plaza and Catherine Avenue. Queue analysis indicates that adequate pocket lengths are provided to accommodate these additional U-turn movements, as shown in **Table 11**. The analysis worksheets can be found in **Appendix D**.

Table 11. Queue Analysis for U-Turn at Adjacent Intersections

Time Period	Driveway Approach		Note	
	95% Queue	Pocket Length		
Int. #2 Northbound Left Turn at Park Plaza				
AM Peak Hour	6.8 car	136 feet	140 feet	OK
PM Peak Hour	5.3 car	106 feet	140 feet	OK
Int. #3 Southbound Left Turn at Catherine Avenue				
AM Peak Hour	0.4 car	8 feet	150 feet	OK
PM Peak Hour	2.6 car	52 feet	150 feet	OK

ON-SITE CIRCULATION

On-site circulation appears efficient and safe without unnecessary bottlenecks. The site plan is subject to review and final approval by the Fire Department, Planning Department and Traffic Engineer.



Stanton Townhome
12200 Beach Blvd, Stanton

June 30, 2021
Traffic Impact Study And VMT Screening

VEHICLE MILES TRAVELED (VMT)

Based on the County of Orange “2020 Updated Transportation Implementation Manual”, which was developed in accordance with Senate Bill (SB) 743, the High-Quality Transit Area (HQTAs) screening criteria is applicable for land development projects located within 0.5 mile of a Transit Priority Area (TPA) or an HQTAs.

The County of Orange Transit Priority Areas is shown in **Exhibit 11**. The proposed townhome development is located within one-half mile from the intersection of Beach Boulevard and Chapman Avenue, a major transit stop defined as an intersection of two major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak. Relevant bus schedules can be found in **Appendix E**.

The HQTAs screening criteria is **NOT** appropriate to use if any of the following exclusionary conditions are applicable to the project:

- a) Is inconsistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- b) Has a floor-to-area ratio (FAR) less than 0.75
- c) Provides an excessive amount of parking
- d) Reduces the number of affordable residential units

CONDITION (a): Is inconsistent with the RTP/SCS

This condition is **NOT** applicable. The project is situated within one-half mile from a major transit stop. The project is a high density residential development consistent with the RTP/SCS.

CONDITION (b): Has a floor-to-area ratio (FAR) less than 0.75

This condition is **NOT** applicable. The project’s FAR is 0.762.



Stanton Townhome
12200 Beach Blvd, Stanton

June 30, 2021
Traffic Impact Study And VMT Screening

CONDITION (c): Provides an excessive amount of parking

This condition is **NOT** applicable. The project is proposed to provide 203 parking spaces. According to Stanton Municipal Code (SMC), the project is required to provide 296 parking spaces. The project does not provide an excess of parking.

CONDITION (d): Reduces the number of affordable housing units

This condition is **NOT** applicable. The project does not reduce affordable housing in the area.

None of the exclusionary conditions are applicable; therefore the proposed project meets the High-Quality Transit Area (HQTA) screening criteria for land development projects located within ½ mile of a TPA or HQTA. The project is exempt from a VMT Analysis and can be presumed to have less than significant impact on transportation and circulation.



EXHIBIT 11. ORANGE COUNTY HIGH-QUALITY TRANSIT AREAS (HQTA)



Major Transit Stop:
 Beach Blvd at Chapman Ave,
 the intersection of two or
 more major bus routes with a
 frequency of service interval
 of 15 minutes or less

Project Site:
 12200 Beach Blvd, Stanton



LSA

LEGEND

- Unincorporated Areas of Orange County
- High Quality Transit Areas
- Unincorporated Areas within High Quality Transit Areas
- Transportation Centers
- Metrolink Station (with half-mile buffer)



SOURCE: OCPW (3/2020), SCAG (6/2019); OCTA (11/2019); Bing (2019)
 I:\OCY1701.19\GIS\MXD\HQTA.mxd (4/1/2020)

FIGURE 4
 Sheet 1 of 2

CEQA Transportation Thresholds of Significance Guide
 County of Orange Transit Priority Areas



APPENDIX A SCOPING AGREEMENT



Traffic Impact Study Scope

Project Names:	Stanton Townhomes	
Project Address:	12200 Beach Blvd, Stanton	
Project Description:	Development of new townhomes with 89 dwelling units with 10% Moderate Income Affordable, including 16 one-bedrooms, 15 two-bedrooms, and 58 three-bedrooms. See Exhibit 1 for Site Plan. All existing buildings (6,520 sq.ft.) for RV dealership will be demolished. See Exhibit 2 .	
	Consultant	Developer
Name	Kay Hsu, PE, TE K2 Traffic Engineering, Inc.	Chris Segesman Bonanni Development
Address	1442 Irvine Blvd, Ste 210 Tustin, CA 92780	5500 Bolsa Ave, Suite 120 Huntington Beach, CA 92649
Telephone	714-832-2116	562-537-6908
Email	khsu@k2traffic.com	chris@bonannidevelopment.com

A. Trip Generation

Proposed Land Use	Multifamily Housing (Low-Rise)
Reference	Trip Generation (10th Edition) by ITE

Net Trip Generation	Inbound	Outbound	Total
AM Peak Hour	-2	30	28
PM Peak Hour	27	7	34
Daily Trip	545	See Exhibit 3 for Trip Generation	

B. Trip Distribution Trip distribution is shown on **Exhibit 4**

C. Background Traffic

Project Opening Year	2023	Growth Rate	2% Annual
----------------------	------	-------------	-----------


D. Study Intersections

1. Beach Blvd at Chapman Ave	4. Beach Blvd at Lampson Ave
2. Beach Blvd at Park Plaza	5. Project Driveway at Beach Blvd
3. Beach Blvd at Catherine Ave	

E. Specific Issues to be addressed in the Study

1. Study scenarios: Existing Conditions, Existing Plus Project, Opening Year with Cumulative Projects, Opening Year with Cumulative Projects Plus Project. Each study scenario will include a description of impacts, if any, and mitigation measures.
2. Cumulative projects to be provided by Planning Dept. and attached hereon, if any.

Recommended by:

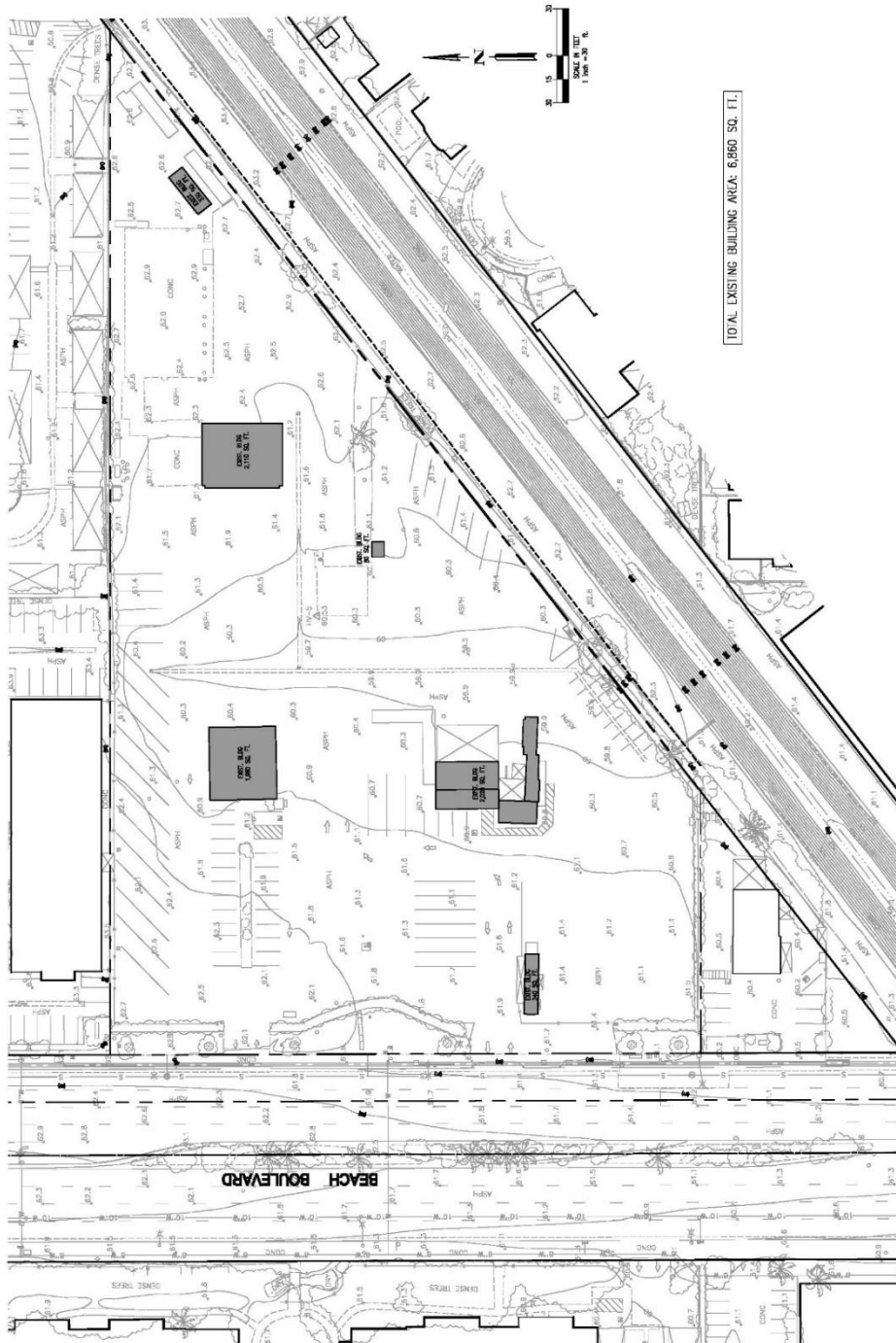
 9/1/2020
 Consultant Date
 Submitted on 9/1/2020

Approved by:

 City of Stanton Date
 Public Works Dept., Engineering Div.



EXHIBIT 2. BUILDING DEMOLITION



EXISTING BUILDING AREA EXHIBIT
STANTON TOWNHOMES
 12200 BEACH BOULEVARD
 STANTON, CA



2020-04-01 | 06-31-2020



EXHIBIT 3. TRIP GENERATION

TABLE 1. TRIP GENERATION RATE (ITE)

Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise) (220)	Dwelling Unit	7.32	0.46	23%	77%	0.56	63%	37%
Recreational Vehicle Sales (842)	1000 Sq. Ft.	16.19	1.92	82%	18%	2.45	32%	68%

TABLE 2. NET TRIP GENERATION

LAND USE	UNIT	Quantity	AM Peak			PM Peak			Daily
			Total	IN	OUT	Total	IN	OUT	
Multifamily Housing (Low-Rise) (220)	Dwelling Unit	89	41	9	32	50	32	18	651
Recreational Vehicle Sales (842)	1000 Sq. Ft.	-6.520	-13	-11	-2	-16	-5	-11	-106
NET Trip Generation			28	-2	30	34	27	7	545



APPENDIX B TURNING MOVEMENT COUNT DATA



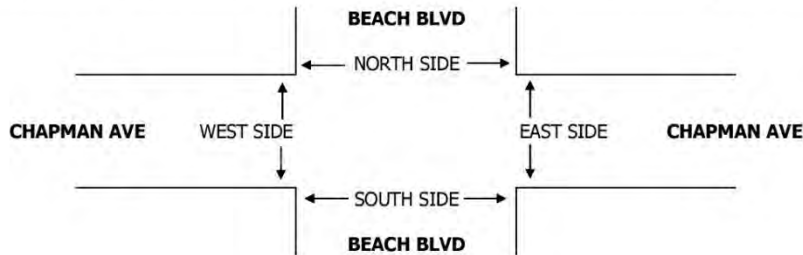
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 2/20/20 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	STANTON BEACH BLVD CHAPMAN AVE	PROJECT #: LOCATION #: CONTROL:	1 SIGNAL
NOTES:				

LANES:	NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND CHAPMAN AVE			WESTBOUND CHAPMAN AVE			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

AM	7:00 AM	38	393	24	37	577	30	37	102	29	48	104	18	1,437
	7:15 AM	43	410	23	39	487	31	32	85	25	33	101	22	1,331
	7:30 AM	55	420	21	42	542	36	29	99	27	43	105	14	1,433
	7:45 AM	49	473	24	44	589	34	37	92	41	39	133	20	1,575
	8:00 AM	59	443	22	42	504	38	40	90	36	47	99	21	1,441
	8:15 AM	63	412	26	39	560	30	38	115	27	51	93	17	1,471
	8:30 AM	49	403	25	29	475	35	32	80	33	35	104	21	1,321
	8:45 AM	66	385	29	38	483	43	36	94	38	42	103	22	1,379
	VOLUMES	422	3,339	194	310	4,217	277	281	757	256	338	842	155	11,388
	APPROACH %	11%	84%	5%	6%	88%	6%	22%	59%	20%	25%	63%	12%	
APP/DEPART	3,955	/	3,775	4,804	/	4,811	1,294	/	1,261	1,335	/	1,541	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	226	1,748	93	167	2,195	138	144	396	131	180	430	72	5,920	
APPROACH %	11%	85%	4%	7%	88%	6%	21%	59%	20%	26%	63%	11%		
PEAK HR FACTOR	0.946			0.937			0.932			0.888			0.940	
APP/DEPART	2,067	/	1,964	2,500	/	2,506	671	/	656	682	/	794	0	
PM	4:00 PM	53	525	33	38	420	28	65	160	37	45	128	31	1,563
	4:15 PM	40	500	44	43	451	39	51	148	34	47	106	32	1,535
	4:30 PM	47	597	46	39	520	44	66	145	36	37	143	34	1,754
	4:45 PM	39	574	38	41	405	34	62	112	34	35	96	26	1,496
	5:00 PM	40	542	52	43	506	43	54	124	29	42	102	38	1,615
	5:15 PM	48	608	34	45	464	34	59	160	33	34	123	29	1,671
	5:30 PM	41	542	40	32	483	30	67	166	33	52	107	37	1,630
	5:45 PM	55	538	42	35	502	39	56	122	37	42	130	34	1,632
	VOLUMES	363	4,426	329	316	3,751	291	480	1,137	273	334	935	261	12,896
	APPROACH %	7%	86%	6%	7%	86%	7%	25%	60%	14%	22%	61%	17%	
APP/DEPART	5,118	/	5,167	4,358	/	4,358	1,890	/	1,782	1,530	/	1,589	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	184	2,230	168	155	1,955	146	236	572	132	170	462	138	6,548	
APPROACH %	7%	86%	7%	7%	87%	6%	25%	61%	14%	22%	60%	18%		
PEAK HR FACTOR	0.936			0.953			0.883			0.934			0.980	
APP/DEPART	2,582	/	2,604	2,256	/	2,257	940	/	895	770	/	792	0	

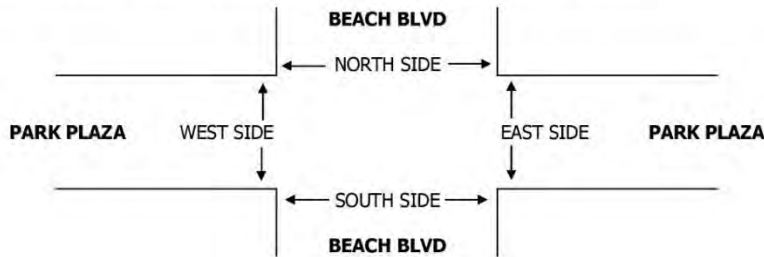




INTERSECTION TURNING MOVEMENT COUNTS
 PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 10/15/20 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	STANTON BEACH BLVD PARK PLAZA	PROJECT #: LOCATION #: CONTROL:	2 2-WAY STOP: EB, WB
NOTES:				

LANES:	NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND PARK PLAZA			WESTBOUND PARK PLAZA			TOTAL
	NL 1	NT 4	NR 0	SL 1	ST 4	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
AM													
7:00 AM	13	431	3	7	552	3	0	0	2	7	0	9	1,027
7:15 AM	14	486	5	3	609	1	0	3	11	12	1	13	1,158
7:30 AM	21	511	8	5	610	4	2	0	10	5	0	19	1,195
7:45 AM	20	568	11	8	618	2	0	1	6	4	0	12	1,250
8:00 AM	19	543	9	4	631	6	0	0	3	7	0	13	1,235
8:15 AM	23	515	10	8	604	5	1	1	12	6	1	11	1,197
8:30 AM	19	502	6	5	588	5	1	0	3	1	2	8	1,140
8:45 AM	18	428	7	9	561	2	0	0	1	2	1	12	1,041
VOLUMES	147	3,984	59	49	4,773	28	4	5	48	44	5	97	9,243
APPROACH %	4%	95%	1%	1%	98%	1%	7%	9%	84%	30%	3%	66%	
APP/DEPART	4,190	/	4,085	4,850	/	4,865	57	/	113	146	/	180	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	83	2,137	38	25	2,463	17	3	2	31	22	1	55	4,877
APPROACH %	4%	95%	2%	1%	98%	1%	8%	6%	86%	28%	1%	71%	
PEAK HR FACTOR	0.942												0.975
APP/DEPART	2,258	/	2,195	2,505	/	2,516	36	/	65	78	/	101	0
PM													
4:00 PM	27	524	11	6	440	4	0	0	1	0	0	6	1,019
4:15 PM	18	612	16	8	508	1	0	0	2	1	0	11	1,177
4:30 PM	15	572	8	6	530	0	1	0	1	3	0	7	1,143
4:45 PM	24	567	6	4	481	1	0	0	0	2	0	10	1,095
5:00 PM	21	724	4	11	548	0	0	1	1	0	0	7	1,317
5:15 PM	22	582	10	8	551	2	0	0	1	1	0	9	1,186
5:30 PM	23	634	10	10	610	0	0	0	0	0	0	8	1,295
5:45 PM	22	542	7	9	474	0	0	0	0	2	1	8	1,065
VOLUMES	172	4,757	72	62	4,142	8	1	1	6	9	1	66	9,297
APPROACH %	3%	95%	1%	1%	98%	0%	13%	13%	75%	12%	1%	87%	
APP/DEPART	5,001	/	4,824	4,212	/	4,157	8	/	135	76	/	181	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	90	2,507	30	33	2,190	3	0	1	2	3	0	34	4,893
APPROACH %	3%	95%	1%	1%	98%	0%	0%	33%	67%	8%	0%	92%	
PEAK HR FACTOR	0.877												0.929
APP/DEPART	2,627	/	2,541	2,226	/	2,195	3	/	64	37	/	93	0



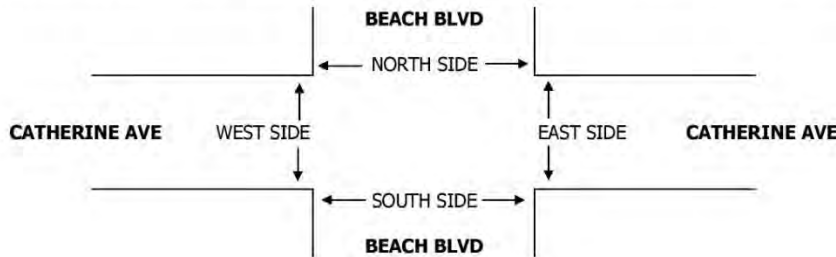


INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 2/20/20 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	STANTON BEACH BLVD CATHERINE AVE	PROJECT #: LOCATION #: CONTROL:	3 SIGNAL
NOTES:				

	NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND CATHERINE AVE			WESTBOUND CATHERINE AVE			TOTAL
	NL X	NT 4	NR 0	SL 1	ST 4	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	
AM													
7:00 AM		476	2	3	581					3		0	1,065
7:15 AM		561	1	1	583					5		4	1,155
7:30 AM		529	3	2	629					3		8	1,174
7:45 AM		562	0	4	682					3		9	1,260
8:00 AM		540	5	2	606					11		6	1,170
8:15 AM		565	2	1	632					0		9	1,209
8:30 AM		540	3	6	591					4		10	1,154
8:45 AM		423	4	2	602					1		7	1,039
VOLUMES	0	4,196	20	21	4,906	0	0	0	0	30	0	53	9,226
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	36%	0%	64%	
APP/DEPART	4,216	/	4,249	4,927	/	4,936	0	/	41	83	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	2,196	10	9	2,549	0	0	0	0	17	0	32	4,813
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	35%	0%	65%	
PEAK HR FACTOR		0.973			0.932			0.000			0.721		0.955
APP/DEPART	2,206	/	2,228	2,558	/	2,566	0	/	19	49	/	0	0
PM													
4:00 PM		619	17	6	489					2		7	1,140
4:15 PM		598	8	6	492					4		9	1,117
4:30 PM		714	7	4	606					3		4	1,338
4:45 PM		690	11	7	498					3		4	1,213
5:00 PM		712	15	5	519					3		4	1,258
5:15 PM		700	10	5	491					3		6	1,215
5:30 PM		687	16	4	528					2		7	1,244
5:45 PM		631	13	4	530					3		5	1,186
VOLUMES	0	5,351	97	41	4,153	0	0	0	0	23	0	46	9,711
APPROACH %	0%	98%	2%	1%	99%	0%	0%	0%	0%	33%	0%	67%	
APP/DEPART	5,448	/	5,397	4,194	/	4,176	0	/	138	69	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	2,816	43	21	2,114	0	0	0	0	12	0	18	5,024
APPROACH %	0%	98%	2%	1%	99%	0%	0%	0%	0%	40%	0%	60%	
PEAK HR FACTOR		0.983			0.875			0.000			0.833		0.939
APP/DEPART	2,859	/	2,834	2,135	/	2,126	0	/	64	30	/	0	0

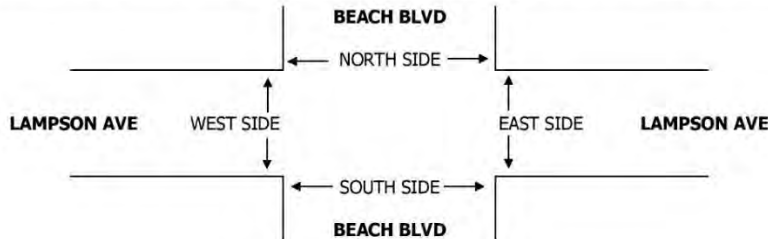




INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 2/20/20 THURSDAY		LOCATION: NORTH & SOUTH: EAST & WEST:		STANTON BEACH BLVD LAMPSON AVE			PROJECT #: LOCATION #: CONTROL:			4 SIGNAL				
NOTES:														
	NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND LAMPSON AVE			WESTBOUND LAMPSON AVE				
LANES:	NL 1	NT 4	NR 0	SL 1	ST 4	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	
AM	7:00 AM	36	381	13	9	602	13	20	47	35	32	54	15	1,257
	7:15 AM	36	438	9	10	537	13	14	49	32	34	41	9	1,222
	7:30 AM	44	542	13	5	588	15	17	37	33	48	42	15	1,399
	7:45 AM	50	631	11	6	694	11	22	54	35	47	58	14	1,633
	8:00 AM	35	571	19	12	578	9	25	55	35	38	48	14	1,439
	8:15 AM	38	585	12	16	617	10	24	52	38	45	45	12	1,494
	8:30 AM	42	463	17	10	585	8	21	45	31	35	39	15	1,311
	8:45 AM	43	502	18	13	613	12	23	47	37	55	48	13	1,424
	VOLUMES	324	4,113	112	81	4,814	91	166	386	276	334	375	107	11,179
	APPROACH %	7%	90%	2%	2%	97%	2%	20%	47%	33%	41%	46%	13%	
APP/DEPART	4,549	/	4,386	4,986	/	5,424	828	/	579	816	/	790	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	167	2,329	55	39	2,477	45	88	198	141	178	193	55	5,965	
APPROACH %	7%	91%	2%	2%	97%	2%	21%	46%	33%	42%	45%	13%		
PEAK HR FACTOR	0.922													
APP/DEPART	2,551	/	2,472	2,561	/	2,796	427	/	292	426	/	405	0	
PM	4:00 PM	42	578	38	16	458	11	51	104	73	41	62	18	1,492
	4:15 PM	47	551	32	24	454	14	60	86	55	44	51	13	1,431
	4:30 PM	53	658	35	31	532	8	62	122	59	44	57	17	1,678
	4:45 PM	44	562	27	26	393	7	55	101	55	45	44	14	1,373
	5:00 PM	44	647	39	29	517	13	71	88	70	57	52	25	1,652
	5:15 PM	50	581	31	20	452	9	55	96	64	42	50	14	1,464
	5:30 PM	48	631	31	26	498	8	58	110	49	56	57	17	1,589
	5:45 PM	52	634	36	32	473	16	63	95	43	52	54	21	1,571
	VOLUMES	380	4,842	269	204	3,777	86	475	802	468	381	427	139	12,250
	APPROACH %	7%	88%	5%	5%	93%	2%	27%	46%	27%	40%	45%	15%	
APP/DEPART	5,491	/	5,456	4,067	/	4,626	1,745	/	1,275	947	/	893	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	194	2,493	137	107	1,940	46	247	389	226	207	213	77	6,276	
APPROACH %	7%	88%	5%	5%	93%	2%	29%	45%	26%	42%	43%	15%		
PEAK HR FACTOR	0.967													
APP/DEPART	2,824	/	2,817	2,093	/	2,373	862	/	633	497	/	453	0	





APPENDIX C LEVEL OF SERVICE ANALYSIS



K2 Traffic Engineering, Inc.

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing**

Intersection # **1**

Project: **Beach Boulevard Townhomes**

North/South St: **Beach Blvd**

East/West St: **Chapman Ave**

Date: **12/21/20**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	2.0	1700	226	124	0.073	0.073	184	101	0.060	
Northbound :Thru	4.0	1700	1748	614	0.361		2230	799	0.470	0.470
Northbound Right:		1700	93				168			
Southbound :Left	2.0	1700	167	92	0.054		155	85	0.050	0.050
Southbound :Thru	4.0	1700	2195	778	0.457	0.457	1955	700	0.412	
Southbound Right:		1700	138				146			
Eastbound :Left	1.0	1700	144	144	0.085	0.085	236	236	0.139	0.139
Eastbound :Thru	3.0	1700	396	176	0.103		572	235	0.138	
Eastbound Right:		1700	131				132			
Westbound :Left	1.0	1700	180	180	0.106		170	170	0.100	
Westbound :Thru	2.0	1700	430	215	0.126	0.126	462	231	0.136	0.136
Westbound Right:	1.0	1700	72	72	0.042		138	138	0.081	
Sum of Critical V/C Ratios			0.741				0.795			
Adjustments for Lost Time			0.05				0.05			
Intersection Capacity Utilization (ICU)			0.791				0.845			
Level of Service (LOS)			C				D			

NOTES:

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33



K2 Traffic Engineering, Inc.

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Project**

Intersection # **1**

Project: **Beach Boulevard Townhomes**

North/South St: **Beach Blvd**

Date: 12/21/20

East/West St: **Chapman Ave**

By: KH

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	2.0	1700	229	126	0.074	0.074	186	102	0.060	
Northbound :Thru	4.0	1700	1757	618	0.363		2235	802	0.472	0.472
Northbound Right:		1700	96				170			
Southbound :Left	2.0	1700	167	92	0.054		155	85	0.050	0.050
Southbound :Thru	4.0	1700	2197	778	0.458	0.458	1963	703	0.414	
Southbound Right:		1700	138				146			
Eastbound :Left	1.0	1700	144	144	0.085	0.085	236	236	0.139	0.139
Eastbound :Thru	3.0	1700	396	176	0.104		572	236	0.139	
Eastbound Right:		1700	132				135			
Westbound :Left	1.0	1700	181	181	0.106		173	173	0.102	
Westbound :Thru	2.0	1700	430	215	0.126	0.126	462	231	0.136	0.136
Westbound Right:	1.0	1700	72	72	0.042		138	138	0.081	
Sum of Critical V/C Ratios			0.743				0.797			
Adjustments for Lost Time			0.05				0.05			
Intersection Capacity Utilization (ICU)			0.793				0.847			
Level of Service (LOS)			C				D			

NOTES:

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33



K2 Traffic Engineering, Inc.

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative**

Intersection # **1**

Project: **Beach Boulevard Townhomes**

North/South St: **Beach Blvd**

East/West St: **Chapman Ave**

Date: **12/21/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	2.0	1700	249	137	0.081	0.081	199	109	0.064	
Northbound :Thru	4.0	1700	1901	671	0.395		2383	858	0.505	0.505
Northbound :Right		1700	113				190			
Southbound :Left	2.0	1700	177	97	0.057		164	90	0.053	0.053
Southbound :Thru	4.0	1700	2293	813	0.478	0.478	2106	754	0.443	
Southbound :Right		1700	146				155			
Eastbound :Left	1.0	1700	153	153	0.090	0.090	250	250	0.147	0.147
Eastbound :Thru	3.0	1700	420	185	0.109		607	251	0.147	
Eastbound :Right		1700	136				145			
Westbound :Left	1.0	1700	192	192	0.113		195	195	0.115	
Westbound :Thru	2.0	1700	456	228	0.134	0.134	490	245	0.144	0.144
Westbound :Right	1.0	1700	76	76	0.045		146	146	0.086	
Sum of Critical V/C Ratios			0.783				0.849			
Adjustments for Lost Time			0.05				0.05			
Intersection Capacity Utilization (ICU)			0.833				0.899			
Level of Service (LOS)			D				D			

NOTES:

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33



K2 Traffic Engineering, Inc.

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative + Project**

Intersection # **1**

Project: **Beach Boulevard Townhomes**

North/South St: **Beach Blvd**

East/West St: **Chapman Ave**

Date: **12/21/20**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	2.0	1700	252	139	0.082	0.082	201	111	0.065	
Northbound :Thru	4.0	1700	1910	675	0.397		2388	860	0.506	0.506
Northbound Right:		1700	116				192			
Southbound :Left	2.0	1700	177	97	0.057		164	90	0.053	0.053
Southbound :Thru	4.0	1700	2295	814	0.479	0.479	2114	756	0.445	
Southbound Right:		1700	146				155			
Eastbound :Left	1.0	1700	153	153	0.090	0.090	250	250	0.147	0.147
Eastbound :Thru	3.0	1700	420	186	0.109		607	252	0.148	
Eastbound Right:		1700	137				148			
Westbound :Left	1.0	1700	193	193	0.114		198	198	0.116	
Westbound :Thru	2.0	1700	456	228	0.134	0.134	490	245	0.144	0.144
Westbound Right:	1.0	1700	76	76	0.045		146	146	0.086	
Sum of Critical V/C Ratios			0.785				0.850			
Adjustments for Lost Time			0.05				0.05			
Intersection Capacity Utilization (ICU)			0.835				0.900			
Level of Service (LOS)			D				D			

NOTES:

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33



HCM 6th TWSC
 2: Beach Blvd & Home Depot/Park Plaza

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

10/30/2020

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↖			↖	↖	↖		↖	↖	↖
Traffic Vol, veh/h	3	2	31	22	1	55	83	1603	38	25	1848	17
Future Vol, veh/h	3	2	31	22	1	55	83	1603	38	25	1848	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	250	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	2	34	24	1	60	90	1742	41	27	2009	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2949	4035	1014	2802	4024	892	2027	0	0	1783	0	0
Stage 1	2072	2072	-	1943	1943	-	-	-	-	-	-	-
Stage 2	877	1963	-	859	2081	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	16	3	203	~20	3	245	121	-	-	161	-	-
Stage 1	34	95	-	42	110	-	-	-	-	-	-	-
Stage 2	280	108	-	288	94	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	~1	203	-	~1	245	121	-	-	161	-	-
Mov Cap-2 Maneuver	-	~1	-	-	~1	-	-	-	-	-	-	-
Stage 1	9	79	-	~11	28	-	-	-	-	-	-	-
Stage 2	52	28	-	194	78	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.2	24.4	4.5	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	121	-	-	203	245	161	-	-
HCM Lane V/C Ratio	0.746	-	-	0.166	0.244	0.169	-	-
HCM Control Delay (s)	92.7	-	-	26.2	24.4	31.8	-	-
HCM Lane LOS	F	-	-	D	C	D	-	-
HCM 95th %tile Q(veh)	4.2	-	-	0.6	0.9	0.6	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



HCM 6th TWSC
 2: Beach Blvd & Home Depot/Park Plaza

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12/21/2020

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↖			↖	↖	↖	↖	↖	↖	↖
Traffic Vol, veh/h	3	2	31	22	1	55	98	1614	38	25	1850	17
Future Vol, veh/h	3	2	31	22	1	55	98	1614	38	25	1850	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	250	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	2	34	24	1	60	107	1754	41	27	2011	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2990	4083	1015	2848	4072	898	2029	0	0	1795	0	0
Stage 1	2074	2074	-	1989	1989	-	-	-	-	-	-	-
Stage 2	916	2009	-	859	2083	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	15	~2	203	~18	3	242	121	-	-	159	-	-
Stage 1	34	95	-	39	105	-	-	-	-	-	-	-
Stage 2	265	102	-	288	94	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~2	0	203	~3	0	242	121	-	-	159	-	-
Mov Cap-2 Maneuver	~2	0	-	~3	0	-	-	-	-	-	-	-
Stage 1	4	79	-	~5	12	-	-	-	-	-	-	-
Stage 2	21	12	-	194	78	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.2	24.7	6.7	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	121	-	-	203	242	159	-	-
HCM Lane V/C Ratio	0.88	-	-	0.166	0.247	0.171	-	-
HCM Control Delay (s)	119.7	-	-	26.2	24.7	32.3	-	-
HCM Lane LOS	F	-	-	D	C	D	-	-
HCM 95th %tile Q(veh)	5.5	-	-	0.6	0.9	0.6	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



HCM 6th TWSC
 2: Beach Blvd & Home Depot/Park Plaza

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10/30/2020

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗ ↗ ↗ ↗	↗ ↗ ↗ ↗		↗ ↗ ↗ ↗	↗ ↗ ↗ ↗	
Traffic Vol, veh/h	3	2	33	23	1	58	88	1753	40	27	1932	18
Future Vol, veh/h	3	2	33	23	1	58	88	1753	40	27	1932	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	250	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	2	36	25	1	63	96	1905	43	29	2100	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3123	4308	1060	3018	4297	974	2120	0	0	1948	0	0
Stage 1	2168	2168	-	2119	2119	-	-	-	-	-	-	-
Stage 2	955	2140	-	899	2178	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	12	-2	189	-14	2	216	109	-	-	133	-	-
Stage 1	29	85	-	31	90	-	-	-	-	-	-	-
Stage 2	251	87	-	272	84	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-2	0	189	-2	0	216	109	-	-	133	-	-
Mov Cap-2 Maneuver	-2	0	-	-2	0	-	-	-	-	-	-	-
Stage 1	-3	66	-	-4	11	-	-	-	-	-	-	-
Stage 2	19	10	-	167	66	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.5	28.4	6	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	109	-	-	189	216	133	-	-
HCM Lane V/C Ratio	0.878	-	-	0.19	0.292	0.221	-	-
HCM Control Delay (s)	128	-	-	28.5	28.4	39.6	-	-
HCM Lane LOS	F	-	-	D	D	E	-	-
HCM 95th %tile Q(veh)	5.2	-	-	0.7	1.2	0.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



HCM 6th TWSC
 2: Beach Blvd & Home Depot/Park Plaza

12/21/2020

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Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑	↑	↑↑↑		↑	↑↑↑	
Traffic Vol, veh/h	3	2	33	23	1	58	103	1764	40	27	1934	18
Future Vol, veh/h	3	2	33	23	1	58	103	1764	40	27	1934	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	250	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	2	36	25	1	63	112	1917	43	29	2102	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3161	4354	1061	3063	4343	980	2122	0	0	1960	0	0
Stage 1	2170	2170	-	2163	2163	-	-	-	-	-	-	-
Stage 2	991	2184	-	900	2180	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	11	~2	189	~13	2	214	~108	-	-	131	-	-
Stage 1	29	84	-	29	85	-	-	-	-	-	-	-
Stage 2	238	83	-	271	83	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	0	189	-	0	214	~108	-	-	131	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	29	65	-	29	0	-	-	-	-	-	-	-
Stage 2	-	0	-	165	65	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.5	28.7	9.3	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~108	-	-	189	214	131	-	-
HCM Lane V/C Ratio	1.037	-	-	0.19	0.295	0.224	-	-
HCM Control Delay (s)	171.5	-	-	28.5	28.7	40.2	-	-
HCM Lane LOS	F	-	-	D	D	E	-	-
HCM 95th %tile Q(veh)	6.7	-	-	0.7	1.2	0.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



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10/30/2020

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↕			↕	↕	↕↕↕		↕	↕↕↕	
Traffic Vol, veh/h	0	1	2	3	0	34	90	1881	30	33	1643	3
Future Vol, veh/h	0	1	2	3	0	34	90	1881	30	33	1643	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	250	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	3	0	37	98	2045	33	36	1786	3

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	- 4134	895 3045	- 1039 1789	0 0 2078 0 0
Stage 1	- 1860	- 2258	- - -	- - - - -
Stage 2	- 2274	- 787	- - -	- - - - -
Critical Hdwy	- 6.54	7.14 6.44	- 7.14 5.34	- - 5.34 - -
Critical Hdwy Stg 1	- 5.54	- 7.34	- - -	- - - - -
Critical Hdwy Stg 2	- 5.54	- 6.74	- - -	- - - - -
Follow-up Hdwy	- 4.02	3.92 3.82	- 3.92 3.12	- - 3.12 - -
Pot Cap-1 Maneuver	0 2	244 14	0 195 160	- - 114 - -
Stage 1	0 121	- 25	0 - -	- - - - -
Stage 2	0 75	- 319	0 - -	- - - - -
Platoon blocked, %				- - - - -
Mov Cap-1 Maneuver	- ~ 1	244 -	- 195 160	- - 114 - -
Mov Cap-2 Maneuver	- ~ 1	- -	- - -	- - - - -
Stage 1	- 83	- 10	- - -	- - - - -
Stage 2	- 29	- 213	- - -	- - - - -

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.9	27.7	2.6	1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	160	-	-	244 195	114	-	-
HCM Lane V/C Ratio	0.611	-	-	0.009 0.19	0.315	-	-
HCM Control Delay (s)	57.7	-	-	19.9 27.7	50.5	-	-
HCM Lane LOS	F	-	-	C D	F	-	-
HCM 95th %tile Q(veh)	3.3	-	-	0 0.7	1.2	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



HCM 6th TWSC
 2: Beach Blvd & Home Depot/Park Plaza

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12/21/2020

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑	↑↑↑	↑↑↑		↑	↑↑↑	
Traffic Vol, veh/h	0	1	2	3	0	34	98	1886	30	33	1653	3
Future Vol, veh/h	0	1	2	3	0	34	98	1886	30	33	1653	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	250	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	3	0	37	107	2050	33	36	1797	3

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	- 4168	900 3072	- 1042 1800	0 0 2083 0 0
Stage 1	- 1871	- 2281	- - -	- - - - -
Stage 2	- 2297	- 791	- - -	- - - - -
Critical Hdwy	- 6.54	7.14 6.44	- 7.14 5.34	- - 5.34 - -
Critical Hdwy Stg 1	- 5.54	- 7.34	- - -	- - - - -
Critical Hdwy Stg 2	- 5.54	- 6.74	- - -	- - - - -
Follow-up Hdwy	- 4.02	3.92 3.82	- 3.92 3.12	- - 3.12 - -
Pot Cap-1 Maneuver	0 2	242 13	0 194 158	- - 113 - -
Stage 1	0 120	- 24	0 - -	- - - - -
Stage 2	0 73	- 317	0 - -	- - - - -
Platoon blocked, %				- - - - -
Mov Cap-1 Maneuver	- 0	242 5	- 194 158	- - 113 - -
Mov Cap-2 Maneuver	- 0	- 5	- - -	- - - - -
Stage 1	- 82	- 8	- - -	- - - - -
Stage 2	- 24	- 211	- - -	- - - - -

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	27.9	3.2	1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	158	-	-	242	194	113	-	-
HCM Lane V/C Ratio	0.674	-	-	0.009	0.19	0.317	-	-
HCM Control Delay (s)	65.3	-	-	20	27.9	51	-	-
HCM Lane LOS	F	-	-	C	D	F	-	-
HCM 95th %tile Q(veh)	3.9	-	-	0	0.7	1.2	-	-



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10/30/2020

Intersection													
Int Delay, s/veh	3.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations			↗			↗	↘	↘	↘	↘	↘	↘	
Traffic Vol, veh/h	0	1	2	3	0	36	96	2020	32	35	1782	3	
Future Vol, veh/h	0	1	2	3	0	36	96	2020	32	35	1782	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	0	-	-	0	250	-	-	170	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	1	2	3	0	39	104	2196	35	38	1937	3	

Major/Minor	Minor2	Minor1		Major1		Major2					
Conflicting Flow All	- 4454	970	3273	- 1116	1940	0	0	2231	0	0	
Stage 1	- 2015	-	2422	-	-	-	-	-	-	-	
Stage 2	- 2439	-	851	-	-	-	-	-	-	-	
Critical Hdwy	- 6.54	7.14	6.44	- 7.14	5.34	-	-	5.34	-	-	
Critical Hdwy Stg 1	- 5.54	-	7.34	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	- 5.54	-	6.74	-	-	-	-	-	-	-	
Follow-up Hdwy	- 4.02	3.92	3.82	- 3.92	3.12	-	-	3.12	-	-	
Pot Cap-1 Maneuver	0 ~ 1	217	10	0 173	134	-	-	95	-	-	
Stage 1	0 101	-	19	0 -	-	-	-	-	-	-	
Stage 2	0 61	-	291	0 -	-	-	-	-	-	-	
Platoon blocked, %											
Mov Cap-1 Maneuver	- 0	217	~ 3	- 173	134	-	-	95	-	-	
Mov Cap-2 Maneuver	- 0	-	~ 3	-	-	-	-	-	-	-	
Stage 1	- 61	-	4	-	-	-	-	-	-	-	
Stage 2	- 14	-	170	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	31.8	4.1	1.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	217	173	95	-	-
HCM Lane V/C Ratio	0.779	-	-	0.01	0.226	0.4	-	-
HCM Control Delay (s)	91.1	-	-	21.8	31.8	66.2	-	-
HCM Lane LOS	F	-	-	C	D	F	-	-
HCM 95th %tile Q(veh)	4.7	-	-	0	0.8	1.6	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



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12/21/2020

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	0	1	2	3	0	36	103	2026	32	35	1792	3
Future Vol, veh/h	0	1	2	3	0	36	103	2026	32	35	1792	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	250	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	3	0	39	112	2202	35	38	1948	3

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	- 4487	976	3300	- 1119
Stage 1	- 2026	- 2444	-	-
Stage 2	- 2461	- 856	-	-
Critical Hdwy	- 6.54	7.14	6.44	- 7.14
Critical Hdwy Stg 1	- 5.54	- 7.34	-	-
Critical Hdwy Stg 2	- 5.54	- 6.74	-	-
Follow-up Hdwy	- 4.02	3.92	3.82	- 3.92
Pot Cap-1 Maneuver	0 ~ 1	215	9	0 173
Stage 1	0 100	- 18	0	-
Stage 2	0 60	- 289	0	-
Platoon blocked, %				
Mov Cap-1 Maneuver	- 0	215	~ 2	- 173
Mov Cap-2 Maneuver	- 0	-	~ 2	-
Stage 1	- 60	-	~ 3	-
Stage 2	- 9	-	169	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	31.8	5	1.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	132	-	-	215	173	95	-	-
HCM Lane V/C Ratio	0.848	-	-	0.01	0.226	0.4	-	-
HCM Control Delay (s)	105.7	-	-	21.9	31.8	66.2	-	-
HCM Lane LOS	F	-	-	C	D	F	-	-
HCM 95th %tile Q(veh)	5.3	-	-	0	0.8	1.6	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



HCM 6th TWSC
 3: Beach Blvd & Catherine Ave

10/30/2020

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Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑		↑	↑↑↑
Traffic Vol, veh/h	17	32	1647	10	9	1912
Future Vol, veh/h	17	32	1647	10	9	1912
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	35	1790	11	10	2078

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	2647	901	0	0	1801
Stage 1	1796	-	-	-	-
Stage 2	851	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12
Pot Cap-1 Maneuver	41	241	-	-	158
Stage 1	77	-	-	-	-
Stage 2	343	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	38	241	-	-	158
Mov Cap-2 Maneuver	38	-	-	-	-
Stage 1	72	-	-	-	-
Stage 2	343	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	241	158
HCM Lane V/C Ratio	-	-	0.144	0.062
HCM Control Delay (s)	-	-	22.4	29.3
HCM Lane LOS	-	-	C	D
HCM 95th %tile Q(veh)	-	-	0.5	0.2



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Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑		↑	↑↑↑
Traffic Vol, veh/h	17	32	1649	10	12	1923
Future Vol, veh/h	17	32	1649	10	12	1923
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	35	1792	11	13	2090

Major/Minor	Minor1	Major1	Major2	Minor2	Major3	Minor3
Conflicting Flow All	2660	902	0	0	1803	0
Stage 1	1798	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	41	241	-	-	157	-
Stage 1	77	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	38	241	-	-	157	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	71	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	241	157
HCM Lane V/C Ratio	-	-	0.144	0.083
HCM Control Delay (s)	-	-	22.4	30
HCM Lane LOS	-	-	C	D
HCM 95th %tile Q(veh)	-	-	0.5	0.3



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10/30/2020

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑	↑↑↑	↑↑↑		↑	↑↑↑	
Traffic Vol, veh/h	0	0	9	18	0	34	21	1801	11	10	1999	0
Future Vol, veh/h	0	0	9	18	0	34	21	1801	11	10	1999	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	10	20	0	37	23	1958	12	11	2173	0

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	-	-	1087	2901
Stage 1	-	-	-	2010
Stage 2	-	-	-	891
Critical Hdwy	-	-	7.14	6.44
Critical Hdwy Stg 1	-	-	-	7.34
Critical Hdwy Stg 2	-	-	-	6.74
Follow-up Hdwy	-	-	3.92	3.82
Pot Cap-1 Maneuver	0	0	181	~ 17
Stage 1	0	0	-	38
Stage 2	0	0	-	275
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	181	~ 15
Mov Cap-2 Maneuver	-	-	-	~ 15
Stage 1	-	-	-	38
Stage 2	-	-	-	238

Approach	EB	WB	NB	SB
HCM Control Delay, s	26	25.5	0.6	0.2
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	102	-	-	181	212	130	-
HCM Lane V/C Ratio	0.224	-	-	0.054	0.174	0.084	-
HCM Control Delay (s)	50.2	-	-	26	25.5	35.2	-
HCM Lane LOS	F	-	-	D	D	E	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	0.6	0.3	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



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12/21/2020

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Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑	↑↑↑	↑↑↑		↑	↑↑↑	
Traffic Vol, veh/h	0	0	9	18	0	34	21	1803	11	13	2010	0
Future Vol, veh/h	0	0	9	18	0	34	21	1803	11	13	2010	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	10	20	0	37	23	1960	12	14	2185	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	1093	2914	-	986	2185	0	0	1972	0	0
Stage 1	-	-	-	2012	-	-	-	-	-	-	-	-
Stage 2	-	-	-	902	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	180	~17	0	212	101	-	-	129	-	0
Stage 1	0	0	-	38	0	-	-	-	-	-	-	0
Stage 2	0	0	-	271	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	180	~15	-	212	101	-	-	129	-	-
Mov Cap-2 Maneuver	-	-	-	~15	-	-	-	-	-	-	-	-
Stage 1	-	-	-	38	-	-	-	-	-	-	-	-
Stage 2	-	-	-	228	-	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	26.1		25.5		0.6			0.2				
HCM LOS	D		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT					
Capacity (veh/h)	101	-	-	180	212	129	-					
HCM Lane V/C Ratio	0.226	-	-	0.054	0.174	0.11	-					
HCM Control Delay (s)	50.8	-	-	26.1	25.5	36.3	-					
HCM Lane LOS	F	-	-	D	D	E	-					
HCM 95th %tile Q(veh)	0.8	-	-	0.2	0.6	0.4	-					
Notes												
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												



HCM 6th TWSC
 3: Beach Blvd & Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

10/30/2020

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑		↑	↑↑↑
Traffic Vol, veh/h	12	18	2112	43	21	1586
Future Vol, veh/h	12	18	2112	43	21	1586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	20	2296	47	23	1724

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	3056	1172	0	0	2343
Stage 1	2320	-	-	-	-
Stage 2	736	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12
Pot Cap-1 Maneuver	24	159	-	-	83
Stage 1	35	-	-	-	-
Stage 2	395	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	17	159	-	-	83
Mov Cap-2 Maneuver	17	-	-	-	-
Stage 1	25	-	-	-	-
Stage 2	395	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.8	0	0.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	159	83
HCM Lane V/C Ratio	-	-	0.123	0.275
HCM Control Delay (s)	-	-	30.8	64.1
HCM Lane LOS	-	-	D	F
HCM 95th %tile Q(veh)	-	-	0.4	1

Existing PM Peak Hour 03/12/2020

Synchro 10 Report
 Page 2



HCM 6th TWSC
 3: Beach Blvd & Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

12/21/2020

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑		↑	↑↑↑
Traffic Vol, veh/h	12	18	2123	43	35	1592
Future Vol, veh/h	12	18	2123	43	35	1592
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	20	2308	47	38	1730

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	3100	1178	0	0	2355
Stage 1	2332	-	-	-	-
Stage 2	768	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12
Pot Cap-1 Maneuver	23	158	-	-	82
Stage 1	35	-	-	-	-
Stage 2	380	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	~ 12	158	-	-	82
Mov Cap-2 Maneuver	~ 12	-	-	-	-
Stage 1	19	-	-	-	-
Stage 2	380	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31	0	1.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	158	82
HCM Lane V/C Ratio	-	-	0.124	0.464
HCM Control Delay (s)	-	-	31	82.3
HCM Lane LOS	-	-	D	F
HCM 95th %tile Q(veh)	-	-	0.4	1.9

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



HCM 6th TWSC
 3: Beach Blvd & Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

10/30/2020

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↑↑↑	↑↑↑		↘	↑↑↑	
Traffic Vol, veh/h	0	0	6	13	0	19	60	2274	46	22	1682	0
Future Vol, veh/h	0	0	6	13	0	19	60	2274	46	22	1682	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	14	0	21	65	2472	50	24	1828	0

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	-	-	914	3406
Stage 1	-	-	2627	-
Stage 2	-	-	779	-
Critical Hdwy	-	-	7.14	6.44
Critical Hdwy Stg 1	-	-	7.34	-
Critical Hdwy Stg 2	-	-	6.74	-
Follow-up Hdwy	-	-	3.92	3.82
Pot Cap-1 Maneuver	0	0	237	~8
Stage 1	0	0	~13	0
Stage 2	0	0	322	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	237	~6
Mov Cap-2 Maneuver	-	-	~6	-
Stage 1	-	-	~13	-
Stage 2	-	-	201	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	35.6	1.1	1.1
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	153	-	-	237	138	67	-
HCM Lane V/C Ratio	0.426	-	-	0.028	0.15	0.357	-
HCM Control Delay (s)	45	-	-	20.6	35.6	86	-
HCM Lane LOS	E	-	-	C	E	F	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	0.5	1.3	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



HCM 6th TWSC
 3: Beach Blvd & Catherine Ave

12/21/2020

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↑↑↑	↑↑↑		↘	↑↑↑	
Traffic Vol, veh/h	0	0	6	13	0	19	60	2285	46	36	1687	0
Future Vol, veh/h	0	0	6	13	0	19	60	2285	46	36	1687	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	14	0	21	65	2484	50	39	1834	0

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	-	-	917	3451
Stage 1	-	-	2639	-
Stage 2	-	-	812	-
Critical Hdwy	-	-	7.14	6.44
Critical Hdwy Stg 1	-	-	7.34	-
Critical Hdwy Stg 2	-	-	6.74	-
Follow-up Hdwy	-	-	3.92	3.82
Pot Cap-1 Maneuver	0	0	236	~7
Stage 1	0	0	~13	0
Stage 2	0	0	307	0
Platoon blocked, %				
Mov Cap-1 Maneuver	-	-	236	~4
Mov Cap-2 Maneuver	-	-	~4	-
Stage 1	-	-	~13	-
Stage 2	-	-	122	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.7	35.9	1.1	2.5
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	152	-	-	236	137	66	-
HCM Lane V/C Ratio	0.429	-	-	0.028	0.151	0.593	-
HCM Control Delay (s)	45.4	-	-	20.7	35.9	119.4	-
HCM Lane LOS	E	-	-	C	E	F	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	0.5	2.5	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



K2 Traffic Engineering, Inc.

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing**

Intersection # **4**

Project: **Beach Boulevard Townhomes**

North/South St: **Beach Blvd**

East/West St: **Lampson Ave**

Date: 10/30/20

By: KH

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	167	167	0.098	0.098	194	194	0.114	
Northbound :Thru	4.0	1700	2329	795	0.467		2493	877	0.516	0.516
Northbound Right:		1700	55				137			
Southbound :Left	1.0	1700	39	39	0.023		107	107	0.063	0.063
Southbound :Thru	4.0	1700	2477	841	0.495	0.495	1940	662	0.389	
Southbound Right:		1700	45				46			
Eastbound :Left	1.0	1700	88	88	0.052		247	247	0.145	
Eastbound :Thru	2.0	1700	198	170	0.100	0.100	389	308	0.181	0.181
Eastbound Right:		1700	141				226			
Westbound :Left	2.0	1700	178	98	0.058	0.058	207	114	0.067	0.067
Westbound :Thru	2.0	1700	193	124	0.073		213	145	0.085	
Westbound Right:		1700	55				77			
Sum of Critical V/C Ratios			0.751				0.827			
Adjustments for Lost Time			0.05				0.05			
Intersection Capacity Utilization (ICU)			0.801				0.877			
Level of Service (LOS)			C				D			

NOTES:

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33



K2 Traffic Engineering, Inc.

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Project**

Intersection # **4**

Project: **Beach Boulevard Townhomes**

North/South St: **Beach Blvd**

East/West St: **Lampson Ave**

Date: **10/30/20**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	167	167	0.098	0.098	194	194	0.114	
Northbound :Thru	4.0	1700	2328	794	0.467		2501	879	0.517	0.517
Northbound Right:		1700	55				137			
Southbound :Left	1.0	1700	42	42	0.025		108	108	0.064	0.064
Southbound :Thru	4.0	1700	2486	845	0.497	0.497	1942	663	0.390	
Southbound Right:		1700	48				47			
Eastbound :Left	1.0	1700	88	88	0.052		250	250	0.147	
Eastbound :Thru	2.0	1700	198	170	0.100	0.100	389	308	0.181	0.181
Eastbound Right:		1700	141				226			
Westbound :Left	2.0	1700	178	98	0.058	0.058	207	114	0.067	0.067
Westbound :Thru	2.0	1700	193	124	0.073		213	147	0.086	
Westbound Right:		1700	55				80			
Sum of Critical V/C Ratios			0.753				0.829			
Adjustments for Lost Time			0.05				0.05			
Intersection Capacity Utilization (ICU)			0.803				0.879			
Level of Service (LOS)			D				D			

NOTES:

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33



K2 Traffic Engineering, Inc.

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative**

Intersection # **4**

Project: **Beach Boulevard Townhomes**

North/South St: **Beach Blvd**

Date: 10/30/20

East/West St: **Lampson Ave**

By: KH

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	183	183	0.108	0.108	211	211	0.124	
Northbound :Thru	4.0	1700	2526	865	0.509		2687	948	0.558	0.558
Northbound Right:		1700	70				158			
Southbound :Left	1.0	1700	77	77	0.045		123	123	0.072	0.072
Southbound :Thru	4.0	1700	2616	892	0.525	0.525	2107	720	0.423	
Southbound Right:		1700	60				52			
Eastbound :Left	1.0	1700	96	96	0.056		267	267	0.157	
Eastbound :Thru	2.0	1700	210	179	0.105	0.105	413	329	0.194	0.194
Eastbound Right:		1700	147				245			
Westbound :Left	2.0	1700	189	104	0.061	0.061	233	128	0.075	0.075
Westbound :Thru	2.0	1700	205	133	0.078		226	157	0.092	
Westbound Right:		1700	61				87			
Sum of Critical V/C Ratios			0.799				0.899			
Adjustments for Lost Time			0.05				0.05			
Intersection Capacity Utilization (ICU)			0.849				0.949			
Level of Service (LOS)			D				E			

NOTES:

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors	
0.5 Lanes:	2.00
1 Lane:	1.00
1.5 Lanes:	0.67
2 Lanes:	0.50
2.5 Lanes:	0.40
3 Lanes:	0.33



K2 Traffic Engineering, Inc.

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative + Project**

Intersection # **4**

Project: **Beach Boulevard Townhomes**

North/South St: **Beach Blvd**

East/West St: **Lampson Ave**

Date: **10/30/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	183	183	0.108	0.108	211	211	0.124	
Northbound :Thru	4.0	1700	2525	865	0.509		2695	951	0.559	0.559
Northbound :Right		1700	70				158			
Southbound :Left	1.0	1700	80	80	0.047		124	124	0.073	0.073
Southbound :Thru	4.0	1700	2625	896	0.527	0.527	2109	721	0.424	
Southbound :Right		1700	63				53			
Eastbound :Left	1.0	1700	96	96	0.056		270	270	0.159	
Eastbound :Thru	2.0	1700	210	179	0.105	0.105	413	329	0.194	0.194
Eastbound :Right		1700	147				245			
Westbound :Left	2.0	1700	189	104	0.061	0.061	233	128	0.075	0.075
Westbound :Thru	2.0	1700	205	133	0.078		226	158	0.093	
Westbound :Right		1700	61				90			
Sum of Critical V/C Ratios			0.801				0.901			
Adjustments for Lost Time			0.05				0.05			
Intersection Capacity Utilization (ICU)			0.851				0.951			
Level of Service (LOS)			D				E			

NOTES:

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33



APPENDIX D DRIVEWAY ANALYSIS



HCM 6th TWSC
 5: Beach Blvd & Driveway 'A'

12/21/2020

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	30	1671	6	0	1919
Future Vol, veh/h	0	30	1671	6	0	1919
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	1816	7	0	2086

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	912	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	237	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					
Mov Cap-1 Maneuver	-	237	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	237
HCM Lane V/C Ratio	-	-	0.138
HCM Control Delay (s)	-	-	22.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.5



HCM 6th TWSC
 5: Beach Blvd & Driveway 'A'

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

12/21/2020

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	30	1774	6	0	2036
Future Vol, veh/h	0	30	1774	6	0	2036
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	1928	7	0	2213

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	968	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	218	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					
Mov Cap-1 Maneuver	-	218	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	218
HCM Lane V/C Ratio	-	-	0.15
HCM Control Delay (s)	-	-	24.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.5



HCM 6th TWSC
 5: Beach Blvd & Driveway 'A'

12/21/2020

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	15	2126	28	0	1602
Future Vol, veh/h	0	15	2126	28	0	1602
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	2311	30	0	1741

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	- 1171	0	0	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	- 7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	- 3.92	-	-	-	-
Pot Cap-1 Maneuver	0 159	-	-	0	-
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	- 159	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 159	-
HCM Lane V/C Ratio	-	- 0.103	-
HCM Control Delay (s)	-	- 30.2	-
HCM Lane LOS	-	- D	-
HCM 95th %tile Q(veh)	-	- 0.3	-



HCM 6th TWSC
 5: Beach Blvd & Driveway 'A'

Synchro cannot analyze four-lane geometry. Therefore, the northbound and southbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

12/21/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	15	2256	28	0	1700
Future Vol, veh/h	0	15	2256	28	0	1700
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	2452	30	0	1848

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	- 1241	0	0	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	- 7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	- 3.92	-	-	-	-
Pot Cap-1 Maneuver	0 143	-	-	0	-
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	- 143	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 143	-
HCM Lane V/C Ratio	-	- 0.114	-
HCM Control Delay (s)	-	- 33.4	-
HCM Lane LOS	-	- D	-
HCM 95th %tile Q(veh)	-	- 0.4	-



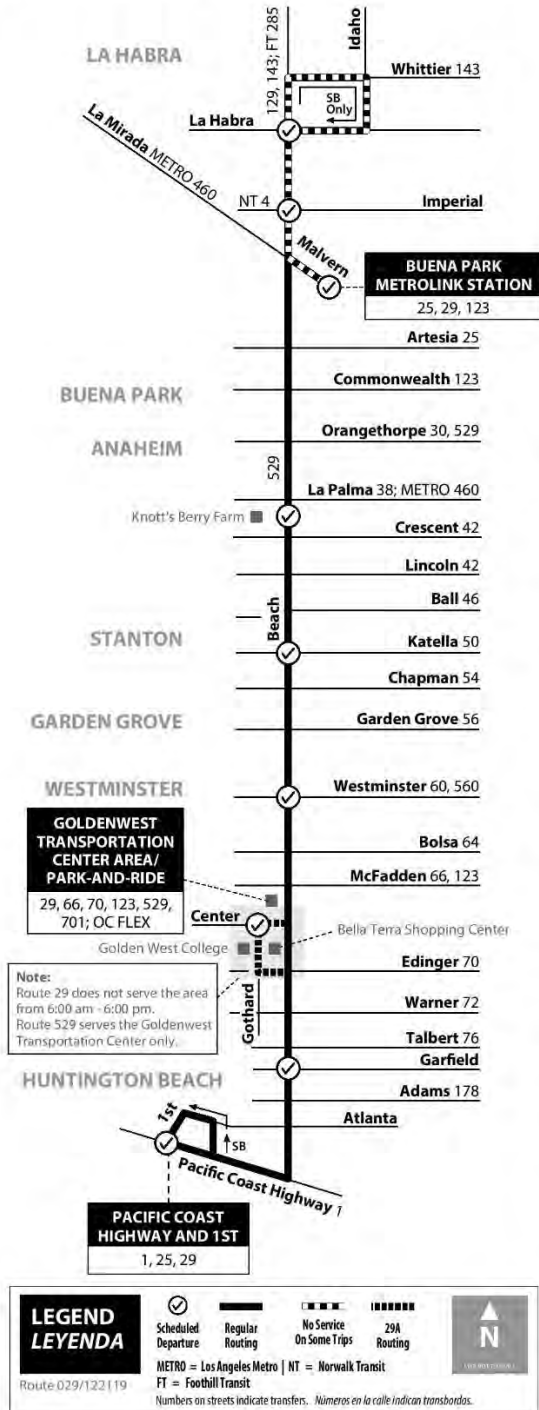
APPENDIX E BUS SCHEDULE



29/A

La Habra to Huntington Beach via Beach Blvd

NOTE: TAP card only accepted from La Palma to Malvern.
 NOTA: Tarjeta TAP sólo aceptada de La Palma a Malvern.



Monday-Friday NORTHBOUND To: La Habra

	Pacific Coast Hwy & 1st	Beach & Garfield	Center & Gothard	Beach & Westminster	Beach & Katella	Knott's Berry Farm	Buena Park Metrolink Station	Beach & Imperial	Beach & La Habra
A	4:11	4:18	.....	4:35	4:45	4:54	.....	5:10	5:14
	4:46	4:53	5:05	5:15	5:25	5:34	5:49		
	5:28	5:36	.....	5:55	6:06	6:18	.....	6:36	6:41
A	5:42	5:53	6:08	6:15	6:26	6:39	6:54		
A	6:00	6:10	6:25	6:35	6:47	6:59	7:14		
A	6:20	6:30	6:45	6:55	7:07	7:19	7:34		
	6:46	6:56	.....	7:15	7:27	7:39	.....	7:58	8:04
	7:10	7:20	7:35	7:45	7:57	8:09	8:24		
	7:43	7:53	.....	8:15	8:28	8:41	.....	9:01	9:06
A	8:06	8:16	8:33	8:45	8:59	9:12	9:29		
	8:42	8:52	.....	9:15	9:29	9:42	.....	10:02	10:07
A	8:58	9:09	9:30	9:45	9:58	10:11	10:28		
	9:26	9:37	.....	10:05	10:18	10:31	.....	10:52	10:58
A	9:41	9:52	10:13	10:26	10:39	10:52	11:07		
	10:08	10:19	.....	10:45	10:58	11:11	.....	11:31	11:36
A	10:18	10:29	10:50	11:03	11:16	11:29	11:44		
	10:44	10:56	.....	11:23	11:36	11:50	.....	12:13	12:20
A	10:55	11:07	11:30	11:42	11:55	12:09	12:24		
	11:20	11:32	.....	12:01	12:16	12:30	.....	12:50	12:57
A	11:29	11:41	12:04	12:19	12:34	12:48	1:05		
	11:58	12:10	.....	12:39	12:54	1:08	.....	1:28	1:35
A	12:08	12:20	12:43	12:58	1:13	1:27	1:44		
	12:38	12:50	.....	1:19	1:34	1:48	.....	2:08	2:15
A	12:49	1:01	1:24	1:39	1:54	2:08	2:25		
	1:16	1:29	.....	1:59	2:14	2:28	.....	2:49	2:57
A	1:27	1:40	2:04	2:19	2:34	2:48	3:04		
	1:57	2:10	.....	2:40	2:55	3:09	.....	3:30	3:38
A	2:08	2:20	2:44	2:59	3:15	3:28	3:42		
	2:37	2:49	.....	3:19	3:35	3:48	.....	4:08	4:15
A	2:50	3:02	3:25	3:39	3:55	4:07	4:22		
	3:18	3:30	.....	3:59	4:15	4:27	.....	4:47	4:54
A	3:28	3:41	4:04	4:18	4:33	4:46	5:03		
	3:56	4:10	.....	4:37	4:52	5:04	.....	5:25	5:31
A	4:02	4:12	4:34	4:47	5:02	5:14	5:30		
A	4:08	4:22	4:44	4:57	5:12	5:24	5:40		
A	4:17	4:31	4:53	5:07	5:22	5:34	5:50		
	4:36	4:50	.....	5:17	5:32	5:44	.....	6:05	6:11
A	4:43	4:57	5:23	5:37	5:51	6:03	6:21		
	5:15	5:29	.....	5:57	6:11	6:23	.....	6:44	6:50
A	5:26	5:41	6:05	6:17	6:30	6:43	7:01		
	5:58	6:13	.....	6:39	6:52	7:04	.....	7:24	7:31
A	6:17	6:30	6:50	7:02	7:15	7:25	7:40		
	6:57	7:08	.....	7:33	7:46	7:56	.....	8:12	8:19
A	7:19	7:30	7:50	8:02	8:15	8:25	8:40		
	7:55	8:06	.....	8:31	8:44	8:54	.....	9:10	9:17
A	8:18	8:29	8:49	9:01	9:14	9:24	9:39		
	8:55	9:06	.....	9:31	9:44	9:54	.....	10:10	10:17
A	9:22	9:33	9:50	10:01	10:13	10:24	10:39		
	9:58	10:09	.....	10:31	10:43	10:54	.....	11:10	11:16
A	10:25	10:36	10:51	11:01	11:13	11:23	11:38		
	11:00	11:11	.....	11:31	11:43	11:53	.....	12:09	12:15
A	11:25	11:36	11:51	12:01	12:13	12:23	12:38		
	12:00	12:11	.....	12:31	12:43	12:53	.....	1:09	1:15

A = These trips serve the Goldenwest Transportation Center.
 Estos viajes se detienen en el Centro de Transporte Goldenwest.

Effective October 11, 2020 | www.octa.net



La Habra to Huntington Beach

via Beach Blvd

29/A

Monday-Friday
SOUTHBOUND To: Huntington Beach

	Buena Park Metrolink Station	Beach & La Habra	Beach & Imperial	Knotts Berry Farm	Beach & Katella	Beach & Westminster	Gothard & Center	Beach & Garfield	Pacific Coast Hwy & 1st
A		4:30	4:39	4:55	5:04	5:14	.....	5:29	5:41
A	5:22	.....	.....	5:35	5:44	5:54	6:01	6:14	6:26
A		5:43	5:53	6:11	6:22	6:34	.....	6:53	7:06
A	6:17	.....	.....	6:31	6:42	6:54	7:03	7:18	7:31
A	6:37	.....	.....	6:51	7:02	7:14	7:23	7:38	7:51
A	6:49	.....	.....	7:10	7:21	7:34	7:43	7:58	8:11
A		6:53	7:06	7:29	7:40	7:55	.....	8:16	8:30
A	7:39	.....	.....	7:58	8:09	8:24	8:35	8:50	9:04
A		7:46	7:59	8:22	8:36	8:52	.....	9:14	9:29
A	8:36	.....	.....	8:55	9:08	9:23	9:34	9:50	10:06
A		8:46	8:59	9:22	9:35	9:50	.....	10:11	10:27
A	9:24	.....	.....	9:43	9:56	10:10	10:21	10:37	10:50
A		9:24	9:37	10:01	10:15	10:30	.....	10:53	11:07
A	10:01	.....	.....	10:21	10:35	10:50	11:01	11:20	11:34
A		10:03	10:17	10:42	10:55	11:10	.....	11:36	11:52
A	10:40	.....	.....	11:00	11:15	11:30	11:42	12:08	12:23
A		10:41	10:55	11:20	11:35	11:50	.....	12:19	12:34
A	11:20	.....	.....	11:40	11:55	12:10	12:22	12:48	1:03
A		11:21	11:35	12:00	12:15	12:30	.....	12:59	1:14
A	11:56	.....	.....	12:16	12:32	12:48	1:02	1:28	1:45
A		11:58	12:13	12:40	12:55	1:10	.....	1:39	1:53
A	12:37	.....	.....	1:00	1:14	1:30	1:42	2:05	2:20
A		12:38	12:53	1:20	1:34	1:50	.....	2:17	2:32
A	1:17	.....	.....	1:40	1:54	2:10	2:22	2:45	3:00
A		1:17	1:32	1:59	2:14	2:30	.....	2:58	3:15
A	1:56	.....	.....	2:19	2:34	2:50	3:02	3:26	3:43
A		2:00	2:14	2:40	2:55	3:10	.....	3:37	3:53
A	2:37	.....	.....	2:59	3:14	3:29	3:41	4:04	4:20
A		2:40	2:54	3:20	3:33	3:48	.....	4:12	4:28
A	3:08	.....	.....	3:29	3:42	3:57	4:08	4:28	4:44
A	3:18	.....	.....	3:39	3:52	4:07	4:18	4:38	4:54
A	3:28	.....	.....	3:49	4:02	4:17	4:28	4:48	5:04
A		3:18	3:32	3:58	4:11	4:26	.....	4:50	5:06
A	3:58	.....	.....	4:19	4:32	4:45	4:55	5:13	5:30
A		3:58	4:12	4:38	4:51	5:04	.....	5:26	5:43
A	4:35	.....	.....	4:55	5:09	5:22	5:32	5:48	6:03
A		4:37	4:50	5:15	5:29	5:42	.....	6:03	6:18
A	5:15	.....	.....	5:35	5:49	6:02	6:12	6:28	6:43
A		5:16	5:29	5:55	6:09	6:22	.....	6:43	6:56
A	5:57	.....	.....	6:15	6:29	6:42	6:52	7:09	7:22
A		5:56	6:09	6:35	6:49	7:02	.....	7:23	7:36
A	6:37	.....	.....	6:55	7:09	7:22	7:32	7:49	8:02
A		6:36	6:49	7:15	7:29	7:42	.....	8:03	8:16
A	7:28	.....	.....	7:45	7:59	8:12	8:22	8:37	8:50
A		7:38	7:51	8:15	8:29	8:42	.....	9:02	9:15
A	8:28	.....	.....	8:45	8:59	9:12	9:22	9:37	9:50
A		8:44	8:56	9:18	9:30	9:42	.....	10:00	10:12
A	9:31	.....	.....	9:48	10:00	10:12	10:21	10:35	10:47
A		9:44	9:56	10:18	10:30	10:42	.....	11:00	11:12
A	10:29	.....	.....	10:46	10:58	11:10	11:19	11:33	11:45
A		10:44	10:56	11:18	11:30	11:42	.....	12:00	12:12
A	11:34	.....	.....	11:51	12:02	12:12	12:20	12:33	12:44
A		11:51	12:02	12:21	12:32	12:42	.....	12:58	1:09

Saturday
NORTHBOUND To: La Habra

	Pacific Coast Hwy & 1st	Beach & Garfield	Center & Gothard	Beach & Westminster	Beach & Katella	Knotts Berry Farm	Buena Park Metrolink Station	Beach & Imperial	Beach & La Habra
A	4:11	4:18	.....	4:35	4:45	4:54	.....	5:10	5:14
A	4:46	4:53	5:05	5:15	5:25	5:34	.....	5:49	.....
A	5:28	5:36	.....	5:55	6:06	6:18	.....	6:36	6:41
A	6:00	6:10	6:25	6:35	6:47	6:59	7:14	.....	.....
A	6:46	6:56	.....	7:15	7:27	7:39	.....	7:58	8:04
A	7:10	7:20	7:35	7:45	7:57	8:09	8:24	.....	.....
A	7:43	7:53	.....	8:15	8:28	8:41	.....	9:01	9:06
A	8:06	8:16	8:33	8:45	8:59	9:12	9:29	.....	.....
A	8:42	8:52	.....	9:15	9:29	9:42	.....	10:02	10:07
A	8:58	9:09	9:30	9:45	9:58	10:11	10:28	.....	.....
A	9:26	9:37	.....	10:05	10:18	10:31	.....	10:52	10:58
A	9:41	9:52	10:13	10:26	10:39	10:52	11:07	.....	.....
A	10:08	10:19	.....	10:45	10:58	11:11	.....	11:31	11:36
A	10:18	10:29	10:50	11:03	11:16	11:29	11:44	.....	.....
A	10:44	10:56	.....	11:23	11:36	11:50	.....	12:13	12:20
A	10:55	11:07	11:30	11:42	11:55	12:09	12:24	.....	.....
A	11:20	11:32	.....	12:01	12:16	12:30	.....	12:50	12:57
A	11:29	11:41	12:04	12:19	12:34	12:48	1:05	.....	.....
A	11:58	12:10	.....	12:39	12:54	1:08	.....	1:28	1:35
A	12:08	12:20	12:43	12:58	1:13	1:27	1:44	.....	.....
A	12:38	12:50	.....	1:19	1:34	1:48	.....	2:08	2:15
A	12:49	1:01	1:24	1:39	1:54	2:08	2:25	.....	.....
A	1:16	1:29	.....	1:59	2:14	2:28	.....	2:49	2:57
A	1:27	1:40	2:04	2:19	2:34	2:48	3:04	.....	.....
A	1:57	2:10	.....	2:40	2:55	3:09	.....	3:30	3:38
A	2:08	2:20	2:44	2:59	3:15	3:28	3:42	.....	.....
A	2:37	2:49	.....	3:19	3:35	3:48	.....	4:08	4:15
A	2:50	3:02	3:25	3:39	3:55	4:07	4:22	.....	.....
A	3:18	3:30	.....	3:59	4:15	4:27	.....	4:47	4:54
A	3:28	3:41	4:04	4:18	4:33	4:46	5:03	.....	.....
A	3:56	4:10	.....	4:37	4:52	5:04	.....	5:25	5:31
A	4:08	4:22	4:44	4:57	5:12	5:24	5:40	.....	.....
A	4:36	4:50	.....	5:17	5:32	5:44	.....	6:05	6:11
A	4:43	4:57	5:23	5:37	5:51	6:03	6:21	.....	.....
A	5:15	5:29	.....	5:57	6:11	6:23	.....	6:44	6:50
A	5:26	5:41	6:05	6:17	6:30	6:43	7:01	.....	.....
A	5:58	6:13	.....	6:39	6:52	7:04	.....	7:24	7:31
A	6:17	6:30	6:50	7:02	7:15	7:25	7:40	.....	.....
A	6:57	7:08	.....	7:33	7:46	7:56	.....	8:12	8:19
A	7:19	7:30	7:50	8:02	8:15	8:25	8:40	.....	.....
A	7:55	8:06	.....	8:31	8:44	8:54	.....	9:10	9:17
A	8:18	8:29	8:49	9:01	9:14	9:24	9:39	.....	.....
A	8:55	9:06	.....	9:31	9:44	9:54	.....	10:10	10:17
A	9:22	9:33	9:50	10:01	10:13	10:24	10:39	.....	.....
A	9:58	10:09	.....	10:31	10:43	10:54	.....	11:10	11:16
A	10:25	10:36	10:51	11:01	11:13	11:23	11:38	.....	.....
A	11:00	11:11	.....	11:31	11:43	11:53	.....	12:09	12:15
A	11:25	11:36	11:51	12:01	12:13	12:23	12:38	.....	.....
A	12:00	12:11	.....	12:31	12:43	12:53	.....	1:09	1:15

A = These trips serve the Goldenwest Transportation Center.
 Estos viajes se detienen en el Centro de Transporte Goldenwest.



29/A

La Habra to Huntington Beach via Beach Blvd

NOTE: TAP card only accepted from La Palma to Malvern.
 NOTA: Tarjeta TAP sólo aceptada de La Palma a Malvern.

Saturday SOUTHBOUND To: Huntington Beach

Sunday & Holiday NORTHBOUND To: La Habra

	Beach & La Habra	Beach & Imperial	Buena Park Metrolink Station	Knotts Berry Farm	Beach & Katella	Beach & Westminster	Gothard & Center	Beach & Garfield	Pacific Coast Hwy & 1st
A	4:30	4:39	5:22	4:55	5:04	5:14	6:01	5:29	5:41
A	5:43	5:53	6:37	6:11	6:22	6:34	7:23	6:53	7:06
A	6:53	7:06	7:39	7:29	7:40	7:55	8:35	8:16	8:30
A	7:46	7:59	8:36	8:22	8:36	8:52	9:14	9:29	9:45
A	8:46	8:59	9:24	9:22	9:35	9:50	10:11	10:27	10:43
A	9:24	9:37	10:01	10:01	10:15	10:30	10:53	11:07	11:23
A	10:03	10:17	10:40	10:42	10:55	11:10	11:36	11:52	12:08
A	10:41	10:55	11:20	11:20	11:35	11:50	12:19	12:34	12:50
A	11:21	11:35	11:56	12:00	12:15	12:30	12:59	1:14	1:30
A	11:58	12:13	12:37	12:40	12:55	1:10	1:39	1:53	2:08
A	12:38	12:53	1:17	1:20	1:34	1:50	2:17	2:32	2:47
A	1:17	1:32	1:56	1:59	2:14	2:30	2:58	3:15	3:30
A	2:00	2:14	2:37	2:40	2:55	3:10	3:37	3:53	4:08
A	2:40	2:54	3:18	3:20	3:33	3:48	4:12	4:28	4:43
A	3:18	3:32	3:58	3:58	4:11	4:26	4:50	5:06	5:21
A	3:58	4:12	4:35	4:38	4:51	5:04	5:26	5:43	5:59
A	4:37	4:50	5:15	5:15	5:29	5:42	6:03	6:18	6:34
A	5:16	5:29	5:57	5:55	6:09	6:22	6:43	6:56	7:12
A	5:56	6:09	6:37	6:35	6:49	7:02	7:23	7:36	7:52
A	6:36	6:49	7:28	7:15	7:29	7:42	8:03	8:16	8:32
A	7:38	7:51	8:28	8:15	8:29	8:42	9:02	9:15	9:31
A	8:44	8:56	9:31	9:18	9:30	9:42	10:00	10:12	10:28
A	9:44	9:56	10:29	10:18	10:30	10:42	11:00	11:12	11:28
A	10:44	10:56	11:34	11:18	11:30	11:42	12:00	12:12	12:28
A	11:51	12:02	12:21	12:21	12:32	12:42	12:58	1:09	1:20

	Pacific Coast Hwy & 1st	Beach & Garfield	Center & Gothard	Beach & Westminster	Beach & Katella	Knotts Berry Farm	Buena Park Metrolink Station	Beach & Imperial	Beach & La Habra
A	5:11	5:20	6:08	5:37	5:47	5:58	6:52	6:14	6:19
A	5:45	5:54	6:30	6:17	6:27	6:38	7:38	7:44	7:49
A	6:30	6:40	7:24	6:57	7:08	7:21	8:16	8:50	8:55
A	6:57	7:08	7:45	7:34	7:45	8:02	8:50	9:23	9:28
A	7:34	7:45	8:07	8:04	8:15	8:32	9:23	9:57	10:02
A	8:04	8:15	8:31	8:44	8:56	9:09	9:57	10:30	10:35
A	8:41	8:52	9:14	9:14	9:26	9:39	10:12	10:35	10:40
A	8:53	9:04	9:20	9:33	9:45	9:58	10:51	11:19	11:26
A	9:19	9:30	9:58	9:52	10:04	10:17	11:32	11:59	12:06
A	9:29	9:41	10:11	10:11	10:24	10:36	11:59	12:26	12:33
A	9:48	10:00	10:32	10:32	10:45	10:57	12:11	12:39	12:46
A	10:10	10:22	10:39	10:52	11:05	11:17	12:39	1:07	1:14
A	10:28	10:40	11:18	11:12	11:25	11:37	1:07	1:20	1:27
A	10:49	11:01	11:18	11:31	11:44	11:56	1:34	2:00	2:07
A	11:08	11:20	11:52	11:52	12:05	12:17	2:00	2:27	2:34
A	11:31	11:43	12:00	12:13	12:26	12:38	2:16	2:41	2:48
A	11:47	12:00	12:37	12:32	12:45	12:57	2:41	3:07	3:14
A	12:05	12:18	12:51	12:51	1:04	1:16	3:07	3:32	3:39
A	12:27	12:40	1:19	1:12	1:25	1:37	3:37	4:01	4:08
A	12:47	1:00	1:53	1:33	1:46	1:58	4:14	4:36	4:43
A	1:08	1:21	2:03	1:53	2:06	2:18	4:36	5:01	5:08
A	1:27	1:40	2:19	2:13	2:26	2:38	4:54	5:16	5:23
A	1:48	2:01	2:33	2:33	2:46	2:58	5:16	5:38	5:45
A	2:08	2:21	2:40	2:54	3:07	3:19	5:34	5:56	6:03
A	2:28	2:41	3:13	3:13	3:26	3:38	6:03	6:25	6:32
A	2:51	3:03	3:20	3:33	3:46	3:56	6:25	6:47	6:54
A	3:09	3:21	3:53	3:53	4:06	4:16	6:47	7:09	7:16
A	3:31	3:43	4:00	4:13	4:26	4:36	7:09	7:31	7:38
A	3:49	4:01	4:33	4:33	4:46	4:56	7:27	7:49	7:56
A	4:11	4:23	4:40	4:53	5:06	5:16	7:45	8:07	8:14
A	4:29	4:41	5:13	5:13	5:26	5:36	8:03	8:25	8:32
A	4:51	5:03	5:20	5:33	5:46	5:56	8:21	8:43	8:50
A	5:09	5:21	5:53	5:53	6:06	6:16	8:39	8:61	8:68
A	5:31	5:43	6:00	6:13	6:26	6:36	8:57	9:19	9:26
A	5:49	6:01	6:33	6:33	6:46	6:56	9:15	9:37	9:44
A	6:11	6:23	6:40	6:53	7:06	7:16	9:33	9:55	10:02
A	6:29	6:41	7:13	7:13	7:26	7:36	9:51	10:13	10:20
A	6:55	7:07	7:24	7:37	7:50	8:00	10:09	10:31	10:38
A	7:22	7:35	8:07	8:07	8:18	8:26	10:27	10:49	10:56
A	7:51	8:04	8:20	8:34	8:45	8:53	10:45	11:07	11:14
A	8:29	8:41	9:01	9:01	9:13	9:23	11:03	11:25	11:32
A	8:50	9:02	9:17	9:28	9:40	9:50	11:21	11:43	11:50
A	9:25	9:37	9:57	9:57	10:09	10:19	11:39	12:01	12:08
A	9:50	10:02	10:17	10:28	10:40	10:50	11:57	12:19	12:26
A	10:27	10:39	10:59	10:59	11:11	11:21	12:04	12:26	12:33
A	10:51	11:03	11:23	11:23	11:35	11:45	12:22	12:44	12:51

A = These trips serve the Goldenwest Transportation Center.
 Estos viajes se detienen en el Centro de Transporte Goldenwest.



29/A La Habra to Huntington Beach

via Beach Blvd

Sunday & Holiday
SOUTHBOUND To: Huntington Beach

	Beach & La Habra	Beach & Imperial	Buena Park Metrolink Station	Knotts Berry Farm	Beach & Katella	Beach & Westminster	Gothard & Center	Beach & Garfield	Pacific Coast Hwy & 1st
A	5:12	5:21	.....	5:36	5:48	5:58	.....	6:15	6:29
			6:02	6:17	6:29	6:39	6:47	7:01	7:15
	6:30	6:40	.....	6:58	7:10	7:21	.....	7:39	7:53
A			7:22	7:37	7:49	8:00	8:10	8:24	8:38
	7:37	7:47	.....	8:05	8:17	8:28	.....	8:46	9:00
A			8:17	8:33	8:45	8:56	9:06	9:20	9:34
	8:26	8:38	.....	8:59	9:11	9:24	.....	9:45	10:00
A			9:08	9:24	9:36	9:49	9:59	10:16	10:31
	9:11	9:23	.....	9:44	9:56	10:09	.....	10:30	10:45
A			9:48	10:04	10:16	10:29	10:39	10:56	11:11
	9:51	10:03	.....	10:24	10:36	10:49	.....	11:10	11:25
A			10:27	10:42	10:55	11:09	11:20	11:38	11:51
	10:28	10:40	.....	11:02	11:15	11:29	.....	11:51	12:04
A			11:01	11:18	11:32	11:47	11:59	12:20	12:37
	11:03	11:17	.....	11:39	11:53	12:08	.....	12:32	12:49
A			11:42	11:59	12:13	12:28	12:40	1:01	1:18
	11:43	11:57	.....	12:19	12:33	12:48	.....	1:12	1:29
A			12:22	12:39	12:53	1:08	1:20	1:41	1:58
	12:25	12:39	.....	1:01	1:15	1:30	.....	1:54	2:11
A			1:05	1:22	1:36	1:51	2:03	2:24	2:41
	1:06	1:20	.....	1:42	1:56	2:11	.....	2:35	2:52
A			1:45	2:02	2:16	2:31	2:43	3:04	3:21
	1:46	2:00	.....	2:22	2:36	2:51	.....	3:15	3:32
A			2:25	2:42	2:56	3:11	3:23	3:44	4:01
	2:26	2:40	.....	3:02	3:16	3:31	.....	3:55	4:12
A			3:05	3:22	3:36	3:51	4:03	4:24	4:41
	3:09	3:23	.....	3:45	3:58	4:11	.....	4:33	4:48
A			3:47	4:05	4:18	4:31	4:42	5:00	5:15
	3:48	4:02	.....	4:24	4:37	4:50	.....	5:12	5:27
A			4:25	4:43	4:56	5:09	5:20	5:38	5:53
	4:27	4:41	.....	5:03	5:16	5:29	.....	5:51	6:06
A			5:10	5:27	5:38	5:49	5:59	6:15	6:29
	5:14	5:27	.....	5:47	5:58	6:09	.....	6:29	6:43
A			5:49	6:06	6:17	6:28	6:38	6:54	7:08
	5:54	6:07	.....	6:27	6:38	6:49	.....	7:09	7:23
A			6:30	6:47	6:58	7:09	7:19	7:35	7:49
	6:34	6:47	.....	7:07	7:18	7:29	.....	7:49	8:03
A			7:10	7:27	7:38	7:49	7:59	8:15	8:29
	7:24	7:37	.....	7:57	8:08	8:19	.....	8:39	8:53
A			8:10	8:27	8:38	8:49	8:59	9:15	9:29
	8:26	8:37	.....	8:57	9:09	9:19	.....	9:35	9:49
A			9:12	9:27	9:39	9:49	9:58	10:10	10:24
	9:26	9:37	.....	9:57	10:09	10:19	.....	10:35	10:49
A			10:17	10:32	10:44	10:54	11:03	11:15	11:29
	10:31	10:42	.....	11:02	11:14	11:24	.....	11:40	11:54
	11:06	11:17	.....	11:37	11:49	11:59	.....	12:15	12:29

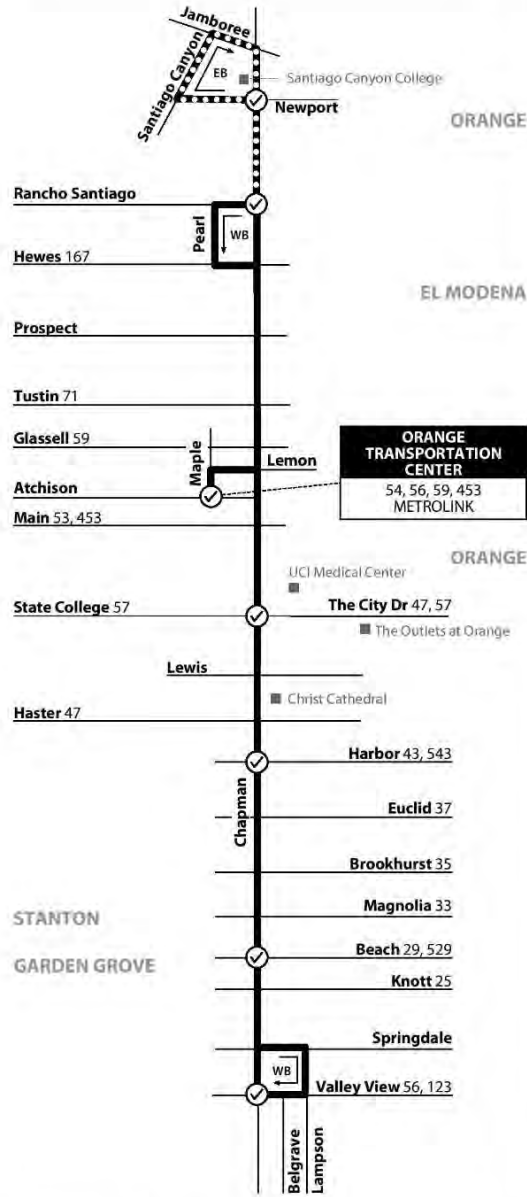
A = These trips serve the Goldenwest Transportation Center.
 Estos viajes se detienen en el Centro de Transporte Goldenwest.



NOTE: This route does not operate east of Rancho Santiago St. on Sundays.
NOTA: Esta ruta no opera al este de Rancho Santiago St. los domingos.

Garden Grove to Orange
 via Chapman Ave

54



Monday-Friday
EASTBOUND To: Orange

Chapman & Valley View	Chapman & Beach	Chapman & Brookhurst	Chapman & Harbor	Chapman & City Drive	Orange Transportation Center	Chapman & Rancho Santiago	Santiago Canyon College
6:15	6:22	6:30	6:39	6:46	6:57	7:13	7:23
6:45	6:52	7:00	7:09	7:16	7:27	7:43	7:53
7:15	7:22	7:30	7:39	7:46	7:57	8:13	8:23
7:45	7:52	8:00	8:09	8:16	8:27	8:43	8:53
8:15	8:22	8:30	8:39	8:46	8:57	9:13	9:23
8:45	8:52	9:00	9:09	9:16	9:27	9:43	9:53
9:14	9:21	9:29	9:39	9:46	9:59	10:16	10:26
9:44	9:51	9:59	10:09	10:16	10:29	10:46	10:56
10:11	10:19	10:27	10:39	10:47	10:59	11:16	11:26
10:41	10:49	10:57	11:09	11:17	11:29	11:46	11:56
11:11	11:19	11:27	11:39	11:47	11:59	12:16	12:26
11:41	11:49	11:57	12:09	12:17	12:29	12:46	12:56
12:11	12:19	12:27	12:39	12:47	12:59	1:16	1:26
12:40	12:49	12:58	1:09	1:17	1:29	1:48	1:58
1:10	1:19	1:28	1:39	1:47	1:59	2:18	2:28
1:40	1:49	1:58	2:09	2:17	2:29	2:48	2:58
2:10	2:19	2:28	2:39	2:47	2:59	3:18	3:28
2:40	2:49	2:58	3:09	3:17	3:29	3:48	3:58
			3:25	3:33	3:46		
3:10	3:19	3:28	3:39	3:47	3:59	4:18	4:28
			3:55	4:03	4:16		
3:40	3:49	3:58	4:09	4:17	4:29	4:48	4:58
4:11	4:20	4:28	4:39	4:47	4:57	5:14	5:24
			4:44	4:52	5:04		
4:41	4:50	4:58	5:09	5:17	5:27	5:44	5:54
5:12	5:20	5:28	5:39	5:47	5:58	6:15	6:24
5:42	5:50	5:58	6:09	6:17	6:28	6:45	6:54
6:12	6:20	6:28	6:39	6:47	6:58	7:15	7:24
6:45	6:52	6:59	7:09	7:16	7:27	7:42	7:50
7:15	7:22	7:29	7:39	7:46	7:57	8:12	8:20
7:45	7:52	7:59	8:09	8:16	8:27	8:42	8:50
8:15	8:22	8:29	8:39	8:46	8:57	9:12	9:20
9:00	9:07	9:14	9:24	9:31	9:42	9:57	10:05

LEGEND
LEYENDA

Scheduled Departure (circle with checkmark)
 Regular Routing (solid line)
 Monday-Saturday Only (dashed line)

METRO = Los Angeles Metro | RTA = Riverside Transit Agency
 LBT = Long Beach Transit | ART = Anaheim Resort Transit

Números en las calles indican transferencias. Números en la calle indican transferencias.

SERVICE TO / SERVICIO A

El Modena Orange	Stanton Garden Grove
- El Modena High School	- Christ Cathedral
- Santiago Canyon College	- Garden Grove Resort District
- Orange Public Library	- Izaak Walton Intermediate School
- Orange Civic Center	- Dr. Walter C. Ralston Intermediate School
- Orange Transportation Center (Metrolink)	- Alamos Intermediary School
- The Plaza	- Garden Grove Promenade
- The Outlets at Orange	- Chapman Library
- UCI Medical Center	- Garden Grove West Library
- Lamoreaux Justice Center	- Pacifica High School
- Portola Middle School	- Hilton D. Bell Intermediate School



54

Garden Grove to Orange via Chapman Ave

NOTE: This route does not operate east of Rancho Santiago St. on Sundays.
 NOTA: Esta ruta no opera al este de Rancho Santiago St. los domingos.

Monday-Friday

WESTBOUND To: Garden Grove

Santiago Canyon College	Chapman & Rancho Santiago	Orange Transportation Center	Chapman & City Drive	Chapman & Harbor	Chapman & Brookhurst	Chapman & Beach	Chapman & Valley View
6:00	6:05	6:22	6:32	6:38	6:45	6:51	7:00
6:16	6:22	6:40	6:51	6:58	7:08	7:16	7:27
6:46	6:52	7:10	7:21	7:28	7:38	7:46	7:57
7:16	7:22	7:40	7:51	7:58	8:08	8:16	8:27
7:46	7:52	8:10	8:21	8:28	8:38	8:46	8:57
8:16	8:22	8:40	8:51	8:58	9:08	9:16	9:27
8:46	8:52	9:10	9:21	9:28	9:38	9:46	9:57
9:12	9:18	9:38	9:50	9:58	10:08	10:17	10:28
9:42	9:48	10:08	10:20	10:28	10:38	10:47	10:58
10:12	10:18	10:38	10:50	10:58	11:08	11:17	11:28
10:42	10:48	11:08	11:20	11:28	11:38	11:47	11:58
11:12	11:18	11:38	11:50	11:58	12:08	12:17	12:28
11:42	11:48	12:08	12:20	12:28	12:38	12:47	12:58
12:12	12:18	12:38	12:50	12:58	1:08	1:17	1:28
12:41	12:47	1:07	1:19	1:28	1:38	1:48	1:59
1:11	1:17	1:37	1:49	1:58	2:08	2:18	2:29
1:41	1:47	2:07	2:19	2:28	2:38	2:48	2:59
2:11	2:17	2:37	2:49	2:58	3:08	3:18	3:29
2:41	2:47	3:07	3:19	3:28	3:38	3:48	3:59
3:10	3:17	3:36	3:49	3:58	4:09	4:18	4:28
3:40	3:47	4:06	4:19	4:28	4:39	4:48	4:58
4:10	4:17	4:36	4:49	4:58	5:09	5:18	5:28
4:40	4:47	5:06	5:19	5:28	5:39	5:48	5:58
5:10	5:17	5:36	5:49	5:58	6:09	6:18	6:28
5:45	5:51	6:09	6:21	6:28	6:38	6:47	6:57
6:15	6:21	6:39	6:51	6:58	7:08	7:17	7:27
6:45	6:51	7:09	7:21	7:28	7:38	7:47	7:57
7:15	7:21	7:39	7:51	7:58	8:08	8:17	8:27
7:45	7:51	8:09	8:21	8:28	8:38	8:47	8:57
8:30	8:36	8:54	9:06	9:13	9:23	9:32	9:42

Saturday

EASTBOUND To: Orange

Chapman & Valley View	Chapman & Beach	Chapman & Brookhurst	Chapman & Harbor	Chapman & City Drive	Orange Transportation Center	Chapman & Rancho Santiago	Santiago Canyon College
6:15	6:22	6:30	6:39	6:46	6:57	7:13	7:23
6:45	6:52	7:00	7:09	7:16	7:27	7:43	7:53
7:15	7:22	7:30	7:39	7:46	7:57	8:13	8:23
7:45	7:52	8:00	8:09	8:16	8:27	8:43	8:53
8:15	8:22	8:30	8:39	8:46	8:57	9:13	9:23
8:45	8:52	9:00	9:09	9:16	9:27	9:43	9:53
9:14	9:21	9:29	9:39	9:46	9:59	10:16	10:26
9:44	9:51	9:59	10:09	10:16	10:29	10:46	10:56
10:11	10:19	10:27	10:39	10:47	10:59	11:16	11:26
10:41	10:49	10:57	11:09	11:17	11:29	11:46	11:56
11:11	11:19	11:27	11:39	11:47	11:59	12:16	12:26
11:41	11:49	11:57	12:09	12:17	12:29	12:46	12:56
12:11	12:19	12:27	12:39	12:47	12:59	1:16	1:26
12:40	12:49	12:58	1:09	1:17	1:29	1:48	1:58
1:10	1:19	1:28	1:39	1:47	1:59	2:18	2:28
1:40	1:49	1:58	2:09	2:17	2:29	2:48	2:58
2:10	2:19	2:28	2:39	2:47	2:59	3:18	3:28
2:40	2:49	2:58	3:09	3:17	3:29	3:48	3:58
3:10	3:19	3:28	3:39	3:47	3:59	4:18	4:28
3:40	3:49	3:58	4:09	4:17	4:29	4:48	4:58
4:11	4:20	4:28	4:39	4:47	4:57	5:14	5:24
4:41	4:50	4:58	5:09	5:17	5:27	5:44	5:54
5:12	5:20	5:28	5:39	5:47	5:58	6:15	6:24
5:42	5:50	5:58	6:09	6:17	6:28	6:45	6:54
6:12	6:20	6:28	6:39	6:47	6:58	7:15	7:24
6:45	6:52	6:59	7:09	7:16	7:27	7:42	7:50
7:15	7:22	7:29	7:39	7:46	7:57	8:12	8:20
7:45	7:52	7:59	8:09	8:16	8:27	8:42	8:50
8:15	8:22	8:29	8:39	8:46	8:57	9:12	9:20
9:00	9:07	9:14	9:24	9:31	9:42	9:57	10:05

Effective October 11, 2020 | www.octa.net



NOTE: This route does not operate east of Rancho Santiago St. on Sundays.
NOTA: Esta ruta no opera al este de Rancho Santiago St. los domingos.

Garden Grove to Orange
 via Chapman Ave **54**

Saturday
WESTBOUND To: Garden Grove

Santiago Canyon College	Chapman & Rancho Santiago	Orange Transportation Center	Chapman & City Drive	Chapman & Harbor	Chapman & Brookhurst	Chapman & Beach	Chapman & Valley View
6:00	6:05	6:22	6:32	6:38	6:45	6:51	7:00
6:16	6:22	6:40	6:51	6:58	7:08	7:16	7:27
6:46	6:52	7:10	7:21	7:28	7:38	7:46	7:57
7:16	7:22	7:40	7:51	7:58	8:08	8:16	8:27
7:46	7:52	8:10	8:21	8:28	8:38	8:46	8:57
8:16	8:22	8:40	8:51	8:58	9:08	9:16	9:27
8:46	8:52	9:10	9:21	9:28	9:38	9:46	9:57
9:12	9:18	9:38	9:50	9:58	10:08	10:17	10:28
9:42	9:48	10:08	10:20	10:28	10:38	10:47	10:58
10:12	10:18	10:38	10:50	10:58	11:08	11:17	11:28
10:42	10:48	11:08	11:20	11:28	11:38	11:47	11:58
11:12	11:18	11:38	11:50	11:58	12:08	12:17	12:28
11:42	11:48	12:08	12:20	12:28	12:38	12:47	12:58
12:12	12:18	12:38	12:50	12:58	1:08	1:17	1:28
12:41	12:47	1:07	1:19	1:28	1:38	1:48	1:59
1:11	1:17	1:37	1:49	1:58	2:08	2:18	2:29
1:41	1:47	2:07	2:19	2:28	2:38	2:48	2:59
2:11	2:17	2:37	2:49	2:58	3:08	3:18	3:29
2:41	2:47	3:07	3:19	3:28	3:38	3:48	3:59
3:10	3:17	3:36	3:49	3:58	4:09	4:18	4:28
3:40	3:47	4:06	4:19	4:28	4:39	4:48	4:58
4:10	4:17	4:36	4:49	4:58	5:09	5:18	5:28
4:40	4:47	5:06	5:19	5:28	5:39	5:48	5:58
5:10	5:17	5:36	5:49	5:58	6:09	6:18	6:28
5:45	5:51	6:09	6:21	6:28	6:38	6:47	6:57
6:15	6:21	6:39	6:51	6:58	7:08	7:17	7:27
6:45	6:51	7:09	7:21	7:28	7:38	7:47	7:57
7:15	7:21	7:39	7:51	7:58	8:08	8:17	8:27
7:45	7:51	8:09	8:21	8:28	8:38	8:47	8:57
8:30	8:36	8:54	9:06	9:13	9:23	9:32	9:42

Sunday & Holiday
EASTBOUND To: Orange

Chapman & alley View	Chapman & Beach	Chapman & Brookhurst	Chapman & Harbor	Chapman & City Drive	Orange Transportation Center	Rancho Santiago & Chapman
6:57	7:04	7:11	7:21	7:28	7:39	7:51
7:28	7:35	7:42	7:52	7:59	8:10	8:22
7:59	8:06	8:13	8:23	8:30	8:41	8:53
8:23	8:32	8:42	8:54	9:02	9:14	9:28
8:54	9:03	9:13	9:25	9:33	9:45	9:59
9:26	9:35	9:45	9:57	10:05	10:17	10:31
9:57	10:06	10:16	10:28	10:36	10:48	11:02
10:30	10:38	10:47	10:59	11:07	11:19	11:33
11:03	11:11	11:20	11:32	11:40	11:52	12:09
11:34	11:42	11:51	12:03	12:11	12:23	12:40
12:06	12:14	12:23	12:35	12:43	12:55	1:12
12:41	12:49	12:57	1:08	1:16	1:28	1:45
1:10	1:18	1:26	1:37	1:45	1:57	2:14
1:43	1:51	1:59	2:10	2:18	2:30	2:47
2:17	2:25	2:33	2:44	2:52	3:04	3:21
2:49	2:57	3:05	3:16	3:24	3:36	3:52
3:22	3:30	3:38	3:48	3:56	4:07	4:23
3:51	3:59	4:07	4:17	4:25	4:36	4:52
4:24	4:32	4:40	4:50	4:58	5:09	5:25
4:58	5:06	5:14	5:24	5:32	5:43	5:59
5:28	5:35	5:43	5:53	6:00	6:11	6:24
5:59	6:06	6:14	6:24	6:31	6:42	6:55
6:27	6:34	6:42	6:52	6:59	7:10	7:23
6:57	7:04	7:12	7:22	7:29	7:40	7:53
7:31	7:38	7:46	7:56	8:03	8:14	8:27
8:31	8:38	8:46	8:56	9:03	9:14	9:27
9:31	9:38	9:46	9:56	10:03	10:14	10:27

Sunday & Holiday
WESTBOUND To: Garden Grove

Rancho Santiago & Chapman	Orange Transportation Center	Chapman & City Drive	Chapman & Harbor	Chapman & Brookhurst	Chapman & Beach	Chapman & Valley View
6:29	6:45	6:55	7:02	7:10	7:17	7:26
7:06	7:22	7:34	7:42	7:52	8:01	8:11
7:36	7:52	8:04	8:12	8:22	8:31	8:41
8:06	8:22	8:34	8:42	8:52	9:01	9:11
8:37	8:53	9:05	9:13	9:23	9:32	9:42
9:08	9:24	9:36	9:44	9:54	10:03	10:13
9:43	9:59	10:11	10:19	10:29	10:38	10:48
10:14	10:30	10:42	10:50	11:00	11:09	11:19
10:44	11:02	11:14	11:22	11:32	11:41	11:51
11:17	11:35	11:47	11:55	12:05	12:14	12:24
11:48	12:06	12:18	12:26	12:36	12:45	12:55
12:21	12:39	12:51	12:59	1:09	1:18	1:28
12:55	1:13	1:25	1:33	1:43	1:52	2:02
1:28	1:45	1:57	2:05	2:15	2:24	2:34
2:00	2:17	2:29	2:37	2:47	2:57	3:07
2:29	2:46	2:58	3:06	3:16	3:26	3:36
3:02	3:19	3:31	3:39	3:49	3:59	4:09
3:37	3:53	4:05	4:13	4:23	4:32	4:42
4:08	4:24	4:36	4:44	4:54	5:03	5:13
4:39	4:55	5:07	5:15	5:25	5:34	5:44
5:08	5:23	5:35	5:43	5:52	6:01	6:10
5:40	5:55	6:07	6:15	6:24	6:33	6:42
6:14	6:29	6:41	6:49	6:58	7:07	7:16
6:39	6:54	7:06	7:14	7:23	7:32	7:41
7:10	7:25	7:37	7:45	7:54	8:03	8:12
7:38	7:53	8:05	8:13	8:22	8:31	8:40
8:38	8:53	9:05	9:13	9:22	9:31	9:40
9:38	9:53	10:05	10:13	10:22	10:31	10:40

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST 4TH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

www.dot.ca.gov/caltrans-near-me/district12



Making Conservation
a California Way of Life.

Received by
Planning Division
11/18/2021

November 18, 2021

Ms. Estefany Franco
City of Stanton
Community and Economic Development
Department, Planning Division
7800 Katella Avenue
Stanton, CA 90680

File: IGR/CEQA
SCH#: 2021110029
IGR LOG #2021-01824
SR-22 & SR-39

Dear Ms. Franco,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Initial Study and Mitigated Negative Declaration for the Bigsby Townhomes and Orangewood Parkette project. The Applicant (Bonanni Development) proposes to construct a 79-unit townhome residential development on an approximately 3.54-acre site at 12200 Beach Boulevard Assessor Parcel Number 131-422-20, within the Commercial General (C-G) zone with a General Mixed-Use Overlay (GLMX). The proposed project also includes an off-site pocket park (Orangewood Parkette) of approximately 7,600 square feet at the terminus of Orangewood Avenue and Santa Rosalia Street. The proposed project will require approval of (1) Site Plan and Design Review (SPDR)- 811, (2) Conditional Use Permit (CUP) 20-04 for a stand-alone residential project in the Mixed-Use zone; (3) Planned Development Permit (PDP) 20-07 for projects between 51-500 units; (4) Tentative Tract Map (TTM) 20-06 for the subdivision of land for condominium purposes; and (5) Development Agreement (DA) 20-04 for projects requiring a Planned Development Permit. The project site is located on 12200 Beach Boulevard and the Orangewood Parkette at the terminus of Orangewood Avenue and Santa Rosalia Street and the nearest state facilities are SR-22 and SR-39.

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Caltrans is a responsible agency and has the following comments:

Comment C-1

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Transportation Planning

1. Stanton's Active Transportation Plan (2021) mentions several proposed Class I multi-use paths that would run adjacent to both project sites. The proposed Class I path along the diagonal flood control channel south of Chapman Ave is directly south of the townhomes project site, while the proposed Class I path on the Rail right of way is just west of the Orangewood Parkette. The project should consider both proposed multi-use paths as these paths can provide future connectivity for nearby residents and park users.
2. Caltrans supports the project's inclusion of bike parking, at the Orangewood Parkette. Bike parking should be installed a minimum of 24" away from walls and other objects (e.g. trash cans, plants, sprinklers, etc.). Also, consider bike racks that can accommodate a range of bicycle styles, sizes, and weights (e.g. cargo bike, electric bike, bike with trailer).
3. For additional guidance on providing functional bike parking, see the attached "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).
4. According to 3.17 Transportation Section the proposed project has "Less Than Significant Impact". The project is to develop residential housing, which may increase traffic congestion and number of SOV trips. As Caltrans seeks to promote safe, accessible multimodal transportation, consider including a discussion on potentially improving multimodal transportation (i.e., walking, biking, and transit) options as part of the project development. Providing improved multimodal connections to the project site that can encourage residents to utilize alternative transportation options, thus reducing GHG emissions, congestion, and VMT. This also improves public health. Also, please consider including a discussion on general transportation safety improvements, especially for vulnerable road users such as bicyclists and pedestrians.

Comment C-2
Comment C-3
Comment C-4
Comment C-5

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Encroachment Permits

5. Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As indicated on page 22 of the Initial Study & Mitigated Negative Declaration, an Encroachment Permit must be obtained for modifications of the Beach Boulevard Driveways within State R/W, which also applies to any other type of work done in State R/W (ie sidewalk, curb & gutter, etc.). If the cost of work within State R/W is below one million dollars, the Encroachment Permit Process will be handled by Caltrans Permit's Branch, otherwise the permit should be authorized through Caltrans Project Delivery Quality Management Assessment Process.
6. Applicant must submit the signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. However, contractors working for public corporations are not exempt from fees. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, please show Caltrans R/W lines, the north arrow, the edge of pavement, and edge of the sidewalk, if applicable, and all plans shall be per Caltrans Standard Plans. When submitting the application, please incorporate Environmental Documentation as needed, relevant design details including design exception approvals, traffic control plans, and any letter of authorizations. For specific details on Caltrans Encroachment Permits procedure, please refer to Caltrans Encroachment Permits Manual. The latest edition of the Manual and all Encroachment Permit updates are available on the website at <https://dot.ca.gov/programs/traffic-operations/ep>
7. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6553. Early coordination with Caltrans is strongly advised for all encroachment permits.

Comment C-6

Comment C-7

Comment C-8

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Ms. Estefany Franco
November 18, 2021
Page 4

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Maryam Molavi at Maryam.Molavi@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley". The signature is fluid and cursive, with the first name "Scott" being more prominent than the last name "Shelley".

Scott Shelley
Branch Chief,
Local Development/Regional Planning/Transit
Caltrans, District 12

"Provide a safe and reliable transportation network that serves all people and respects the environment"

State Agency: Caltrans

Commenter: Scott Shelley Branch Chief, Local Development/Regional Planning/Transit
Caltrans, District 12

Date Letter Received: November 18, 2021

Comment C-1

Thank you for including the California Department of Transportation (Caltrans) in the review of the Initial Study and Mitigated Negative Declaration for the Bigsby Townhomes and Orangewood Parkette project. The Applicant (Bonanni Development) proposes to construct a 79-unit townhome residential development on an approximately 3.54-acre site at 12200 Beach Boulevard Assessor Parcel Number 131-422-20, within the Commercial General (C-G) zone with a General Mixed-Use Overlay (GLMX). The proposed project also includes an off-site pocket park (Orangewood Parkette) of approximately 7,600 square feet at the terminus of Orangewood Avenue and Santa Rosalia Street. The proposed project will require approval of (1) Site Plan and Design Review (SPDR)- 811, (2) Conditional Use Permit (CUP) 20-04 for a stand-alone residential project in the Mixed-Use zone; (3) Planned Development Permit (PDP) 20-07 for projects between 51-500 units; (4) Tentative Tract Map (TTM) 20-06 for the subdivision of land for condominium purposes; and (5) Development Agreement (DA) 20-04 for projects requiring a Planned Development Permit. The project site is located on 12200 Beach Boulevard and the Orangewood Parkette at the terminus of Orangewood Avenue and Santa Rosalia Street and the nearest state facilities are SR-22 and SR-39.

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Caltrans is a responsible agency and has the following comments:

Response C-1

The comment thanks the City of Stanton for the opportunity to review the IS/MND and correctly states information from the project description. No further response is necessary.

Comment C-2

Stanton's Active Transportation Plan (2021) mentions several proposed Class I multi-use paths that would run adjacent to both project sites. The proposed Class I path along the diagonal flood control channel south of Chapman Ave is directly south of the townhomes project site, while the proposed Class I path on the Rail right of way is just west of the Orangewood Parkette. The project should consider both proposed multi-use paths as these paths can provide future connectivity for nearby residents and park users.

Response C-2

As mentioned in the comment the Stanton's Active Transportation Plan has identified several Class 1 multi-use paths which can be used by residents and visitors.

Comment C-3

Caltrans supports the project's inclusion of bike parking, at the Orangewood Parkette. Bike parking should be installed a minimum of 24" away from walls and other objects (e.g. trash cans, plants, sprinklers, etc.). Also, consider bike racks that can accommodate a range of bicycle styles, sizes, and weights (e.g. cargo bike, electric bike, bike with trailer).

Response C-3

The comment is noted for the record.

Comment C-4

For additional guidance on providing functional bike parking, see the attached "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).

Response C-4

The comment does not contain questions or comments about the IS/MND. No further response is necessary.

Comment C-5

According to 3.17 Transportation Section the proposed project has "Less Than Significant Impact". The project is to develop residential housing, which may increase traffic congestion and number of SOV trips. As Caltrans seeks to promote safe, accessible multimodal transportation, consider including a discussion on potentially improving multimodal transportation (i.e., walking, biking, and transit) options as part of the project development. Providing improved multimodal connections to the project site that can encourage residents to utilize alternative transportation options, thus reducing GHG emissions, congestion, and VMT. This also improves public health. Also, please consider including a discussion on general transportation safety improvements, especially for vulnerable road users such as bicyclists and pedestrians.

Response C-5

The comment is noted for the record. As set forth in the MND, the Project will have a less than significant impact relating to transportation. The comment broadly notes that residential housing development may increase traffic congestion and SOV trips. Under State CEQA Guidelines section 15064.3, "a project's effect on automobile delay shall not constitute a significant environmental impact." Even though a project's effect on automobile delay is not a significant environmental impact under CEQA, the MND did analyze the project's effect on automobile delay, and the analysis demonstrated that the project would not have a significant effect on automobile delay. Consistent with this conclusion, the comment does not provide any evidence suggesting that this project could result in a significant increase in traffic congestion. The comment also encourages the City to consider including a discussion on potentially improving multimodal transportation (e.g., biking) options as part of the project development, as well as a discussion on general

transportation safety improvements. Neither of these comments present substantial evidence suggesting that the project could potentially have a significant effect on the environment. That said, the project does improve multimodal transportation by encouraging bicycle use, as the Orangewood Parkette includes a bike rack.

Comment C-6

Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As indicated on page 22 of the Initial Study & Mitigated Negative Declaration, an Encroachment Permit must be obtained for modifications of the Beach Boulevard Driveways within State R/W, which also applies to any other type of work done in State R/W (ie sidewalk, curb & gutter, etc.). If the cost of work within State R/W is below one million dollars, the Encroachment Permit Process will be handled by Caltrans Permit's Branch, otherwise the permit should be authorized through Caltrans Project Delivery Quality Management Assessment Process.

Response C-6

The project will incorporate a condition requiring that any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction work within the Caltrans right-of-way. No further response is necessary.

Comment C-7

Applicant must submit the signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. However, contractors working for public corporations are not exempt from fees. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, please show Caltrans R/W lines, the north arrow, the edge of pavement, and edge of the sidewalk, if applicable, and all plans shall be per Caltrans Standard Plans. When submitting the application, please incorporate Environmental Documentation as needed, relevant design details including design exception approvals, traffic control plans, and any letter of authorizations. For specific details on Caltrans Encroachment Permits procedure, please refer to Caltrans Encroachment Permits Manual. The latest edition of the Manual and all Encroachment Permit updates are available on the website at <https://dot.ca.gov/programs/traffic-operations/ep>

Response C-7

The comment has been noted for the record.

Comment C-8

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6553. Early coordination with Caltrans is strongly advised for all encroachment permits.

Response C-8

The comment has been noted for the record.



ORANGE COUNTY FIRE AUTHORITY

P. O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, CA 92602-0125

Brian Fennessy, Fire Chief

(714) 573-6000

www.ocfa.org

November 16, 2021

Jennifer Lilley AICP
Community and Economic Development Director
City of Stanton Planning Division
7800 Katella Avenue
Stanton, CA 90680
CommunityDevelopment@ci.stanton.ca.us

Received by
Planning Division
11/16/2021

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration– Bigsby Townhome Project and Orangewood Parkette

Dear Jennifer Lilley:

↑ Comment B-1 ↓

Thank you for the opportunity to review the subject document. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to 23 cities in Orange County and all unincorporated areas. The OCFA operates 77 fire stations throughout Orange County, one (1) within Stanton, which includes the project area. Services include: structural fire protection, emergency medical and rescue services, education and hazardous material response. OCFA also participates in disaster planning as it relates to emergency operations, which includes high occupant areas and school 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 following are our comments:

- Comment B-2 • The project is subject to review by the OCFA and current editions of the CBC, CFC and related codes.
- Comment B-3 • A water supply system to supply fire hydrants and automatic fire sprinkler systems is required.
- Comment B-4 • If this project is in a fuel modification zone, it is subject to review by the OCFA, and Guideline C-05.
- Comment B-5 • Fire department access shall be provided all around the buildings and site
- Comment B-6 • Impact: project increases population and can potentially increase workload. All projects are cumulative and OCFA uses a fair share approach to mitigate fire service response impacts and facility/equipment needs.
- Comment B-7 • Mitigation: Participate with the City through developer agreements for future fire facility mitigation.

Thank you for providing us with this information. Please contact me at 714-573-6253 if you have any questions.

Sincerely,

Robert J Distaso PE, Fire Safety Engineer, Planning and Development
robertdistaso@ocfa.org

Agency: Orange County Fire Authority

Commenter: Robert J Distaso, PE, Fire Safety Engineer, Planning and Development

Date Letter Received: November 16, 2021

Comment B-1

Thank you for the opportunity to review the subject document. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to 23 cities in Orange County and all unincorporated areas. The OCFA operates 77 fire stations throughout Orange County, one (1) within Stanton, which includes the project area. Services include: structural fire protection, emergency medical and rescue services, education and hazardous material response. OCFA also participates in disaster planning as it relates to emergency operations, which includes high occupant areas and school 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.

Response B-1

The comment serves as introduction to OCFA's comments and provides general background. No significant environmental issues are raised in the comment.

Comment B-2

The project is subject to review by the OCFA and current editions of the CBC, CFC and related codes.

Response B-2

The City of Stanton appreciates review of the proposed project by OCFA, and the City acknowledges that the project is subject to, and complies with, the regulations set forth in the California Building Code and the California Fire Code. As set forth in the Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Project, the Project will conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow. No significant environmental issues are raised in the comment.

Comment B-3

A water supply system to supply fire hydrants and automatic fire sprinkler system is required.

Response B-3

The project will comply with all Orange County Fire Authority requirements and the comment is noted for the record.

Comment B-4

If this project is in a fuel modification zone, it is subject to review by the OCFA, and Guideline C-05.

Response B-4

The proposed Project is not within a fuel modification zone, as explained in the IS/MND. No significant environmental issues are raised in the comment.

Comment B-5

Fire department access shall be provided all around the buildings and site.

Response B-5

The fire department will have access to the proposed project sites during both construction and operation phases of the proposed project. No significant environmental issues are raised in the comment.

Comment B-6

Impact: project increases population and can potentially increase workload. All projects are cumulative and OCFA uses a fair share approach to mitigate fire service response impacts and facility/equipment needs.

Response B-6

The proposed Project will not require or result in new or physically altered facilities relating to fire protection in order to maintain acceptable response times or performance objectives relating to fire protection, and the Project will thus not result in any significant impacts on the environment relating to the construction of such facilities. No significant environmental issues are raised in the comment.

Comment B-7

Mitigation: Participate with the City through developer agreements for future fire facility mitigation.

Response B-7

As noted above, the proposed project will not have a significant impact on the environment relating to this issue, and no mitigation is therefore required under CEQA. No significant environmental issues are raised in the comment.



**CITY OF STANTON
REPORT TO THE
PLANNING COMMISSION**

TO: Chair and Members of the Planning Commission

DATE: December 15, 2021

SUBJECT: CONSIDERATION OF AN ORDINANCE ADDING CHAPTERS 19.23 AND 20.211 TO THE STANTON MUNICIPAL CODE TO REGULATE URBAN LOT SPLITS AND TWO-UNIT PROJECTS UNDER SB 9; AND FINDING THE ACTION TO BE EXEMPT FROM CEQA

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Declare the project is Categorical Exempt per California Environmental Quality Act, Public Resource Code Section 15301, Class 1(a) (Existing Facilities); and
- Adopt Resolution No. 2546 recommending the City Council Adopt Ordinance No. 1117.

BACKGROUND

The California legislature recently passed, and Governor Newsom signed into law, Senate Bill 9 (“SB 9”). SB 9 goes into effect on January 1, 2022, and will require the City to both: (1) allow any lot in a single-family residential zone to be split, roughly into halves, with resulting lots as small as 1,200 sf and (2) allow any lot in a single-family residential zone to be developed with up to two single-family primary dwellings. SB 9 requires the City to approve eligible lot splits and two-unit projects *ministerially* (i.e., without discretionary review, conditions, or a hearing). Property owners can also utilize both of SB 9’s provisions, meaning that

an SB 9 lot split may be followed with an SB 9 two-unit project on each of the two new lots, resulting in four total dwellings on what was formerly one single-family residential lot — all with only ministerial approval.

ANALYSIS/JUSTIFICATION

SB 9 allows cities to impose objective zoning, subdivision, and design standards (collectively “objective development standards”) on covered lot splits and two-unit projects. An objective standard is a regulation that does not involve personal or subjective judgment and that is verifiable by reference to an external and uniform benchmark or criterion (e.g., a height limit).

The proposed ordinance establishes such standards for SB 9 projects in the City. Among other things, the ordinance includes regulations governing the followings:

- Location (SFR zone; not in sensitive, dangerous, historic areas; not on rental property (within last 3 years))
- Lot Size (2,400 sf to split; 1,200 sf min for resulting)
- Lot Access (adjoin ROW)
- Unit Size (800 sf max / du)
- Lot Coverage and Open Space (50 percent max and min, respectively)
- Unit Height (16 feet max, unless lot is smaller than 2,000 sf)
- Setbacks (normal, except as necessary to allow two units at 800 sf each; but no less than 4 feet side and rear)
- Use (residential-only, no short-term rental)
- Parking (one space, unless exempt by statute)
- Owner occupancy (three-year minimum on urban splits; permanent on two-unit projects)
- Architecture (must match other dwelling or dwellings on property; no direct lines of sight)
- Landscaping (limits on tree removal; required screening)

- Utilities (direct connections to service providers; all underground)
- Separate Conveyance Within a Lot (prohibited; no condos, no timeshares or separate-use co-ownerships)
- Deed Restriction (required; no short-term rental, non-residential use, or separate conveyance; development limited to SB 9 projects)


ENVIRONMENTAL IMPACT

Under California Government Code sections 65852.21, subd. (j), and 66411.7, subd. (n), the adoption of an ordinance by a city or county implementing the provisions of Government Code sections 66411.7 and 65852.21 (both enacted by SB 9) and regulating urban lot splits and two-unit projects is statutorily exempt from the requirements of the California Environmental Quality Act (“CEQA”). Therefore, adoption of the proposed ordinance is statutorily exempt from CEQA in that the proposed ordinance implements these new laws enacted by SB 9.

PUBLIC NOTIFICATION

Notice of Public Hearing was made through the typical agenda posting process.

Prepared by,



Jennifer A. Lilley, AICP

Community and Economic Development Director

ATTACHMENTS

- A. PC Resolution No. 2546
- B. Draft Ordinance No. 1117

RESOLUTION NO. 2546

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON RECOMMENDING THE CITY COUNCIL ADOPT AN ORDINANCE ADDING CHAPTERS 19.23 AND 20.211 TO THE STANTON MUNICIPAL CODE TO REGULATE URBAN LOT SPLITS AND TWO-UNIT PROJECTS UNDER SB 9; AND FINDING THE ACTION TO BE EXEMPT FROM CEQA

WHEREAS, the City of Stanton, California (“City”) is a municipal corporation, duly organized under the constitution and laws of the State of California; and

WHEREAS, in 2021, the California Legislature approved, and the Governor signed into law Senate Bill 9 (“SB 9”), which among other things, adds Government Code section 65852.21 and 66411.7 to impose new limits on local authority to regulate urban lot splits and two-unit projects; and

WHEREAS, SB 9 allows local agencies to adopt objective zoning, subdivision, and design review standards for urban lot splits and two-unit projects; and

WHEREAS, SB 9 takes effect January 1, 2022, and preempts any conflicting city regulation; and

WHEREAS, the City desires to amend its local regulatory scheme to comply with Government Code sections 66411.7 and 65852.21 and to appropriately regulate projects under SB 9; and

WHEREAS, staff and the City Attorney prepared the proposed Ordinance, including the proposed language and terminology, and any additional information and documents deemed necessary for the Planning Commission to take action; and

WHEREAS, on December 14, 2021, the City Council adopted an Urgency Ordinance to address the immediate threats to public health and safety.

WHEREAS, on December 15, 2021, the Planning Commission conducted and concluded a duly noticed public hearing concerning the Zoning Text Amendment contained herein as required by law and received testimony from City staff and all interested parties regarding the proposed amendments and recommended that the City Council adopt the amendments; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND:

SECTION 1: The Planning Commission hereby finds that the fact, findings and conclusions set forth above are true and correct.

SECTION 2: The proposed Ordinance is consistent with the goals, policies and general land uses and programs specified in the General Plan, specifically: Goal CHS 4.3 to “provide and maintain a high level of police protection services necessary to adequately serve the community and provide a sense of safety to residents”; Strategy CHS 3.2.1, “commercial and industrial uses, construction activity and other non-transportation related sources of noise can contribute negatively to the noise environment. Identifying and mitigating these potential noise sources will reduce negative impacts”; Goal CHS 3.2, “develop measures to control non-transportation noise impacts throughout Stanton”; and Strategy LU 1.1.2, “ensure adjacent land uses are compatible with one another.” Regulating massage establishments is meant to minimize nuisance conditions, such as noise impacts, municipal code violations, illicit activities, and decrease law enforcement calls related to those nuisances.

SECTION 3: The proposed Ordinance will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. Rather, the proposed Ordinance is recommended to reduce the nuisance issues and decrease the burden on the City and public safety services related to massage establishment operations.

SECTION 4: The proposed Ordinance is internally consistent with other applicable provisions of the Zoning Code. The modifications to the Zoning Code would replace existing regulations regarding massage establishments in their entirety, which is permitted by State law. This Ordinance adds regulations to relevant portions of the Zoning Code, as detailed in proposed Ordinance No. XXXX. Further, this Ordinance is being processed in accordance with SMC Chapter 20.610.

SECTION 5: Based upon the environmental review of the project referenced in the zoning code amendment, the Planning Commission finds that this amendment is not subject to the California Environmental Quality Act (“CEQA”) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly).

SECTION 6: The documents and materials associated with this Resolution that constitute the record of proceedings on which these findings are based are located at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680. The Community Development Director is the custodian of the record of proceedings.

SECTION 7: Based on the foregoing, the Planning Commission hereby recommends that the City Council adopt Ordinance No. 1117 (set forth in Attachment “B”, to the staff report accompanying this Resolution).

SECTION 8: The Planning Commission Secretary shall certify to the adoption of this Resolution and cause a copy to be transmitted to the City Clerk.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on December 15, 2021 by the following vote, to wit:

AYES: COMMISSIONERS: _____

NOES: COMMISSIONERS: _____

ABSENT: COMMISSIONERS: _____

ABSTAIN: COMMISSIONERS: _____

Thomas Frazier, Chair
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary

ORDINANCE NO. 1117

AN ORDINANCE ADDING CHAPTERS 19.23 AND 20.211 TO THE STANTON MUNICIPAL CODE TO REGULATE URBAN LOT SPLITS AND TWO-UNIT PROJECTS UNDER SB 9; AND FINDING THE ACTION TO BE EXEMPT FROM CEQA

WHEREAS, the City of Stanton, California (“City”) is a municipal corporation, duly organized under the constitution and laws of the State of California; and

WHEREAS, in 2021, the California Legislature approved, and the Governor signed into law Senate Bill 9 (“SB 9”), which among other things, adds Government Code section 65852.21 and 66411.7 to impose new limits on local authority to regulate urban lot splits and two-unit projects; and

WHEREAS, SB 9 allows local agencies to adopt objective zoning, subdivision, and design review standards for urban lot splits and two-unit projects; and

WHEREAS, SB 9 takes effect January 1, 2022, and preempts any conflicting city regulation; and

WHEREAS, the City desires to amend its local regulatory scheme to comply with Government Code sections 66411.7 and 65852.21 and to appropriately regulate projects under SB 9; and

WHEREAS, staff and the City Attorney prepared the proposed Ordinance, including the proposed language and terminology, and any additional information and documents deemed necessary for the Planning Commission to take action; and

WHEREAS, on December 14, 2021, the City Council adopted an Urgency Ordinance to address the immediate threats to public health and safety.

WHEREAS, on December 15, 2021, the Planning Commission conducted and concluded a duly noticed public hearing concerning the Zoning Text Amendment contained herein as required by law and received testimony from City staff and all interested parties regarding the proposed amendments and recommended that the City Council adopt the amendments; and

WHEREAS, on (MONTH, DAY, 2022), the City Council conducted and concluded a duly noticed public hearing concerning the Municipal Code amendments contained herein as required by law and received testimony from City staff and all interested parties regarding the proposed amendments; and

WHEREAS, all legal prerequisites to the adoption of the Ordinance have occurred.

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

SECTION 1. The recitals above are each incorporated by reference and adopted as findings by the City Council.

SECTION 2. Under California Government Code sections 65852.21, subd. (j), and 66411.7, subd. (n), the adoption of an ordinance by a city or county implementing the provisions of Government Code sections 66411.7 and 65852.21 and regulating urban lot splits and two-unit projects is statutorily exempt from the requirements of the California Environmental Quality Act (“CEQA”). Therefore, adoption of this ordinance is statutorily exempt from CEQA because it implements these new laws enacted by SB 9.

SECTION 3. The Stanton Municipal Code is hereby amended as indicated in Exhibit A, attached hereto and incorporated herein by reference.

PASSED, APPROVED AND ADOPTED by the City Council of the Stanton, California, at a regular meeting of the City Council held on the DAY, MONTH, 2022 by the following vote:

DAVID J. SHAWVER, MAYOR

ATTEST:

PATRICIA A. VAZQUEZ, CITY CLERK

APPROVED AS TO FORM:

HONGDAO NGUYEN, 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. 1117 was introduced at a regular meeting of the City Council of the City of Stanton, California, held on the DAY, MONTH, 2022 and was duly adopted at a regular meeting of the City Council held on the DAY, MONTH, 2022, by the following roll-call vote, to wit:

AYES: COUNCILMEMBERS: _____
NOES: COUNCILMEMBERS: _____
ABSENT: COUNCILMEMBERS: _____
ABSTAIN: COUNCILMEMBERS: _____

PATRICIA A. VAZQUEZ, CITY OF STANTON

EXHIBIT A

Amendments to Municipal Code

(follows this page)

Chapter 19.23 is hereby added to the Stanton municipal code to read as follows:

Chapter 19.23 – State-mandated Subdivisions.

Section 19.23.010 – Urban Lot Splits.

A. Purpose. The purpose of this section is to allow and appropriately regulate urban lot splits in accordance with Government Code section 66411.7.

B. Definition. An “urban lot split” means a the subdivision of an existing, legally subdivided lot into two lots in accordance with the requirements of this section.

C. Application.

1. Owners.

a. Only individual property owners may apply for an urban lot split. “Individual property owner” means a natural person holding fee title individually or jointly in the person’s own name or a beneficiary of a trust that holds fee title. “Individual property owner” does not include any corporation or corporate person of any kind (partnership, LP, LLC, C corp, S corp, etc.) except for a community land trust (as defined by Rev. & Tax Code § 402.1(a)(11)(C)(ii)) or a qualified nonprofit corporation (as defined by § 214.15).

b. Any person with a mortgage interest in the lot to be split under this section must sign the application and the parcel map indicating the person’s consent to the project

2. An application for an urban lot split must be submitted on the city’s approved form. Only a complete application will be considered. The city will inform the applicant in writing of any incompleteness within 30 days after the application is submitted.

3. The city may establish a fee to recover its costs for adopting, implementing, and enforcing this section of the code, in accordance with applicable law. The city council may establish and change the fee by resolution. The fee must be paid with the application.

D. Approval.

1. An application for a parcel map for an urban lot split is approved or denied ministerially, by the Director of Community and Economic Development, without discretionary review.

2. A tentative parcel map for an urban lot split is approved ministerially if it complies with all the requirements of this section. The tentative parcel map may not be recorded. A final parcel map is approved ministerially as well, but not until the owner demonstrates that the required documents have been recorded, such as the deed restriction and easements. The tentative parcel map expires three months after approval.

3. The approval must require the owner and applicant to hold the city harmless from all claims and damages related to the approval and its subject matter.
4. The approval must require the owner and applicant to reimburse the city for all costs of enforcement, including attorneys' fees and costs associated with enforcing the requirements of this code.

E. Requirements. An urban lot split must satisfy each of the following requirements:

1. Map Act Compliance.

a. The urban lot split must conform to all applicable objective requirements of the Subdivision Map Act (Gov. Code § 66410 et. seq., "SMA") and implementing requirements in this title, except as otherwise expressly provided in this section.

b. If an urban lot split violates any part of the SMA, the city's subdivision regulations, including this section, or any other legal requirement:

(1) The buyer or grantee of a lot that is created by the urban lot split has all the remedies available under the SMA, including but not limited to an action for damages or to void the deed, sale, or contract.

(2) The city has all the remedies available to it under the SMA, including but not limited to the following:

(a). An action to enjoin any attempt to sell, lease, or finance the property.

(b) An action for other legal, equitable, or summary remedy, such as declaratory and injunctive relief.

(c) Criminal prosecution, punishable by imprisonment in county jail or state prison for up to one year, by a fine of up to \$10,000, or both; or a misdemeanor.

(d) Record a notice of violation.

(e) Withhold any or all future permits and approvals.

c. Notwithstanding section 66411.1 of the SMA, no dedication of rights-of-way or construction of offsite improvements is required for an urban lot split.

2. Zone. The lot to be split is in a single-family residential zone. For purposes of this section, a single-family residential zone is a zone where the only residential use that is allowed as a primary use is a single residential dwelling on a lot.

3. Lot Location.

a. The lot to be split is not located on a site that is any of the following:

- (1) Prime farmland, farmland of statewide importance, or land that is zoned or designated for agricultural protection or preservation by the voters.
- (2) A wetland.
- (3) Within a very high fire hazard severity zone, unless the site complies with all fire-hazard mitigation measures required by existing building standards.
- (4) A hazardous waste site that has not been cleared for residential use.
- (5) Within a delineated earthquake fault zone, unless all development on the site complies with applicable seismic protection building code standards.
- (6) Within a 100-year flood hazard area, unless the site has either:
 - (a) been subject to a Letter of Map Revision prepared by the Federal Emergency Management Agency and issued to the local jurisdiction, or
 - (b) meets Federal Emergency Management Agency requirements necessary to meet minimum flood plain management criteria of the National Flood Insurance Program.
- (7). Within a regulatory floodway, unless all development on the site has received a no-rise certification.
- (8). Land identified for conservation in an adopted natural community conservation plan, habitat conservation plan, or other adopted natural resource protection plan.
- (9). Habitat for protected species.
- (10). Land under conservation easement.

b. The purpose of subpart E.3.a above is merely to summarize the requirements of Government Code section 65913.4(a)(6)(B)–(K). (See Gov. Code § 66411.7(a)(3)(C).)

c. The applicant must provide evidence that the requirements of Government Code section 65913.4(a)(6)(B)–(K) are satisfied.

4. Not Historic. The lot to be split must not be a historic property or within a historic district that is included on the State Historic Resources Inventory. Nor may the lot be or be within a site that is designated by ordinance as a city or county landmark or as a historic property or district.

5. No Prior Urban Lot Split.

- a. The lot to be split was not established through a prior urban lot split.
- b. The lot to be split is not adjacent to any lot that was established through a prior urban lot split by the owner of the lot to be split or by any person acting in concert with the owner. “Any person acting in concert with the owner” here includes any third-party that coordinates or assists the owners of two adjacent lots with their respective urban lot splits.

6. No Impact on Protected Housing.

- a. The urban lot split must not require or include the demolition or alteration of any of the following types of housing:
 - (1) Housing that is income-restricted for households of moderate, low, or very low income.
 - (2) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its policy power.
 - (3) Housing, or a lot that used to have housing, that has been withdrawn from rental or lease under the Ellis Act (Gov. Code §§ 7060–7060.7) at any time in the 15 years prior to submission of the urban lot split application.
 - (4) Housing that has been occupied by a tenant in the last three years.
- b. The applicant and the owner of a property for which an urban lot split is sought must provide a sworn statement as to this fact with the application for the parcel map.
 - (1) The sworn statement must state that:
 - (a) No housing that is income-restricted for households of moderate, low or very low income will be demolished or altered.
 - (b) No housing that is subject to any form of rent or price control will be demolished or altered.
 - (c) No housing that has been withdrawn from rental or lease under the Ellis Act at any time in the last 15 years will be demolished or altered.
 - (d) No housing that has been occupied by a tenant in the last three years will be demolished or altered.

(2) The city may conduct its own inquiries and investigation to ascertain the veracity of the sworn statement, including but not limited to, surveying owners of nearby properties; and the city may require additional evidence of the applicant and owner as necessary to determine compliance with this requirement.

7. Lot Size.

- a. The lot to be split must be at least 2,400 square feet.
- b. The resulting lots must each be at least 1,200 square feet.
- c. Each of the resulting lots must be between 60 percent and 40 percent of the original lot area.

8. Easements.

- a. The owner must enter into an easement agreement with each public-service provider to establish easements that are sufficient for the provision of public services and facilities to each of the resulting lots.
- b. Each easement must be shown on the tentative parcel map.
- c. Copies of the unrecorded easement agreements must be submitted with the application. The easement agreements must be recorded against the property before the final map may be approved, in accordance with section D.2 above.
- d. If an easement is recorded and the project is not completed, making the easement moot, the property owner may request, and the city will provide, a notice of termination of the easement, which the owner may record.

9. Lot Access.

- a. Each resulting lot must adjoin the public right-of-way.
- b. Each resulting lot must have frontage on the public right-of-way of at least 12.5 feet.

10. Unit Standards.

a. Quantity. No more than two dwelling units of any kind may be built on a lot that results from an urban lot split. For purposes of this paragraph, “unit” means any dwelling unit, including, but not limited to, a primary dwelling unit, a unit created under section 17.86.010 of this code, an ADU, or a JADU

b. Unit Size.

(1) The total floor area of each primary dwelling that is developed on a resulting lot must be

(a) less than or equal to 800 and

(b) more than 500 square feet.

(2) A primary dwelling that was legally established prior to the urban lot split and that is larger than 800 square feet is limited to the lawful floor area at the time of the urban lot split. It may not be expanded.

(3) A primary dwelling that was legally established prior to the urban lot split and that is smaller than 800 square feet may be expanded to 800 square feet after the urban lot split.

c. Height Restrictions.

(1). On a resulting lot that is larger than 2,000 square feet, no new primary dwelling unit may exceed a single story or 16 feet in height, measured from grade to peak of the structure.

(2) On a resulting lot that is smaller than 2,000 square feet, no new primary dwelling unit may exceed two stories or 22 feet in height, measured from grade to peak of the structure. Any portion of a new primary dwelling that exceeds one story must be stepped back by an additional five feet from the ground floor; no balcony deck or other portion of the second story may project into the setback.

(3) No rooftop deck is permitted on any new or remodeled dwelling or structure on a lot resulting from an urban lot split.

d. Lot Coverage. Lot coverage may not exceed 50 percent of the lot. This lot coverage standard is only enforced to the extent that it does not prevent two primary dwelling units on the lot at 800 square feet each.

e. Open Space. A minimum of 50 percent of the lot must be maintained as open space. This open space standard is only enforced to the extent that it does not prevent two primary dwelling units on the lot at 800 square feet each.

f. Setbacks.

(1). Generally. All setbacks must conform to those objective setbacks that are imposed through the underlying zone.

(2) Exceptions. Notwithstanding subpart E.10.f(1) above:

(a) Existing Structures. No setback is required for an existing legally established structure or for a new structure that is constructed in the same location and to the same dimensions as an existing legally established structure.

(b). 800 sf; four-foot side and rear. The setbacks imposed by the underlying zone must yield to the degree necessary to avoid physically precluding the construction of up to two units on the lot or either of the two units from being at least 800 square feet in floor area; but in no event may any structure be less than four feet from a side or rear property line.

(3) Front Setback Area. Notwithstanding any other part of this code, dwellings that are constructed after an urban lot split must be at least 30 feet from the front property lines. The front setback areas must:

(a) be kept free from all structures greater than three feet high;

(b) be at least 50 percent landscaped with drought-tolerant plants, with vegetation and irrigation plans approved by a licensed landscape architect;

(c) allow for vehicular and fire-safety access to the front structure.

g. Parking. Each new primary dwelling unit that is built on a lot after an urban lot split must have at least one off-street parking space per unit unless one of the following applies:

(1) The lot is located within one-half mile walking distance of either

(a) a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours or

(b) a site that contains

(i) an existing rail or bus rapid transit station,

(ii) a ferry terminal served by either a bus or rail transit service, or

(iii) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

(2) The site is located within one block of a car-share vehicle location.

h. Architecture.

(1) If there is a legal primary dwelling on the lot that was established before the urban lot split, any new primary dwelling unit must match the existing primary dwelling unit in exterior materials, color, and dominant roof pitch. The dominant roof slope is the slope shared by the largest portion of the roof.

(2) If there is no legal primary dwelling on the lot before the urban lot split, and if two primary dwellings are developed on the lot, the dwellings must match each other in exterior materials, color, and dominant roof pitch. The dominant roof slope is the slope shared by the largest portion of the roof.

(3) All exterior lighting must be limited to down-lights.

(4) No window or door of a dwelling that is constructed on the lot after the urban lot split may have a direct line of sight to an adjoining residential property. Fencing, landscaping, or privacy glass may be used to provide screening and prevent a direct line of sight.

(5) If a dwelling is constructed on a lot after an urban lot split and any portion of the dwelling is less than 30 feet from a property line that is not a public right-of-way line, then all windows and doors in that portion must either be (for windows) clerestory with the bottom of the glass at least six feet above the finished floor, or (for windows and for doors) utilize frosted or obscure glass.

i. Landscaping.

(1) Tree Removal.

(a) No mature tree may be removed on a lot with any development under this section unless removal is necessary to constructing a dwelling unit that must be allowed under state law.

(b) "Mature tree" means a tree with a diameter of six inches or more or a height of eight feet or taller.

(c) A tree may only be removed under subparagraph E.10.i(1)(a) above if it is replaced with at least two mature trees of the same type and with a trunk diameter that is the same or larger than that of the removed tree.

(d) If a certified arborist determines that there is not space on the lot for a replacement tree that is required under subparagraph E.10.i(1)(c) above, owner may pay the replacement cost of the tree, as determined by the tree-replacement cost schedule.

(2) Evergreen landscape screening must be planted and maintained between each dwelling and adjacent lots (but not rights of way) as follows:

(a) According to a planting and irrigation plan that is prepared by a licensed landscape architect.

(b) At least one 15-gallon size plant shall be provided for every five linear feet of exterior wall. Alternatively, at least one 24-inch box size plant shall be provided for every ten linear feet of exterior wall.

(c) Plant specimens must be at least six feet tall when installed. As an alternative, a solid fence of at least six feet in height may be installed.

(d) All landscaping must be drought-tolerant.

j. Nonconforming Conditions. An urban lot split is approved without requiring a legal nonconforming zoning condition to be corrected.

k. Utilities.

(1) Each primary dwelling unit on the lot must have its own direct utility connection to the utility service provider.

(2) Notwithstanding paragraph E.10.k(i) above, a primary dwelling unit may have a direct utility connection to an onsite wastewater treatment system in accordance with this paragraph and the city's code. Each primary dwelling unit on the lot that is or that is proposed to be connected to an onsite wastewater treatment system must first have a percolation test completed within the last five years or, if the percolation test has been recertified, within the last 10 years.

(3) All utilities must be underground.

l. Building & Safety. All structures built on the lot must comply with all current local building standards. An urban lot split is a change of use.

11. Fire-Hazard Mitigation Measures.

a. A lot in a very high fire hazard severity zone must comply with each of the following fire-hazard mitigation measures:

(1) It must have direct access to a public right of way with a paved street with a width of at least 40 feet. The public right of way must have at least two independent points of access for fire and life safety to access and for residents to evacuate.

(2) All dwellings on the site must comply with current fire code requirements for dwellings in a very high fire hazard severity zone.

(3) All enclosed structures on the site must have fire sprinklers.

(4) All sides of all dwellings on the site must be within a 150-foot hose-pull distance from either the public right of way or of an onsite fire hydrant or standpipe.

(5) If the lot does not have a swimming pool, the lot must have a water reservoir of at least 5,000 gallons per dwelling, with fire-authority approved hookups compatible with fire-authority standard pump and hose equipment.

b. Prior to submitting an application for an urban lot split, the applicant must obtain a certificate of compliance with all applicable fire-hazard mitigation measures in accordance with this subpart E.11. The city or its authorized agent must inspect the site, including all structures on the site, and certify as to its compliance. The certificate must be included with the application. The applicant must pay the city's costs for inspection. Failure to pay is grounds for denying the application.

12. Separate Conveyance.

a. Within a resulting lot.

(1) Primary dwelling units on a lot that is created by an urban lot split may not be owned or conveyed separately from each other.

(2) Condominium airspace divisions and common interest developments are not permitted on a lot that is created by an urban lot split.

(3) All fee interest in a lot and all dwellings on the lot must be held equally and undivided by all individual property owners.

(4) No timeshare, as defined by state law or this code, is permitted. This includes any co-ownership arrangement that gives an owner the right to exclusive use of the property for a defined period or periods of time.

b. Between resulting lots. Separate conveyance of the resulting lots is permitted. If dwellings or other structures (such as garages) on different lots are adjacent or attached to each other, the urban lot split boundary may separate them for conveyance purposes if the structures meet building code safety standards and are sufficient to allow separate conveyance. If any attached structures span or will span the new lot line, the owner must record appropriate CC&Rs, easements, or other documentation that is necessary to allocate rights and responsibility between the owners of the two lots.

13. Regulation of Uses.

a. Residential-only. No non-residential use is permitted on any lot created by urban lot split.

b. No Short-term Rentals. No dwelling unit on a lot that is created by an urban lot split may be rented for a period of less than 30 days.

c. Owner Occupancy. The applicant for an urban lot split must sign an affidavit stating that the applicant intends to occupy one of the dwelling units on one of the resulting lots as the applicant's principal residence for a minimum of three years after the urban lot split is approved.

14. Notice of Construction.

a. At least 30 business days before starting any construction of a structure on a lot created by an urban lot split, the property owner must give written notice to all the owners of record of each of the adjacent residential parcels, which notice must include the following information:

- (1) Notice that construction has been authorized,
- (2) The anticipated start and end dates for construction,
- (3) The hours of construction,
- (4) Contact information for the project manager (for construction-related complaints), and
- (5) Contact information for the Building & Safety Department.

b. This notice requirement does not confer a right on the noticed persons or on anyone else to comment on the project before permits are issued. Approval is ministerial. Under state law, the City has no discretion in approving or denying a particular project under this section. This notice requirement is purely to promote neighborhood awareness and expectation.

15. Deed Restriction. The owner must record a deed restriction on each lot that results from the urban lot split, on a form approved by the city, that does each of the following:

- a. Expressly prohibits any rental of any dwelling on the property for a period of less than 30 days.
- b. Expressly prohibits any non-residential use of the lots created by the urban lot split.
- c. Expressly prohibits any separate conveyance of a primary dwelling on the property, any separate fee interest, and any common interest development within the lot.
- d. States that:

(1) The lot is formed by an urban lot split and is therefore subject to the city's urban lot-split regulations, including all applicable limits on dwelling size and development.

(2) Development on the lot is limited to development of residential units under section 17.86.010 of this code, except as required by state law.

F. Specific Adverse Impacts.

1. Notwithstanding anything else in this section, the city may deny an application for an urban lot split if the building official makes a written finding, based on a preponderance of the evidence, that the project would have a "specific, adverse impact" on either public health and safety or on the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.

2. "Specific adverse impact" has the same meaning as in Gov. Code § 65589.5(d)(2): "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" and does not include (1) inconsistency with the zoning ordinance or general plan land use designation or (2) the eligibility to claim a welfare exemption under Revenue and Taxation Code section 214(g).

3. The building official may consult with and be assisted by planning staff and others as necessary in making a finding of specific, adverse impact.

Chapter 20.211 is hereby added to the Stanton Municipal Code to read as follows:

Chapter 20.211 – State-mandated Residential Projects

Section 20.211.010 – Two-unit Projects

A. Purpose. The purpose of this section is to allow and appropriately regulate two-unit projects in accordance with Government Code section 65852.21.

B. Definition. A “two-unit project” means the development of two primary dwelling units or, if there is already a primary dwelling unit on the lot, the development of a second primary dwelling unit on a legally subdivided lot in accordance with the requirements of this section.

C. Application.

1. Owner

A. Only individual property owners may apply for a two-unit project. “Individual property owner” means a natural person holding fee title individually or jointly in the person’s own name or a beneficiary of a trust that holds fee title. “Individual property owner” does not include any corporation or corporate person of any kind (partnership, LP, LLC, C corp, S corp, etc.) except for a community land trust (as defined by Rev. & Tax Code § 402.1(a)(11)(C)(ii)) or a qualified nonprofit corporation (as defined by Rev. & Tax Code § 214.15).

B. Any person with a mortgage interest in the lot to be split under this section must sign the application and the parcel map indicating the person’s consent to the project.

2. An application for a two-unit project must be submitted on the city’s approved form.

3. The applicant must obtain a certificate of compliance with the Subdivision Map Act for the lot and provide the certificate with the application.

4. Only a complete application will be considered. The city will inform the applicant in writing of any incompleteness within 30 days after the application is submitted.

5. The city may establish a fee to recover its costs for adopting, implementing, and enforcing this section of the code, in accordance with applicable law. The city council may establish and change the fee by resolution. The fee must be paid with the application.

D. Approval.

1. An application for a two-unit project is approved or denied ministerially, by the director of community development, without discretionary review.
2. The ministerial approval of a two-unit project does not take effect until the city has confirmed that the required documents have been recorded, such as the deed restriction and easements.
3. The approval must require the owner and applicant to hold the city harmless from all claims and damages related to the approval and its subject matter.
4. The approval must require the owner and applicant to reimburse the city for all costs of enforcement, including attorneys' fees and costs associated with enforcing the requirements of this code.

E. Requirements. A two-unit project must satisfy each of the following requirements:

1. Map Act Compliance. The lot must have been legally subdivided.

2. Zone. The lot is in a single-family residential zone. For purposes of this section, a single-family residential zone is a zone where the only residential use that is allowed as a primary use is a single residential dwelling on a lot.

3. Lot Location.

a. The lot is not located on a site that is any of the following:

(1) Prime farmland, farmland of statewide importance, or land that is zoned or designated for agricultural protection or preservation by the voters.

(2) A wetland.

(3) Within a very high fire hazard severity zone, unless the site complies with all fire-hazard mitigation measures required by existing building standards.

(4) A hazardous waste site that has not been cleared for residential use.

(5) Within a delineated earthquake fault zone, unless all development on the site complies with applicable seismic protection building code standards.

(6) Within a 100-year flood hazard area, unless the site has either:

(a) been subject to a Letter of Map Revision prepared by the Federal Emergency Management Agency and issued to the local jurisdiction, or

(b) meets Federal Emergency Management Agency requirements necessary to meet minimum flood plain management criteria of the National Flood Insurance Program.

(7) Within a regulatory floodway unless all development on the site has received a no-rise certification.

(8) Land identified for conservation in an adopted natural community conservation plan, habitat conservation plan, or other adopted natural resource protection plan.

(9) Habitat for protected species.

(10) Land under conservation easement.

b. The purpose of subpart E.3.a above is merely to summarize the requirements of Government Code section 65913.4(a)(6)(B)–(K). (See Gov. Code § 66411.7(a)(3)(C).)

c. The applicant must provide evidence that the requirements of Government Code 65913.4(a)(6)(B)–(K) are satisfied.

4. Not Historic. The lot must not be a historic property or within a historic district that is included on the State Historic Resources Inventory. Nor may the lot be or be within a site that is designated by ordinance as a city or county landmark or as a historic property or district.

5. No Impact on Protected Housing.

a. The two-unit project must not require or include the demolition or alteration of any of the following types of housing:

(1). Housing that is income-restricted for households of moderate, low, or very low income.

(2). Housing that is subject to any form of rent or price control through a public entity's valid exercise of its policy power.

(3). Housing, or a lot that used to have housing, that has been withdrawn from rental or lease under the Ellis Act (Gov. Code §§ 7060–7060.7) at any time in the 15 years prior to submission of the urban lot split application.

(4). Housing that has been occupied by a tenant in the last three years.

b. The applicant and the owner of a property for which a two-unit project is sought must provide a sworn statement by affidavit representing and warranting that subpart E.5.a above is satisfied.

(1) The sworn statement must state that:

(a) No housing that is income-restricted for households of moderate, low, or very low income will be demolished or altered.

(b) No housing that is subject to any form of rent or price control will be demolished or altered.

(c) No housing that has been withdrawn from rental or lease under the Ellis Act at any time in the last 15 years will be demolished or altered.

(d) No housing that has been occupied by a tenant in the last three years will be demolished or altered.

(2) The city may conduct its own inquiries and investigation to ascertain the veracity of the sworn statement, including but not limited to, surveying owners of nearby properties; and the city may require additional evidence of the applicant and owner as necessary to determine compliance with this requirement.

5. Unit Standards.

a. Quantity.

(1) No more than two dwelling units of any kind may be built on a lot that results from an urban lot split. For purposes of this paragraph, "unit" means any dwelling unit, including, but not limited to, a primary dwelling unit, a unit created under this section of this code, an ADU, or a JADU.

(2) A lot that is not created by an urban lot split may have a two-unit project under this section, plus any ADU or JADU that must be allowed under state law and the city's ADU ordinance.

b. Unit Size.

(1) The total floor area of each primary dwelling built that is developed under this section must be

(a) less than or equal to 800 and

(b) more than 500 square feet.

(2) A primary dwelling that was legally established on the lot prior to the two-unit project and that is larger than 800 square feet is limited to the lawful floor area at the time of the two-unit project. The unit may not be expanded.

(3) A primary dwelling that was legally established prior to the two-unit project and that is smaller than 800 square feet may be expanded to 800 square feet after or as part of the two-unit project.

c. Height Restrictions.

(1) On a lot that is larger than 2,000 square feet, no new primary dwelling unit may exceed a single story or 16 feet in height, measured from grade to peak of the structure.

(2) On a lot that is smaller than 2,000 square feet, no new primary dwelling unit may exceed two stories or 22 feet in height, measured from grade to peak of the structure. Any portion of a new primary dwelling that exceeds one story must be stepped back by an additional five feet from the ground floor; no balcony deck or other portion of the second story may project into the setback.

(3) No rooftop deck is permitted on any new or remodeled dwelling or structure on a lot with a two-unit project.

d. Demo Cap. The two-unit project may not involve the demolition of more than 25 percent of the existing exterior walls of an existing dwelling unless the site has not been occupied by a tenant in the last three years.

e. Lot Coverage. Lot coverage may not exceed 50 percent of the lot. This lot coverage standard is only enforced to the extent that it does not prevent two primary dwelling units on the lot at 800 square feet each.

f. Open Space. At least 50 percent of the lot must be maintained as open space. This open space standard is only enforced to the extent that it does not prevent two primary dwelling units on the lot at 800 square feet each.

6. Setbacks.

a. Generally. All setbacks must conform to those objective setbacks that are imposed through the underlying zone.

b. Exceptions. Notwithstanding subpart E.6.g(i) above:

(1). Existing Structures. No setback is required for an existing legally established structure or for a new structure that is

constructed in the same location and to the same dimensions as an existing legally established structure.

(2) 800 sf; four-foot side and rear. The setbacks imposed by the underlying zone must yield to the degree necessary to avoid physically precluding the construction of up to two units on the lot or either of the two units from being at least 800 square feet in floor area; but in no event may any structure be less than four feet from a side or rear property line.

c. Front Setback Area. Notwithstanding any other part of this code, dwellings that are constructed under this section must be at least 25 feet from the front property lines. The front setback area must:

(1) be kept free from all structures greater than three feet high;

(2) be at least 50 percent landscaped with drought-tolerant plants, with vegetation and irrigation plans approved by a licensed landscape architect;

(3) allow for vehicular and fire-safety access to the front structure.

7. Parking. Each new primary dwelling unit must have at least one off-street parking space per unit unless one of the following applies:

a. The lot is located within one-half mile walking distance of either

(1) a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours or

(2) a site that contains

(a) an existing rail or bus rapid transit station,

(b) a ferry terminal served by either a bus or rail transit service, or

(c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

(3) The site is located within one block of a car-share vehicle location.

8. Architecture.

a. If there is a legal primary dwelling on the lot that was established before the two-unit project, any new primary dwelling unit must match the

existing primary dwelling unit in exterior materials, color, and dominant roof pitch. The dominant roof slope is the slope shared by the largest portion of the roof.

b. If there is no legal primary dwelling on the lot before the two-unit project, and if two primary dwellings are developed on the lot, the dwellings must match each other in exterior materials, color, and dominant roof pitch. The dominant roof slope is the slope shared by the largest portion of the roof.

c. All exterior lighting must be limited to down-lights.

d. No window or door of a dwelling that is constructed on the lot may have a direct line of sight to an adjoining residential property. Fencing, landscaping, or privacy glass may be used to provide screening and prevent a direct line of sight.

e. If any portion of a dwelling is less than 30 feet from a property line that is not a public right-of-way line, then all windows and doors in that portion must either be (for windows) clerestory with the bottom of the glass at least six feet above the finished floor, or (for windows and for doors) utilize frosted or obscure glass.

9. Landscaping.

a. Tree Removal.

(1) No mature tree may be removed on a lot with any development under this section unless removal is necessary to constructing a dwelling unit that must be allowed under state law.

(2) "Mature tree" means a tree with a diameter of six inches or more or a height of eight feet or taller.

(3) A tree may only be removed under subparagraph E.9.a.(1) above if it is replaced with at least two mature trees of the same type and with a trunk diameter that is the same or larger than that of the removed tree.

(4) If a certified arborist determines that there is not space on the lot for a replacement tree that is required under subparagraph E.9.a(1) above, owner may pay the replacement cost of the tree, as determined by the city's tree-replacement cost schedule.

b. Screening. Evergreen landscape screening must be planted and maintained between each dwelling and adjacent lots (but not rights of way) as follows:

(1) According to a planting and irrigation plan that is prepared by a licensed landscape architect.

(2) At least one 15-gallon size plant shall be provided for every five linear feet of exterior wall. Alternatively, at least one 24" box size plant shall be provided for every ten linear feet of exterior wall.

(3) Plant specimens must be at least six feet tall when installed. As an alternative, a solid fence of at least 6 feet in height may be installed.

c. All landscaping must be drought-tolerant.

d. All landscaping must be from the city's approved plant list.

10. Nonconforming Conditions. A two-unit project may only be approved if all nonconforming zoning conditions are corrected.

11. Utilities.

a. Each primary dwelling unit on the lot must have its own direct utility connection to the utility service provider.

b. Notwithstanding paragraph E.11.a above, a primary dwelling unit may have a direct utility connection to an onsite wastewater treatment system in accordance with this paragraph and the city's code. Each primary dwelling unit on the lot that is or that is proposed to be connected to an onsite wastewater treatment system must first have a percolation test completed within the last five years or, if the percolation test has been recertified, within the last 10 years.

c. All utilities must be underground.

12. Building & Safety. All structures built on the lot must comply with all current local building standards. A project under this section is a change of use and subjects the whole of the lot, and all structures, to the city's current code.

F.. Fire-Hazard Mitigation Measures.

1. . A lot in a very high fire hazard severity zone must comply with each of the following fire-hazard mitigation measures:

a. It must have direct access to a public right of way with a paved street with a width of at least 40 feet. The public right of way must have at least two independent points of access for fire and life safety to access and for residents to evacuate.

- b. All dwellings on the site must comply with current fire code requirements for dwellings in a very high fire hazard severity zone.
- c. All enclosed structures on the site must have fire sprinklers.
- d. All sides of all dwellings on the site must be within a 150-foot hose-pull distance from either the public right of way or of an onsite fire hydrant or standpipe.
- e. If the lot does not have a swimming pool, the lot must have a water reservoir of at least 5,000 gallons per dwelling, with fire-authority approved hookups compatible with fire-authority standard pump and hose equipment.

2. Prior to submitting an application for an urban lot split, the applicant must obtain a certificate of compliance with all applicable fire-hazard mitigation measures in accordance with this subpart E.7. The city or its authorized agent must inspect the site, including all structures on the site, and certify as to its compliance. The certificate must be included with the application. The applicant must pay the city's costs for inspection. Failure to pay is grounds for denying the application.

G. Separate Conveyance.

- 1 Primary dwelling units on the lot may not be owned or conveyed separately from each other.
- 2. Condominium airspace divisions and common interest developments are not permitted within the lot.
- 3. All fee interest in the lot and all the dwellings must be held equally and undivided by all individual property owners.
 - a. No timeshare, as defined by state law or this code, is permitted. This includes any co-ownership arrangement that gives an owner the right to exclusive use of the property for a defined period or periods of time.

H. Regulation of Uses.

- 1. Residential-only.** No non-residential use is permitted on the lot.
- 2. No Short-term Rentals.** No dwelling unit on the lot may be rented for a period of less than 30 days.
- 3. Owner Occupancy.** Unless the lot was formed by an urban lot split, the individual property owners of a lot with a two-unit project must occupy one of the dwellings on the lot as the owners' principal residence and legal domicile.

I. Notice of Construction.

1 At least 30 business days before starting any construction of a two-unit project, the property owner must give written notice to all the owners of record of each of the adjacent residential parcels, which notice must include the following information:

- (a) Notice that construction has been authorized,
- (b) The anticipated start and end dates for construction,
- (c) The hours of construction,
- (d) Contact information for the project manager (for construction-related complaints), and
- (e) Contact information for the Building & Safety Department.

2 This notice requirement does not confer a right on the noticed persons or on anyone else to comment on the project before permits are issued. Approval is ministerial. Under state law, the City has no discretion in approving or denying a particular project under this section. This notice requirement is purely to promote neighborhood awareness and expectation.

J. Deed Restriction. The owner must record a deed restriction, on a form approved by the city, that does each of the following:

- 1 Expressly prohibits any rental of any dwelling on the property for a period of less than 30 days.
- 2 Expressly prohibits any non-residential use of the lot.
- 3 Expressly prohibits any separate conveyance of a primary dwelling on the property, any separate fee interest, and any common interest development within the lot.
- 4. If the lot does not undergo an urban lot split: Expressly requires the individual property owners to live in one of the dwelling units on the lot as the owners' primary residence and legal domicile.
- 5. Limits development of the lot to residential units that comply with the requirements of this section, except as required by state law.

K. Specific Adverse Impacts.

1 Notwithstanding anything else in this section, the city may deny an application for a two-unit project if the building official makes a written finding, based on a preponderance of the evidence, that the project would have a "specific, adverse

impact” on either public health and safety or on the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.

2 “Specific adverse impact” has the same meaning as in Gov. Code § 65589.5(d)(2): “a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” and does not include (1) inconsistency with the zoning ordinance or general plan land use designation or (2) the eligibility to claim a welfare exemption under Revenue and Taxation Code section 214(g).

3 The building official may consult with and be assisted by planning staff and others as necessary in making a finding of specific, adverse impact.

G. Remedies.

If a two-unit project violates any part of this code or any other legal requirement:

1 The buyer, grantee, or lessee of any part of the property has an action for damages or to void the deed, sale, or contract.

2 The city may:

a Bring an action to enjoin any attempt to sell, lease, or finance the property.

b Bring an action for other legal, equitable, or summary remedy, such as declaratory and injunctive relief.

c Pursue criminal prosecution, punishable by imprisonment in county jail or state prison for up to one year, by a fine of up to \$10,000, or both; or a misdemeanor.

d Record a notice of violation.

e Withhold any or all future permits and approvals.

f Pursue all other administrative, legal, or equitable remedies that are allowed by law or the city’s code.