

The request includes establishing a Planned Unit Development zoning over all sixteen (16) parcels, with specific development standards to facilitate the proposed hotel project, and changing the General Plan Land Use Designation of six (6) parcels, located on Twintree Lane and Choisser Road, from Low Density Residential to International West Mixed Use in order to provide consistency with the proposed PUD zoning.

As part of the entitlement process, a neighborhood meeting was held on August 23, 2012. The meeting was held to provide information to the residents about the proposed project, as well as to address concerns raised by those in attendance. Six (6) residents were present, and staff answered general questions about the project, including traffic impacts due to construction. The overall consensus of the residents was supportive of the project.

At the October 4, 2012 Planning Commission meeting, the Commission voted 4-0 to recommend to the City Council approval of the General Plan Amendment, the Planned Unit Development, and to adopt a Mitigated Negative Declaration and Mitigation Monitoring Program for the project by a 4-0 vote, with Commissioners Bui, Pak, and Lazenby absent. During the public hearing, area residents raised concerns regarding issues related to traffic, sidewalks, code enforcement, and on-street parking. Each year, the City's Neighborhood Improvement Committee selects a neighborhood for coordinated service delivery for issues related to crime prevention, street improvements, park maintenance, building and code abatement and volunteer efforts. In response to the concerns raised by the area residents, staff is recommending that the area adjacent to the Site "C" project be designated as the neighborhood improvement area at the time improvements commence for the hotel. This will allow the area resident's concerns to be addressed in a coordinated way, and will allow concentrated service delivery for the neighborhood.

DISCUSSION

GENERAL PLAN AMENDMENT:

The majority of the project site has a land use designation of International West Mixed Use, with the exception of six (6) lots that are improved with single-family homes that have a land use designation of Low Density Residential. In order to facilitate the proposed project, a General Plan Amendment is necessary to change the land use designation of the six (6) residential properties from Low Density Residential to International West Mixed Use. The International West Mixed Use Land Use Designation encourages the development of hotels, resort, high density residential, and tourist-based entertainment-related uses. With the proposed General Plan Amendment, the subject project will be consistent with the goals of the City's General Plan, and will facilitate the proposed hotel project.

PLANNED UNIT DEVELOPMENT:

The properties that are part of the proposed project site are currently zoned HCSP-TZN (Harbor Corridor Specific Plan-Transition Zone North) and R-1 (Single-Family Residential). The establishment of Planned Unit Development No. PUD-128-12 (PUD) is necessary in order to facilitate the development of the proposed hotel project.

The proposed PUD will establish development standards for the entire site that includes building height and setbacks, landscaping, uses, required parking, circulation and access, signage, utilities, storage and refuse collection, submittal of development plans, environmental mitigation measures, and related performance standards.

The proposed PUD will facilitate the development of a hotel project that consists of up to 769 hotel rooms within one (1) full-service and two (2) limited service resort hotels with approximately 39,000 square feet of conference/meeting banquet space, and 45,000 square feet of restaurant/entertainment space included on-site via freestanding pads, and two (2) parking structures with 1,297 parking spaces. Also, the hotels will be allowed a combined maximum of 20,000 square feet of interior restaurant/bar space separate from the restaurant/entertainment pads.

Site Design and Circulation:

The envisioned build-out of the site is based on the conceptual plans and the environmental documents that set the parameters for the proposed development.

The hotel development will occupy 5.2 acres of the total PUD. The development will have a total of two (2) vehicular ingress and egress points to the site. The main access to the site will be from a new signalized intersection located on Harbor Boulevard that will allow for left-turn in and right-turn out of the project site, and the secondary access point on Twintree Lane that also allows for both left-turn and right-turn into the project site, but limits egress to right-turn out.

The proposed site design includes one (1) full-service hotel, and two parking structures located at the center of the lot adjacent to the east property line; two (2) limited service hotels located on the southwest corner of the lot, along Harbor Boulevard and Twintree Lane, and four (4) restaurant pads located along Harbor Boulevard, and one (1) restaurant/entertainment pad located on the northeast corner of the lot, along the rear (east property line). The placement of each structure, along with the proposed setbacks for each, is based on the maximum allowable height established by a Shade and Shadow Analysis.

The project site's internal drive aisle is designed to circulate through the site, and provides access to the parking structures and the guest drop-off areas located in front of each hotel. Access to the parking structures will be from a common entry that is accessed along the east property line. The parking structures are located

adjacent to one another, and while the structures have a common access, each parking structure will have its own separate internal circulation. The parking is designed to serve all the uses on the entire project site, including the hotels, conference/meeting banquet space, and the restaurants/entertainment venue.

It is contemplated that the project will ultimately provide a total of 1,297 parking spaces within the two parking structures. This number of parking spaces is 21.6 percent less than the 1,656 parking spaces that would otherwise generally be required if standard parking requirements for each of the various individual uses were applied. The City has prepared a shared parking study as part of the project analysis, which concludes that the contemplated 1,297 parking spaces provided will be sufficient to serve the project.

The landscape treatment for the project along Harbor Boulevard is based on the landscape pattern established for the Harbor Boulevard resort area, and includes a double row of palm trees, canopy trees, shrubs, and ground cover to match the landscaping treatment used at the existing hotel developments. In addition, a decorative sidewalk pattern will be installed along Harbor Boulevard.

At this time, the conceptual plans identify that the four (4) residential parcels on Choisser Road will remain as only a portion of the existing rear yards of these parcels will be utilized to accommodate the proposed site development. Through a future Tentative Tract Map application, the rear property lines of these lots will be adjusted accordingly to accommodate the proposed hotel development. The City has ensured that the residential lots will maintain a minimum lot size of 7,200 square feet consistent with the surrounding single-family home minimum lot size. The City anticipates continuing to lease the residences.

The conceptual site plans and the PUD development standards and performance standards contemplate that the entire site will ultimately be consolidated and developed as a unified project, with the vehicle ingress and egress points, internal circulation, parking, and Harbor Boulevard median and sidewalk improvements as shown on the conceptual site plans. To address the possibility that the parcel located at the northerly end of the site at 12202 Harbor Boulevard may not be consolidated and/or developed with a hotel project on the remainder of the site, Staff has added a provision to the proposed Ordinance clarifying that the existing vehicle access to and from this property from traffic on Harbor Boulevard may remain in place and need not be eliminated.

Building Architecture/Aesthetics:

The intent of the project is to create an attractive hotel and restaurant/entertainment development that would add visual interest to the Harbor Boulevard streetscape, and maintain a similar character to the surrounding hotel developments. The overall physical improvements of the project site, including the architecture, are conditioned to be compatible with the goals and objectives of the Community Design Element of

the City's Adopted General Plan that require an attractive building design, landscaping, and signage. All the development plans will be subject to, and be governed by, an approved PUD for the site as the proposed project envisions a quality themed resort environment that provides enhanced architectural elements.

Based on the conceptual plans, the building heights for the project are as follows:

- The full service hotel will have a maximum height of 263 feet.
- The limited service hotel proposed on Twintree Lane will provide two (2) varying building heights/massing. The building mass on the east side will have a maximum height of 130 feet, while the building mass to the west side will have a maximum height of 190 feet.
- The limited service hotel proposed on Harbor Boulevard will have a maximum height of 200 feet.
- The two (2) parking structures are located adjacent to the full-service hotel. The parking structure located to the west side will have a maximum height of 85 feet, and includes a top level with ballroom/pre-function space that belongs to the full-service hotel. The parking structure located to the east side will have a maximum height of 75 feet.
- The restaurant pads will have a maximum height of 40 feet, while the entertainment venue will have a height of 75 feet.

FUTURE ENTITLEMENTS:

Implementation of the hotel project will include future consideration of the following entitlements by the City:

- A Tentative Tract Map to consolidate the properties within the project site in order to accommodate the project.
- A Development Agreement between the City and the developer(s) of the hotel project, in conjunction with the Tentative Tract Map.
- Conditional Use Permit(s) to allow for the sale of alcoholic beverages in the hotels, hotel restaurants, and freestanding pad restaurant/entertainment venues.
- Site Plan(s) for the construction of each freestanding pad restaurant and entertainment venue.

ENVIRONMENTAL CONSIDERATION:

As part of the project, an Environmental Checklist with special studies under separate covers addressing the environmental determination for the subject project was prepared. Along with these two items are the conceptual plans used for discussion purposes and environmental consideration in evaluating the proposed General Plan Amendment and Planned Unit Development. At the conclusion of the study it was determined that a Mitigated Negative Declaration was required and that with the implementation of project related mitigation measures, the potential for a significant environmental impact to the site or surrounding properties would be less than significant.

FINANCIAL IMPACTS

None.

RECOMMENDATION

It is recommended that the City Council:

- Conduct a Public Hearing;
- Adopt a Mitigated Negative Declaration and Mitigation Monitoring Program for the proposed General Plan Amendment No. GPA-2-12(B), and Planned Unit Development No. PUD-128-12;
- Adopt a Resolution approving General Plan Amendment No. GPA-2-12(B); and
- Introduce and conduct the first reading of the attached Ordinance regarding Planned Unit Development No. PUD-128-12.



SUSAN EMERY
Community Development Director

By: 
Maria Parra
Urban Planner

Approved for Agenda Listing



Matthew Fertal
City Manager

GPA-2-12(B) and PUD-128-12

November 13, 2012

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- Attachment 1: Planning Commission Staff Report dated October 4, 2012 with Mitigated Negative Declaration and Response to Comments
- Attachment 2: Planning Commission Resolution No. 5779-12 with attached Exhibit "A" Mitigation Measures/Mitigation Monitoring Program, Exhibit "B" Performance Standards, and Exhibit "C" Conceptual Site Design
- Attachment 3: Planning Commission Minute Excerpt of October 4, 2012
- Attachment 4: Proposed City Council Resolution for General Plan Amendment GPA-2-12(B)
- Attachment 5: Proposed City Council Ordinance for Planned Unit Development No. PUD-128-12
- Attachment 6: Proposed City Council Resolution for Mitigated Negative Declaration and Mitigation Monitoring Program

COMMUNITY DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: D.1.	SITE LOCATION: Northeast corner of Harbor Boulevard and Twintree Lane, west of Choisser Road at 12222, 12202, 12252, 12262, 12272, 12292, and 12302 Harbor Boulevard; 12511, 12531, 12551, and 12571 Twintree Lane; 12233, 12235, 12237, and 12239 Choisser Road
HEARING DATE: October 4, 2012	GENERAL PLAN: International West Mixed Use and Low Density Residential PROPOSED: Low Density Residential to International West Mixed Use
CASE NOS.: General Plan Amendment No. GPA-2-12(B) and Planned Unit Development No. PUD-128-12	ZONE: Harbor Corridor Specific Plan-Transition Zone North (HCSP-TZN) and Single-Family Residential (R-1) PROPOSED: Planned Unit Development
APPLICANT: City of Garden Grove	APN: 231-491-20 & 21, 231-521-01, 02, 03, 04, 05, 06, 07, 08, 09, and 10; 231-491-12, 13, 14, 15, 16, 17, 18, 19
	CEQA DETERMINATION: Mitigated Negative Declaration

REQUEST:

To establish a Planned Unit Development zoning with development standards over an approximately 5.8 acre area to facilitate the future development of a hotel project, along with a General Plan Amendment to change the General Plan Land Use designations of six (6) residential properties from Low Density Residential to International West Mixed Use. The future hotel project authorized by the Planned Unit Development would consist of up to 769 rooms within one (1) full-service and two (2) limited service resort hotels, with approximately 39,000 square feet of conference/meeting banquet space, 45,000 square feet of restaurant/entertainment space included on-site via freestanding pads, and two parking structures with 1,297 parking spaces.

PROJECT STATISTICS:

	<u>Provided</u>
<u>Lot Size:</u> ¹	
Total PUD Zoning	5.8 acres ²
Hotel Development Area	5.2 acres
<u>Parking:</u>	
	1,297 ³
<u>Maximum Hotel Rooms:</u>	
	769
<u>Maximum Square Footages:</u>	
Conference/Meeting Banquet	39,000 Square Feet
Restaurant/Entertainment Pads	45,000 Square Feet
Hotel Restaurant	20,000 Square Feet
<u>Maximum Building Heights:</u>	
Full Service Hotel:	263 Feet
Limited Service Hotel 1: (on Harbor Boulevard)	200 Feet
Limited Service Hotel 2: (on Twintree Lane)	190 Feet (west side) 130 Feet (east side)
Parking Structure 1:	75 Feet (east side)
Parking Structure 2: (with ballroom/pre function)	85 Feet (west side)
Restaurant Pads: (at 7,500 square feet each)	40 Feet
Restaurant/Entertainment Pad: (at 15,000 square feet)	75 Feet (east side)
<u>Minimum Perimeter Setbacks:</u> ⁴ (as measured from the property line)	
North (side):	5 Feet
East (rear):	10 Feet
West (Harbor Boulevard):	9 Feet
South (Twintree Lane):	10 Feet

¹ The total size for the PUD zoning is 5.8 acres, while the hotel development area is 5.2 acres.

² Title 9 of the Municipal Code requires a minimum lot size of 5 acres for commercial PUDs.

³ Pursuant to Title 9 of the Municipal Code, a shared parking analysis was prepared that justified a reduction to the parking based on the estimated peak demand.

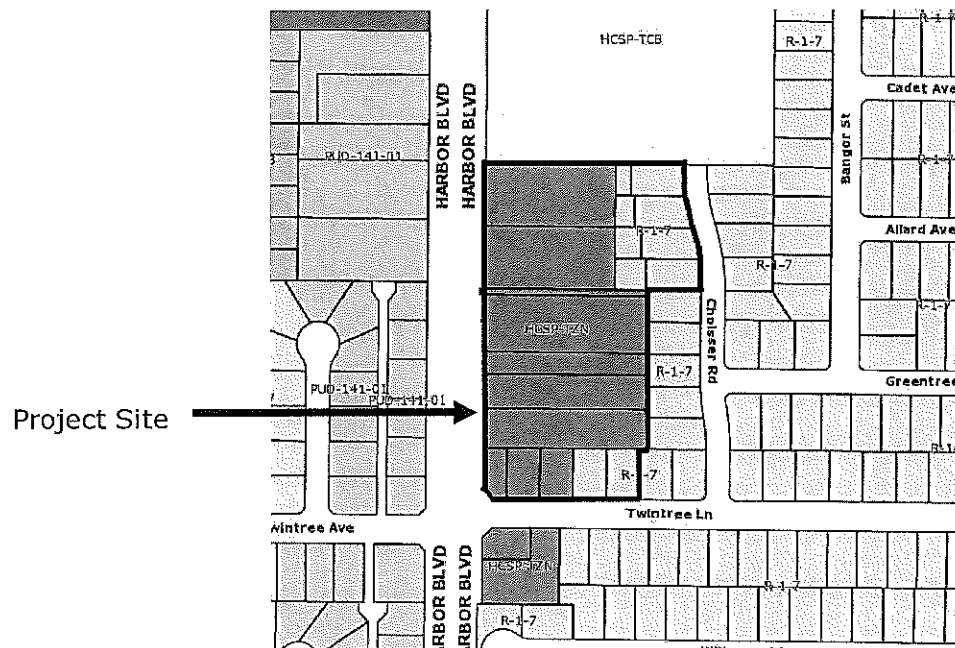
⁴ The placement of each structure, along with the proposed setbacks for each, is based on the prescribed maximum allowable height as illustrated in the conceptual plan based on the Shade and Shadow Analysis prepared in conjunction with the MND.

BACKGROUND:

The project site consists of 5.8 acres of land located on the northeast corner of Harbor Boulevard and Twintree Lane, west of Choisser Road. The project site abuts a commercial shopping center that includes a Target, Viva Bargain Center, and a Coco's restaurant to the north; commercial buildings and one-story single-family homes to the south; one-story, single-family homes to the east; and commercial uses, the Sheraton Hotel, and vacant properties to the west.

The project site is comprised of sixteen (16) parcels located on the east side of Harbor Boulevard, north of Twintree Lane, and west of Choisser Road. Figure 1 below delineates the entire proposed PUD project site and location:

FIGURE 1: PROPOSED PUD PROJECT SITE



The majority of the site, located along Harbor Boulevard, is vacant. The remaining improved lots are located along Twintree Lane and Choisser Road and include: a corner lot improved with a retail ice cream shop, Joe's Italian Ice; four (4) lots on Twintree Lane, each improved with a single-family home; and four (4) lots on Choisser Road, each improved with single-family homes.

The properties have a General Plan Land Use designation of International West Mixed Use and Low Density Residential, and have a zoning classification of HCSP-TZN (Harbor Corridor Specific Plan-Transition Zone North) and R-1 (Single-Family Residential). The request includes establishing Planned Unit Development zoning over all sixteen (16) parcels, with specific development standards to facilitate the contemplated hotel project, and changing the General Plan Land Use Designation of six (6) parcels, located on Twintree Lane and Choisser

Road, from Low Density Residential to International West Mixed Use in order to provide consistency with the proposed PUD zoning.

Neighborhood meetings:

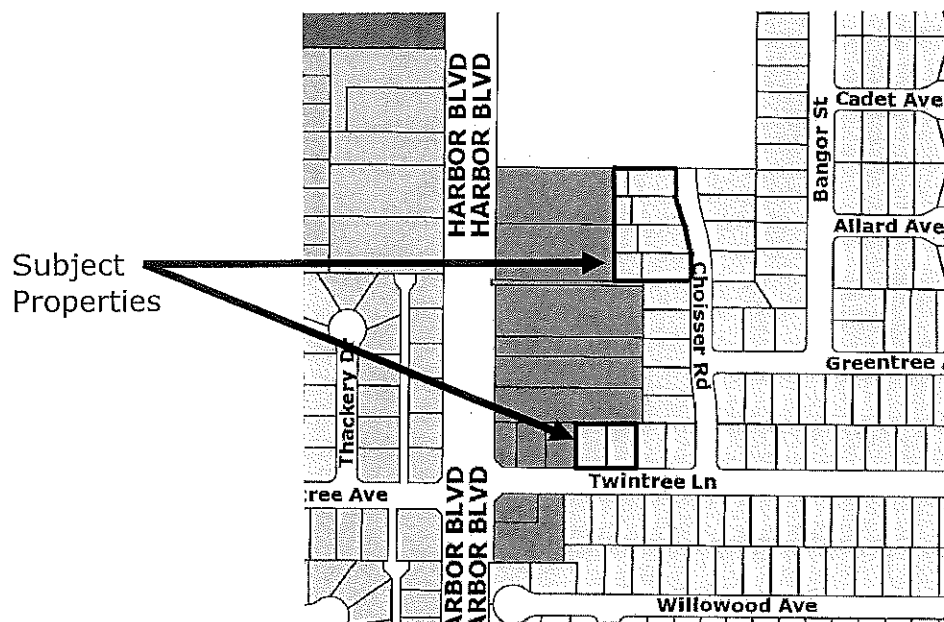
As part of the entitlement process, a neighborhood meeting was held on August 23, 2012. The meeting was held to provide information to the community and the surrounding neighborhood about the proposed project, as well as to address concerns raised by those in attendance. Only six (6) persons were present, and staff answered general questions about the project, including traffic impacts due to construction. The overall consensus was in support of the project.

DISCUSSION:

GENERAL PLAN AMENDMENT:

The properties that comprise the proposed project site have a General Plan Land Use Designation of International West Mixed Use and Low Density Residential. The majority of the project site has a land use designation of International West Mixed Use, with the exception of six (6) lots that are improved with single-family homes and have a land use designation of Low Density Residential which are located on Twintree Lane and on Choisser Road at 12551 and 12571 Twintree Lane, and 12233, 12235, 12237, and 12239 Choisser Road. Figure 2 below identifies the six (6) residential properties that are part of the General Plan Amendment.

FIGURE 2: GENERAL PLAN AMENDMENT



The Low Density Residential land use designation allows for the development of single-family homes. In order to facilitate the proposed project, a General Plan

Amendment is necessary to change the land use designation of the six (6) residential properties from Low Density Residential to International West Mixed Use.

The proposed International West Mixed Use Land Use Designation encourages the development of hotels, resort, high density residential, and tourist-based entertainment-related uses. With the proposed General Plan Amendment, the subject project will be consistent with the goals of the City's General Plan and will facilitate the contemplated hotel project.

PLANNED UNIT DEVELOPMENT:

The properties that are part of the proposed project site are currently zoned HCSP-TZN (Harbor Corridor Specific Plan-Transition Zone North) and R-1 (Single-Family Residential). The properties located along Harbor Boulevard and two (2) properties on Twintree Lane are zoned HCSP-TZN, while six (6) residential properties located on Twintree Lane and Choisser Road are zoned R-1 (Single-Family Residential). See Figure 1 in the above section.

The establishment of Planned Unit Development No. PUD-128-12 is necessary in order to facilitate the development of the contemplated hotel project. The Planned Unit Development (PUD) zoning designation establishes development standards and permitted uses specific to a particular project, provided that the quality of the project achieved through the PUD zoning is greater than could be achieved through traditional zoning.

The proposed PUD will establish development standards for the entire development project site that will facilitate the hotel project's construction. The proposed PUD includes development standards that address total number of hotel rooms, building height and setbacks, landscaping, uses, required parking, circulation and access, signage, utilities, storage and refuse collection, submittal of development plans, environmental mitigation measures, and related performance standards.

The proposed PUD will facilitate the development of a hotel project that consists of 769 hotel rooms within one (1) full-service and two (2) limited service resort hotels with approximately 39,000 square feet of conference/meeting banquet space, and 45,000 square feet of restaurant/entertainment space included on-site via freestanding pads, and two (2) parking structures with 1,297 parking spaces. Also, the hotels will be allowed a combined maximum of 20,000 square feet of interior restaurant/bar space separate from the restaurant/entertainment pads.

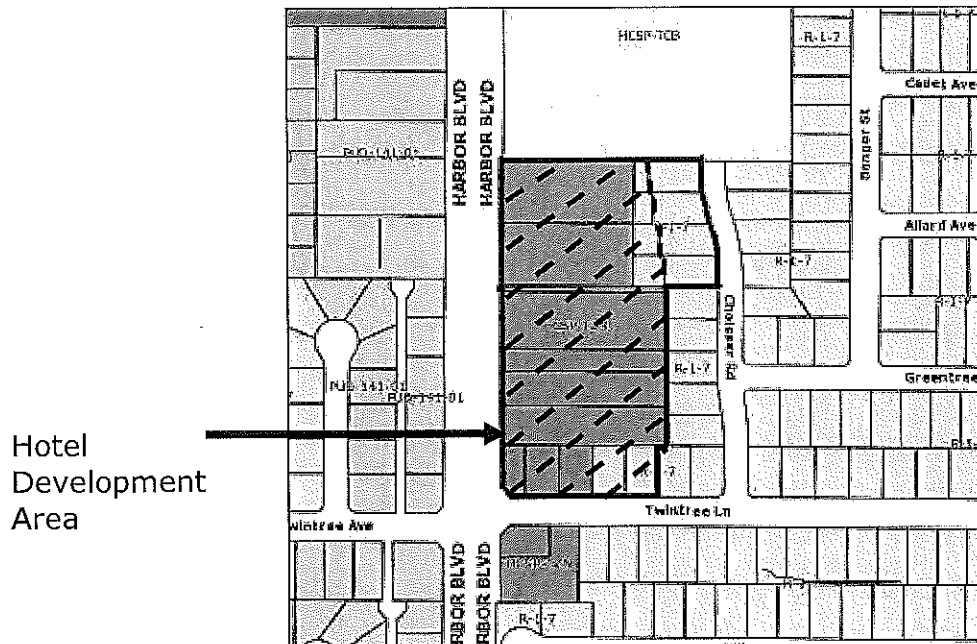
Site Design and Circulation:

While the PUD for the project site includes development and use standards, the envisioned build out of the site is based on the conceptual plans and the environmental documents that set the parameters for the proposed development. The construction plans of the hotels, pad buildings, and parking structures must be consistent with the PUD standards and the associated conceptual plans, the

environmental document, and the performance standards that are approved through the entitlement process.

The hotel development will occupy 5.2-acres of the total PUD as illustrated in the conceptual plans. Figure 3 below illustrates the area within the PUD that will accommodate the hotel development.

FIGURE 3: HOTEL DEVELOPMENT AREA
(hatched area)



The development will have a total of two (2) vehicular ingress and egress points to the site. The main access to the site will be from a new signalized intersection located on Harbor Boulevard that will allow for left turn and right turn in and out of the project site. This new intersection will align with the existing main access point of the Sheraton Hotel, which is located directly across the street from the project site, to facilitate vehicular and pedestrian access between the two hotel developments.

The secondary access point is located on Twintree Lane, and this access point is designed to allow for left-turn in, and right-turn out of the project site along with having a channeled median and the appropriate signage that will restrict access to the surrounding residential neighborhood.

The proposed site design includes one (1) full-service hotel, and two parking structures located at the center of the lot, adjacent to the east property line; two (2) limited service hotels located on the southwest corner of the lot, along Harbor Boulevard and Twintree Lane, and four (4) restaurant pads located along Harbor

Boulevard, and one (1) restaurant/entertainment pad located on the northeast corner of the lot, along the rear (east property line).

The project site's internal drive aisle is designed to circulate through the site, and provides access to the parking structures, and the guest drop-off areas located in front of each hotel. Access to the parking structures will be from a common entry that is accessed along the east property line. The parking structures are located adjacent to one another, and while the structures have a common access, each parking structure will have its own separate internal circulation. The parking is designed to serve all the uses on the entire project site, including the hotels, conference/ meeting banquet space, and the restaurants/entertainment venue.

The placement of each structure, along with the proposed setbacks for each, is based on the maximum allowable height, as illustrated in the conceptual plan, that is based on the Shade and Shadow Analysis. Flexibility to the building setbacks may be considered due to lower building heights, but will require additional Shade and Shadow Analysis.

The overall building setback from the face of curb from Harbor Boulevard to the structures will be 21-feet. This 21-foot area will include a six-foot wide landscape parkway adjacent to the street curb, a seven-foot wide, decorative striped sidewalk which is a pattern currently used along Harbor Boulevard, and an eight-foot wide landscape planter. This design will allow for palm trees to be planted along both sides of the sidewalks, along with accommodating the required canopy trees, shrubs, and ground covers.

The minimum building setback along Twintree Lane is ten-feet from the property line. The right-of-way improvements will include a four-foot landscaped parkway adjacent to the curb, and a six-foot wide sidewalk. The landscaping along Twintree Lane is required to be similar in plant material as the landscaping used on Harbor Boulevard, with exception of the Palm Trees.

The full-service hotel and the parking structures will be constructed adjacent to one another. The parking structure located closest to the east property line will have a height of 75 feet, while the parking structure located just to the west will have a height of 85 feet, and includes a top level with a ballroom and pre-function space for the full-service hotel. The parking structures will be designed to provide one (1) level of underground parking, and will maintain a ten (10) foot setback from the east property line.

An eight-foot high decorative block wall will be installed along the east property line in order to separate the project site from the adjacent residential properties. The wall is required for screening and for sound attenuation.

The project is required to provide landscaping treatment along Harbor Boulevard and Twintree Lane based on the landscape pattern established for the Harbor Boulevard resort area. The landscape treatment along Harbor Boulevard will

include a double row of palm trees, canopy trees, shrubs, and ground cover to match the landscaping treatment used at the existing hotel developments on Harbor Boulevard and Chapman Avenue. In addition, a decorative sidewalk pattern will be installed along Harbor Boulevard. The landscape treatment on Twintree Lane is required to be similar in plant material as the landscape treatment used on Harbor Boulevard.

At this time, the conceptual plans identify that the four (4) residential parcels on Choisser Road will remain since only a portion of the existing rear yards of these parcels will be utilized to accommodate the proposed site development. Through a future tentative tract map application, the rear property lines of these lots will be adjusted accordingly to accommodate the proposed hotel development. Nevertheless, the City has ensured the the residential lots continue to maintain a minimum lots size of 7,200 square feet, which is consistent with the surrounding single-family home minimum lot size. The City anticipates continuing to lease the residences.

Parking:

It is contemplated that the ultimate project will provide a total of 1,297 parking spaces, which will be provided within the two parking structures. This total number of parking spaces to be provided is 21.6 percent less than the 1,656 parking spaces that would otherwise generally be required if standard parking requirements for each of the various individual uses were applied. Title 9 of the Municipal Code allows up to a 25% percent reduction to the required number of parking spaces, without approval of a Variance, if a shared parking study and parking management plan justifying the reduction is prepared. In this case, the City has prepared a shared parking study as part of the project analysis, which concludes that the contemplated 1,297 parking spaces provided will be sufficient to serve the project.

Since the project is considered to have a mix of uses that are compatible and complimentary to one another, where patrons can go to the site for more than one purpose in one trip, such as the people staying at the hotel can also dine at the restaurants, a shared parking study can be utilized to determine the peak parking demand to justify a reduction to the parking. The shared parking study concluded that the weekday peak parking demand for the project would be 1,179 parking spaces during the month of August, and adding a 10 percent increase to the peak parking demand as required by the code, the total parking required would be 1,297 parking spaces. The shared parking study also established a specific list of mitigation measures to minimize parking impacts to the project site, such as implementing valet parking, providing for bus/van pick-up and drop-off for hotel guests, and encouraging alternative transportation incentives for employees and guests.

Building Architecture/Aesthetics:

The intent of the project is to create an attractive hotel and restaurant/entertainment development that would add visual interest to the Harbor Boulevard streetscape, and maintain a similar character to the surrounding hotel developments. At this time, no hotel or restaurant brands have been selected or identified for the project site; as a result, the elevations provided with the conceptual plans do not provide specific architectural detailing, as the building elevations are meant to illustrate the building massing and heights. Once the hotel and restaurant brands have been selected, specific architectural detailing for each hotel and restaurant pad will be submitted by the developer that are tailored specifically to reflect the architectural theme of each operator.

Nevertheless, the overall physical improvements of the project site, including the architecture, are conditioned to be compatible with the goals and objectives of the Community Design Element of the City's Adopted General Plan that require for an attractive building design, landscaping, and signage. All the development plans will be subject to, and be governed by, the approved PUD for the site as the proposed project envisions a quality themed resort environment that provides enhanced architectural elements.

Based on the conceptual plans, the building height and orientation are as follows:

- The full service hotel will have a maximum height of 263 feet. The hotel will be designed to have the hotel room views oriented to the north and south of the project site, and away from the residential properties to the east. The hotel will provide for a top level outdoor pool. The hotel will have ancillary ballroom and pre-function space that will be on the top level of the adjacent parking structure.
- The limited service hotel located on Twintree Lane will provide two (2) varying building heights/massing. The building mass on the east side will have a maximum height of 130 feet, while the building mass to the west side will have a maximum height of 190 feet. The hotel is designed to have the hotel room views oriented toward the north and south sides of the project site. The hotel's outdoor pool area will be located along Twintree Lane, and will be enclosed with a decorative block wall.
- The limited service hotel located on Harbor Boulevard will have a maximum height of 200 feet. The hotel is designed to have the hotel room views oriented to the east and to the west. This hotel will maintain a distance of 260 feet away from the residential properties to the east. The hotel will provide an outdoor pool area along Harbor Boulevard that will be enclosed with a decorative block wall.
- The two (2) parking structures are located adjacent to the full-service hotel. The parking structure located to the west side will have a maximum height of

85 feet, and includes a top level with ballroom/pre-function space that belongs to the full-service hotel. The parking structure located to the east side will have a maximum height of 75 feet. This parking structure will be required to have shielding walls installed on each level of the parking structure, on the east elevation, at a height of four-feet or higher to minimize noise to the adjacent residential properties. The PUD requirements will require that the parking structure be decorative, utilizing materials and details that are used on the hotel building to soften the elevation directly adjacent to the residential properties.

- The restaurant pads will have a maximum height of 40 feet, while the entertainment venue will have a height of 75 feet

FUTURE ENTITLEMENTS:

Implementation of the contemplated hotel project will require future consideration of the following entitlements by the City:

- A Tentative Tract Map to consolidate the properties in the project site in order to accommodate the project. Approval of a Map is an integral part of the ultimate development of this project.
- A Development Agreement between the City and ultimate developer(s) of the hotel project, in conjunction with the Tentative Tract Map.
- Conditional Use Permit(s) to allow for the sale of alcoholic beverages in the hotels, hotel restaurants, and freestanding pad restaurant/entertainment venues.
- Site Plan(s) for the construction of each freestanding pad restaurant and entertainment venue.

ENVIRONMENTAL CONSIDERATION:

Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., an initial study was prepared (International West Hotel-Harbor East (Site C) Initial Study). Based on the Initial Study and supporting technical analyses, it was determined that all potentially adverse environmental impacts can be mitigated to a level of less than significance. On this basis, a Mitigated Negative Declaration and Mitigation Monitoring Program have been prepared. Copies of the Mitigated Negative Declaration and Mitigation Monitoring Program are attached to this report.

The 30-day public comment period on the Mitigated Negative Declaration occurred from August 15, 2012 to September 14, 2012. Five (5) comment letters were received. These letters were from: the Native American Heritage Commission, the California Department of Transportation, the County of Orange Public Works

Division, the City of Santa Ana, and the City of Anaheim. These comment letters and the City's responses are also attached to this report.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 5779-12, recommending that the City Council:

1. Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and
2. Approve General Plan Amendment No. GPA-2-12(B) and Planned Unit Development No. PUD-128-12.



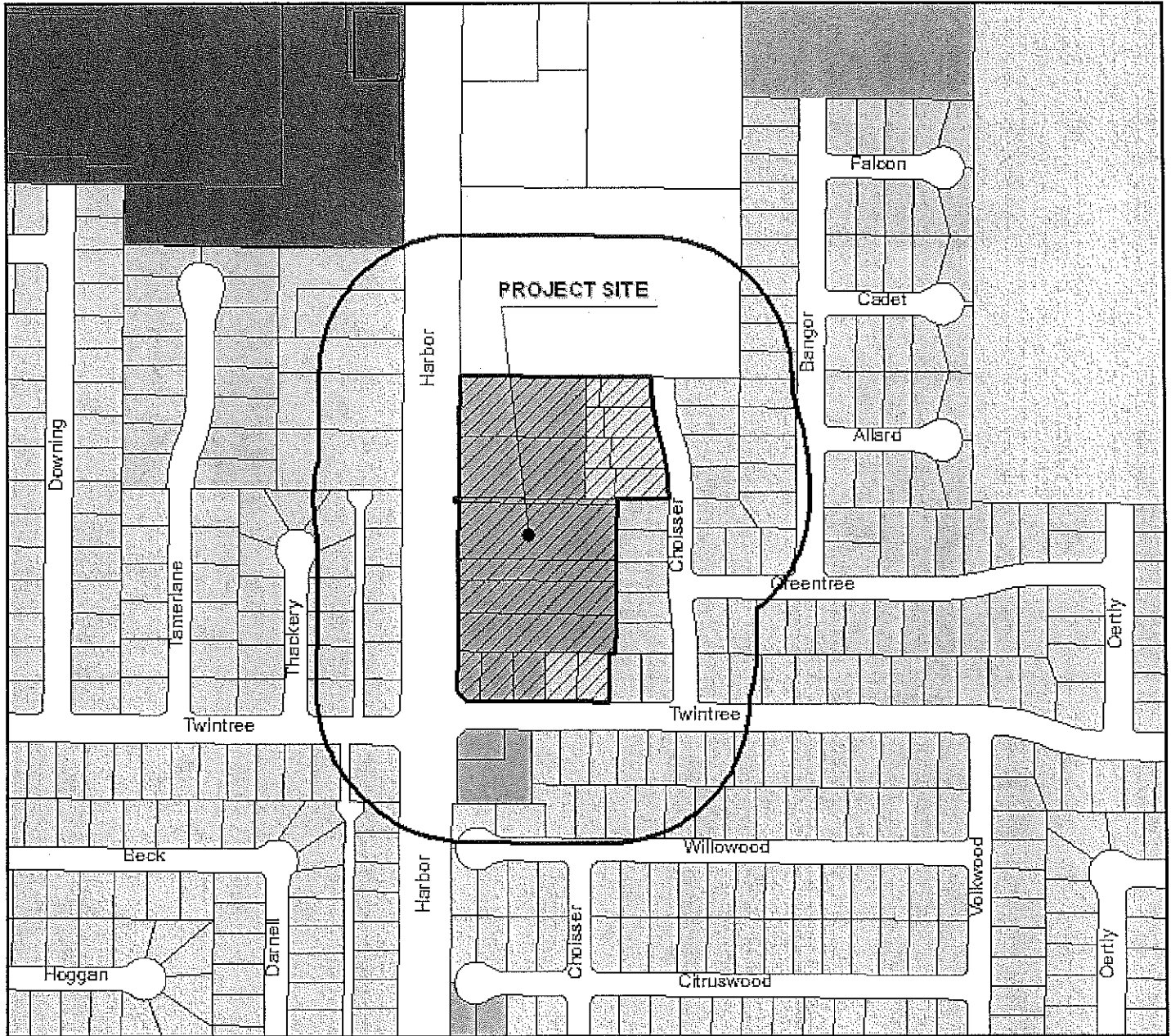
Karl Hill
Planning Services Manager




By: Maria Parra
Urban Planner



PLANNED UNIT DEVELOPMENT NO. PUD-128-12 GPA-2-12 (B)



LEGEND

 PROJECT SITE- 12222,12202,12252,12262,12272,12292,
12302 HARBOR BLVD.; 121511, 12531,
12551,12571 TWINTREE LANE;
12233, 12335, 12237, 12239 CHOISSER RD.

 300 FEET RADIUS

NOTES

1. GENERAL PLAN: INTERNATIONAL WEST MIXED USE AND LOW DENSITY RESIDENTIAL.
2. ZONE: HCSP-TZN (HARBOR CORRIDOR SPECIFIC PLAN TRANSITION ZONE- NORTH) AND R-1 (SINGLE FAMILY RESIDENTIAL)



0 125 250 500 750 Feet

CITY OF GARDEN GROVE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
GIS SYSTEM
AUGUST 2012

PROJECT SUMMARY

PROJECT SITE: 5.2 Acres

PROGRAM

TOTAL HOTEL ROOMS: 789 KEYS
 - One (1) "Full-Service"
 - Two (2) "Limited-Service"

MAXIMUM BUILDING HEIGHTS:

- Full-Service Hotel: 263'-0"
- Harbor Limited-Service Hotel: 200'-0"
- Twinnan Limited-Service Hotel: 190'-0"
- Existing 150' Office Building & Fire Fuel Station: 65'-0"
- Parking Structure (East Side): 75'-0"
- Restaurants Off Harbor: 40'-0"
- Restaurant/Venue Northside Corner: 75'-0"

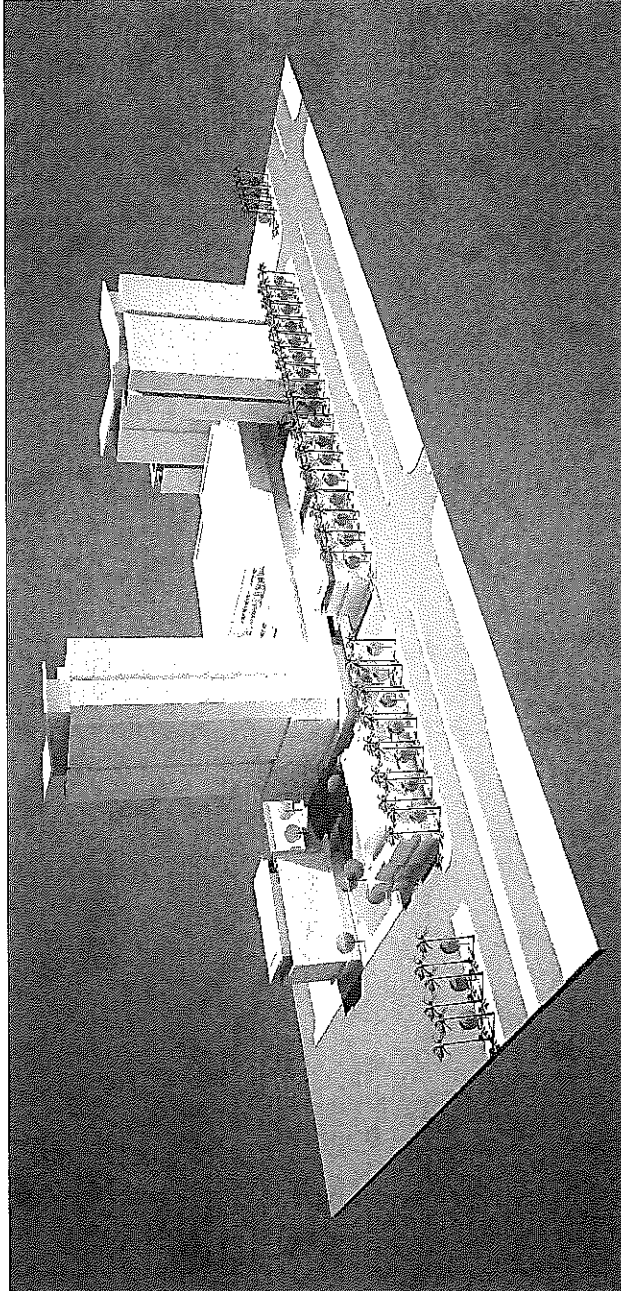
RESTAURANT/ENTERTAINMENT: 45,000 SF
 - Four (4) Pubs @ 7,500 SF
 - One (1) Pub @ 16,000 SF

HOTEL RESTAURANT: 20,000 SF
 Additional Hotel Ancillary:
 Lines Including Restaurant, Bars, Fitness Room and Spa.

CONFERENCE /MEETING BANQUET: 39,000 SF
 Including Within the Hotels).

PARKING SPACES PROVIDED: 1,287

ACREAGE
 TOTAL SITE AREA:
 226,510 SF (5.2 Acres)
 TOTAL BUILDING COVERAGE:
 125,915 SF (2.87 Acres)
 TOTAL LANDSCAPE AREA:
 45,680 SF (1.04 Acres)
 TOTAL CIRCULATION + PARKING AREA:
 51,935 SF (1.19 Acres)



CITY OF GARDEN GROVE

PARCEL C - COVER SHEET

FINAL DRAFT

SHEET

1

OF

PREPARED: 2012-07-10

PRINT:

APPROVED

REVISIONS

NO.	DATE	DESCRIPTION

CIVIL ENGINEER:
FOCUS ENGINEERING, INC.
 CIVIL ENGINEERS
 LAND SURVEYORS
 25 HANCOCK, SUITE 317
 BAY BRIDGE, CA 92661
 TEL: (949) 435-1592
 FAX: (949) 435-0552
 E-MAIL: focusengr@focusengr.com

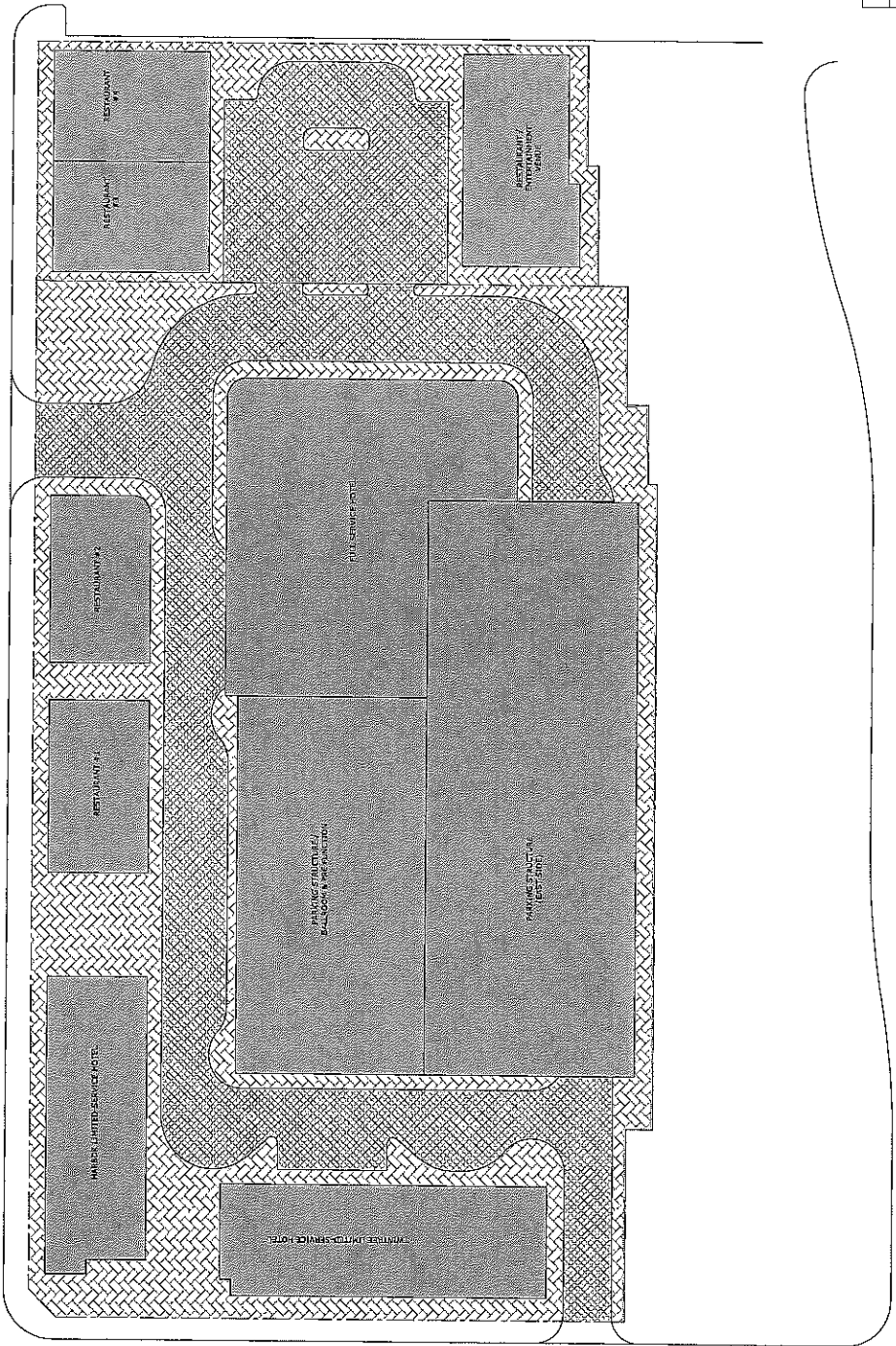
PROJECT PLANNER
AECOM
 11800 VAN ALLEN AVENUE, SUITE 200
 GRANITE, CA 92648-4712
 TEL: (714) 967-2801
 TEL: (714) 967-4411
 FAX: (714) 967-4411
 E-MAIL: www.aecom.com

OWNER:
GARDEN GROVE AGENCY FOR
COMMUNITY DEVELOPMENT
 11100 VAN ALLEN AVENUE, SUITE 200
 GRANITE, CA 92648-4712
 TEL: (714) 741-5100
 FAX: (714) 741-5135
 E-MAIL: www.gga.com

HARBOR BOULEVARD

TWINTREE AVE.

TOTAL SITE AREA:
ZONED BY DCU PERM 100%
TOTAL BUILDING COVERAGE:
ZONED BY DCU PERM 100%
TOTAL LANDSCAPE COVERAGE:
ZONED BY DCU PERM 100%
TOTAL CIRCULATION + PARKING AREA:
ZONED BY DCU PERM 100%

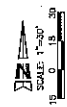


NO.	DATE	REVISIONS DESCRIPTION

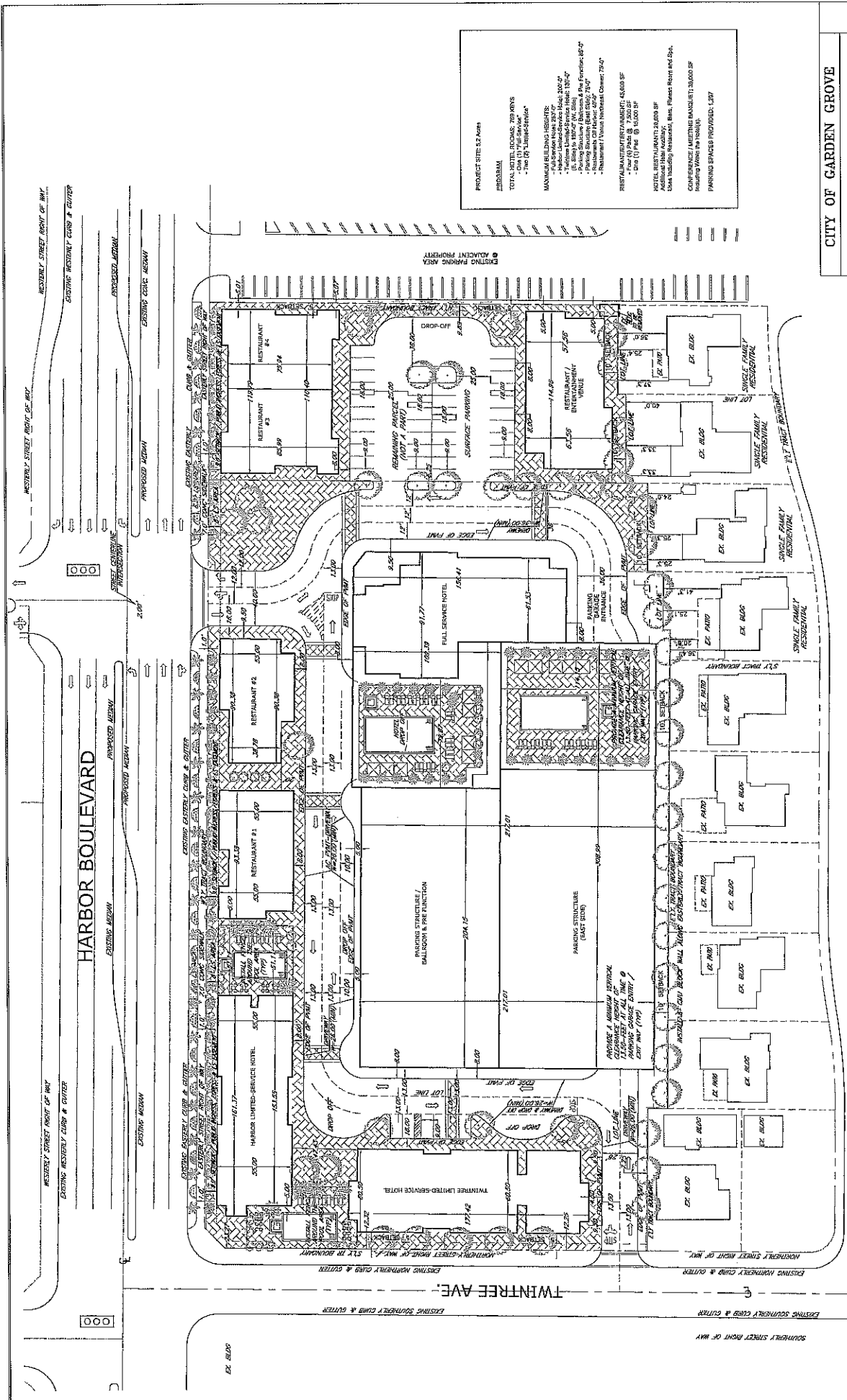
CIVIL ENGINEER:
FOCUS ENGINEERING, INC.
CIVIL ENGINEERS
LAND SURVEYORS
25 MARVELLA, SUITE 317
COSTA MESA, CA 92626-4713
TEL: (714) 432-0399
FAX: (714) 432-0399
E-MAIL: focuseng@focuseng.com

PROJECT PLANNER:
AECOM
909 N. TOWN AND COUNTRY ROAD
COSTA MESA, CA 92626-4713
TEL: (714) 437-7661
FAX: (714) 437-2441
E-MAIL: www.ecom.com

OWNER:
GARDEN GROVE AGENCY FOR
COMMUNITY DEVELOPMENT
GARDEN GROVE, CA 92740
TEL: (714) 741-5100
FAX: (714) 741-5105
E-MAIL:



CITY OF GARDEN GROVE
BUILDING/LANDSCAPE/CIRCULATION
& PARKING AREAS
FINAL DRAFT
APPROVED
PREPARED: 2012-07-10
SHEET 2 OF 11



PROJECT SITE 5.2 ACRES

PROGRAM
 TOTAL HOTEL ROOMS: 700 KEYS
 - One (1) "Full Service"
 - Two (2) "Limited Service"

MARKETING BUILDING (MKTG) - 10,000 SF
 - Full Service Hotel 20,000 SF
 - Limited Service Hotel 20,000 SF
 - (8,000 sq ft) to be used for (4) units
 - Parking Structure (East Side) 75,000 SF
 - Restaurant (Full Service) 25,000 SF
 - Restaurant (Limited Service) 25,000 SF

RESTAURANT/ENTERTAINMENT: 45,000 SF
 - One (1) Full Service
 - One (1) Limited Service

HOTEL RESTAURANT: 25,000 SF
 - Full Service
 - Limited Service

CONFERENCE / MEETING BANQUET: 25,000 SF
 - Full Service
 - Limited Service

PARKING SPACES PROVIDED: 1,207

REVISIONS

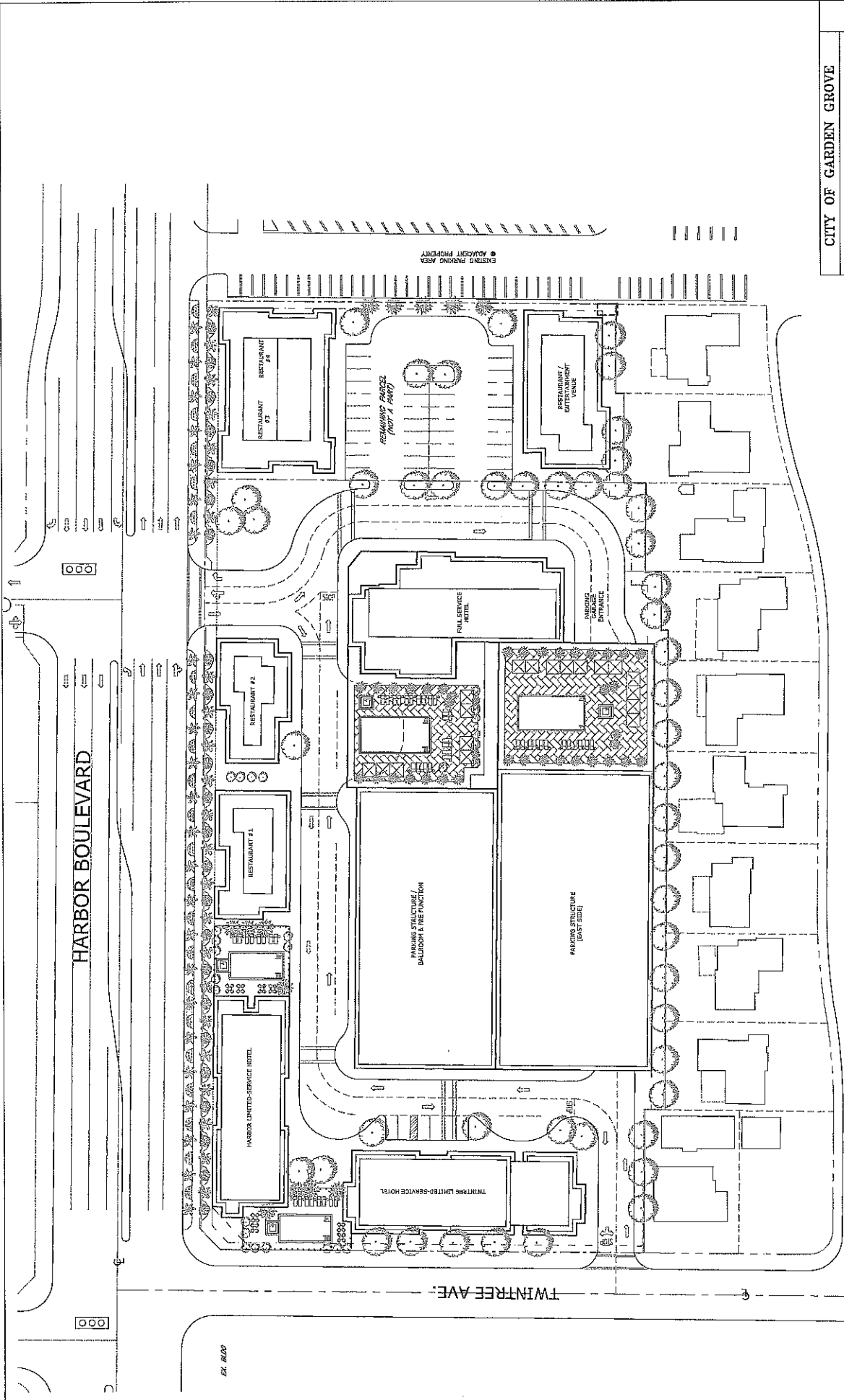
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CIVIL ENGINEER:
 FOCUS ENGINEERING, INC.
 CIVIL ENGINEERS
 25 MARCH, SUITE 317
 GARDEN GROVE, CA 92646
 TEL: (949) 452-3559
 FAX: (949) 452-3559
 E-MAIL: foe@focuseng.com

PROJECT PLANNER
 AECOM
 4000 N. TOWN AND COUNTRY ROAD
 GARDEN GROVE, CA 92646
 TEL: (714) 944-1111
 FAX: (714) 944-5641
 E-MAIL: www.aecom.com

OWNER:
 GARDEN GROVE AGENCY FOR
 COMMUNITY DEVELOPMENT
 1122 ADOBE PARKWAY
 GARDEN GROVE, CA 92646
 TEL: (714) 741-5100
 FAX: (714) 741-5135
 E-MAIL: _____





CITY OF GARDEN GROVE
 PARCEL C ROOF PLAN
FINAL DRAFT
 PREPARED: 2012-07-10
 PRINT: APPROVED

SHEET 4 OF 11

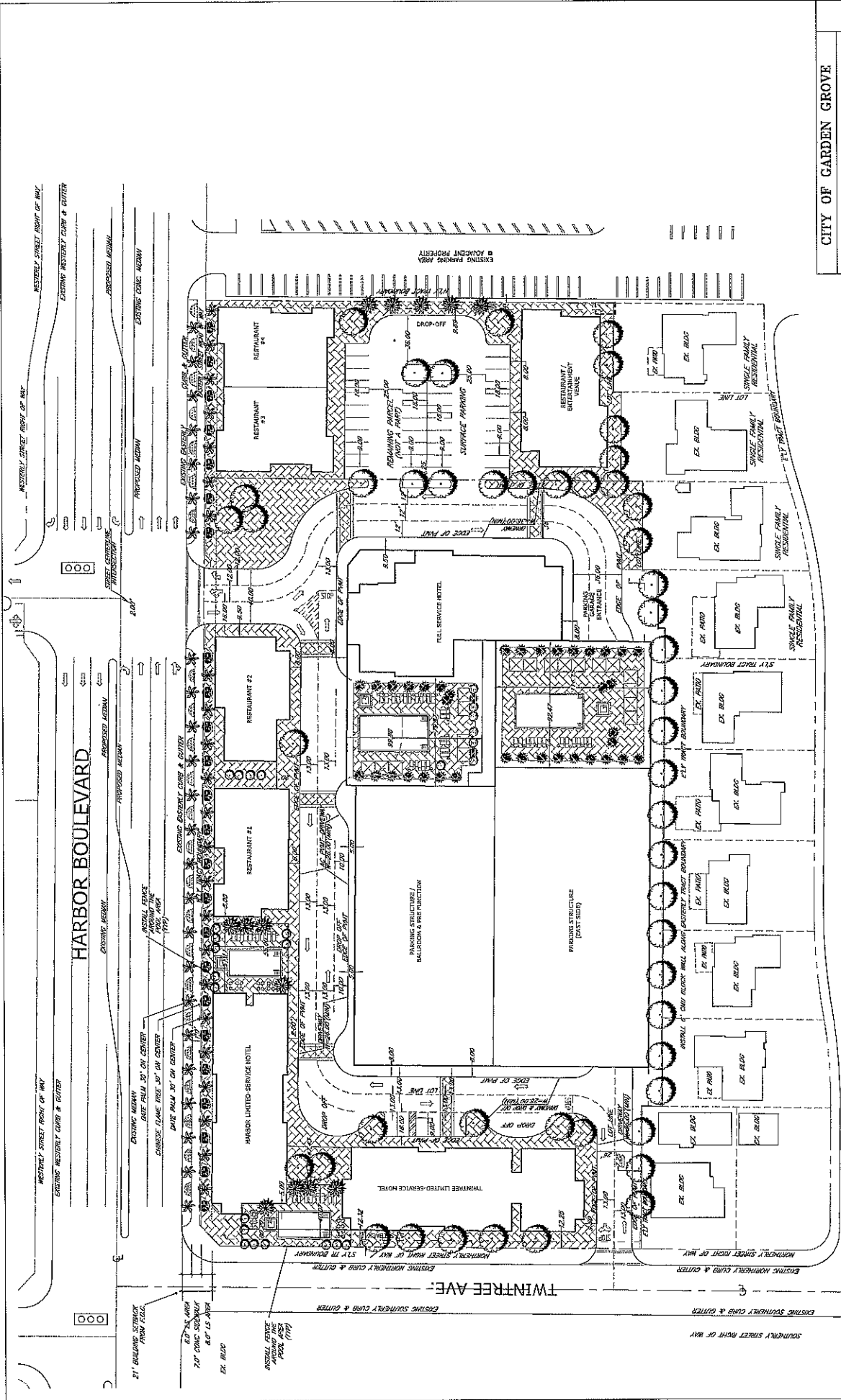
NO.	DATE	DESCRIPTION

CIVIL ENGINEER:
 FOCUS ENGINEERING, INC.
 CIVIL ENGINEERS
 LAND SURVEYORS
 25 MADISON, SUITE 317
 ORANGE, CA 92668-7173
 TEL: (714) 952-0901
 FAX: (949) 481-0592
 E-MAIL: focusengr@focuseng.com

PROJECT PLANNER:
 AECOM
 10000 VAN LANS COUNTRY ROAD
 ORANGE, CA 92668-7173
 TEL: (714) 952-0901
 FAX: (714) 952-0901
 E-MAIL: www.aecom.com

OWNER:
 GARDEN GROVE AGENCY FOR
 COMMUNITY DEVELOPMENT
 11222 AUCKLAND PARKWAY
 GARDEN GROVE, CA 92640
 TEL: (714) 741-5100
 FAX: (714) 741-5128
 E-MAIL:

SCALE: 1"=30'
 15 0 15 30



CITY OF GARDEN GROVE
 PARCEL C LANDSCAPE PLAN
 SHEET 5 OF 11
 FINAL DRAFT
 PREPARED: 2012-07-10
 APPROVED

REVISIONS

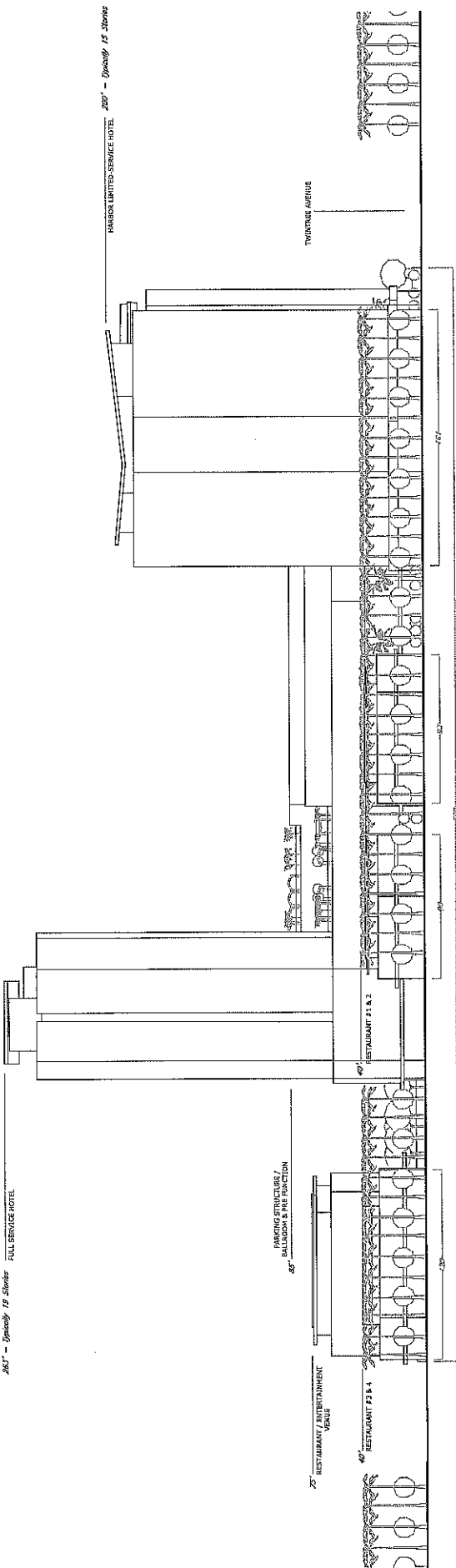
NO.	DATE	DESCRIPTION

CIVIL ENGINEER:
 FOCUS ENGINEERING INC.
 CIVIL ENGINEERS LAND SURVEYORS
 25 WAUCHUK, SUITE 317
 COSTA MESA, CA 92626-1585
 TEL: (714) 833-1585
 FAX: (714) 833-1582
 E-MAIL: measures@focus-engineer.com

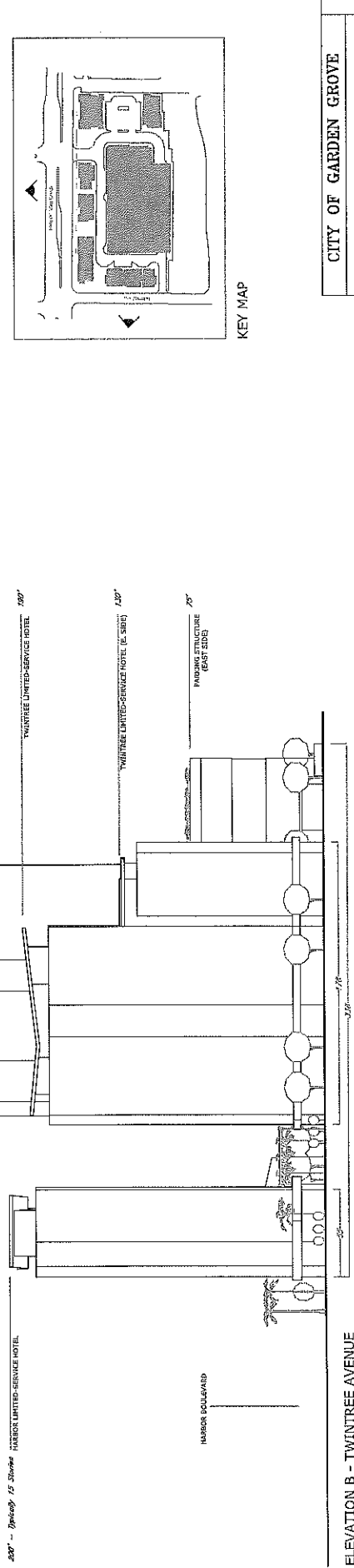
PROJECT PLANNER:
 AECOM
 11222 AECOM PARKWAY
 COSTA MESA, CA 92626-1715
 TEL: (714) 948-2444
 FAX: (714) 948-2444
 E-MAIL: www.aecom.com

OWNER:
 GARDEN GROVE AGENCY FOR
 COMMUNITY DEVELOPMENT
 11222 AECOM PARKWAY
 COSTA MESA, CA 92626-1715
 TEL: (714) 741-5100
 FAX: (714) 741-5198
 E-MAIL: info@garden-grove.com

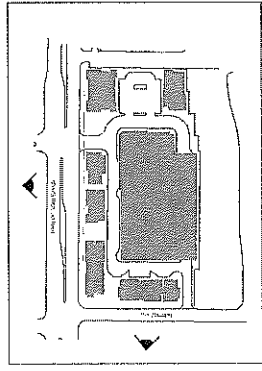
SCALE: 1" = 30'
 15' 0' 15' 30'



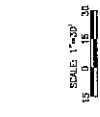
ELEVATION A - HARBOR BOULEVARD



ELEVATION B - TWIN TREE AVENUE



KEY MAP



OWNER:
GARDEN GROVE AGENCY FOR
COMMUNITY DEVELOPMENT
10000 GARDEN GROVE BLVD
GARDEN GROVE, CA 92640
TEL: (714) 741-5100
FAX: (714) 741-5138
E-MAIL: info@gardenca.gov

PROJECT PLANNER
ACCOM
500 N. YORK AND COUNTRY ROAD
GARDEN GROVE, CA 92640
TEL: (714) 741-5100
FAX: (714) 597-2441
E-MAIL: www.accm.com

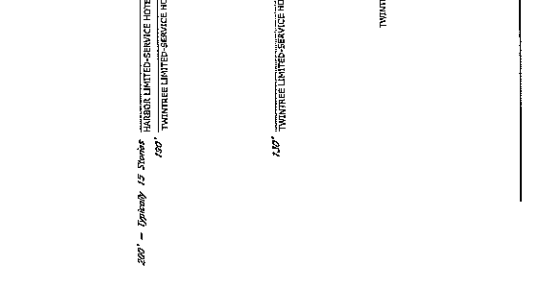
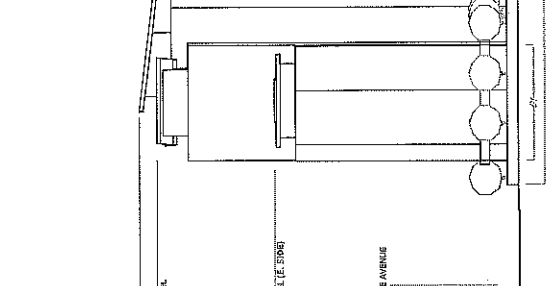
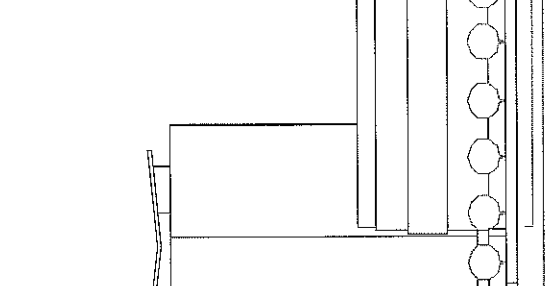
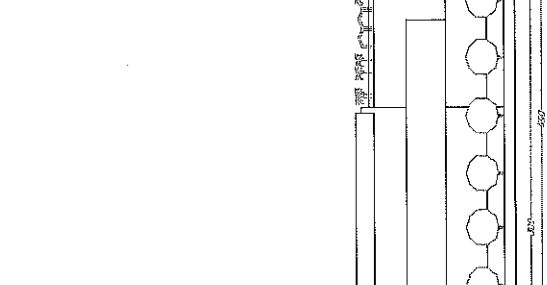
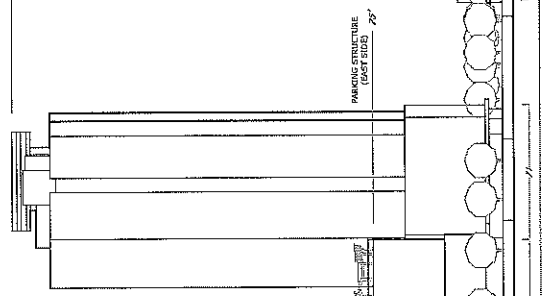
CIVIL ENGINEER:
FOCUS ENGINEERING, INC.
LAND SURVEYORS
22 LAMARLY AVENUE, SUITE 317
GARDEN GROVE, CA 92640
TEL: (714) 597-2441
FAX: (714) 597-2441
E-MAIL: foceingr@aol.com

REVISIONS

NO.	DATE	DESCRIPTION

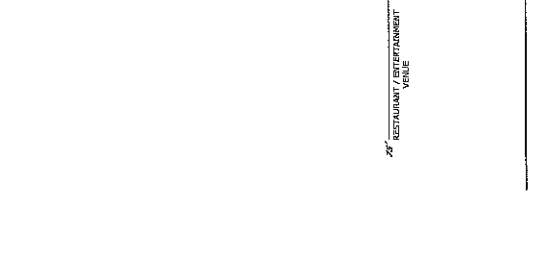
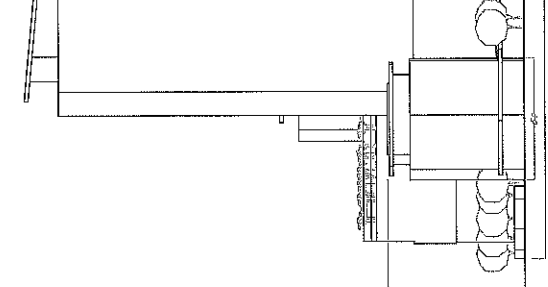
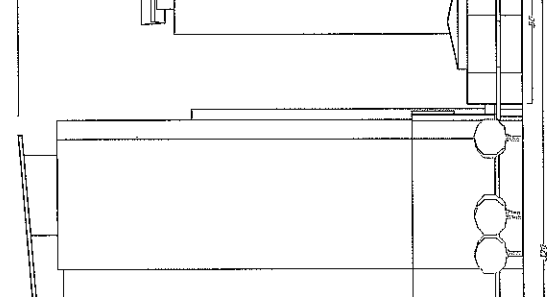
CITY OF GARDEN GROVE
PARCEL C STREET ELEVATIONS
SHEET 6 OF 11
FINAL DRAFT
APPROVED
PREPARED: 2012-07-10
PRINT:

300' - Dynamis 19 Stories
 FULL SERVICE HOTEL

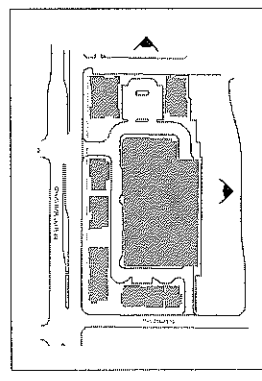


ELEVATION C - EAST

300' - Dynamis 19 Stories
 FULL SERVICE HOTEL



ELEVATION D - NORTH



KEY MAP



OWNER:
 GARDEN GROVE AGENCY FOR
 COMMUNITY DEVELOPMENT
 11222 ACHON PIERWAY
 GARDEN GROVE, CA 92640
 TEL: (714) 741-5100
 FAX: (714) 741-5135
 E-MAIL:

PROJECT PLANNER
 AECOM
 10000 WILSON AVENUE, SUITE 1000
 GARDEN GROVE, CA 92640-4713
 TEL: (714) 857-2441
 FAX: (714) 857-2441
 E-MAIL: www.aecom.com

CIVIL ENGINEER:
 FOCUS ENGINEERING, INC.
 LAND SURVEYORS
 22 WALCOTT, SUITE 317
 GARDEN GROVE, CA 92640
 TEL: (714) 857-5590
 FAX: (714) 857-5592
 E-MAIL: focusengr@focusland.net

REVISIONS

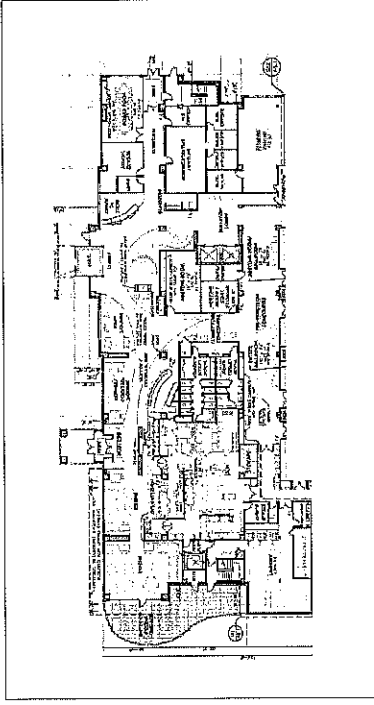
NO.	DATE	DESCRIPTION

CITY OF GARDEN GROVE
 PARCEL C STREET ELEVATIONS

FINAL DRAFT

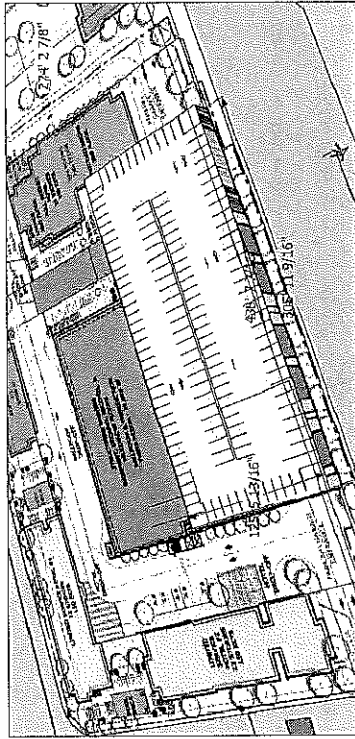
APPROVED: _____
 PREPARED: 2012-07-10
 PER: _____

FULL SERVICE HOTEL

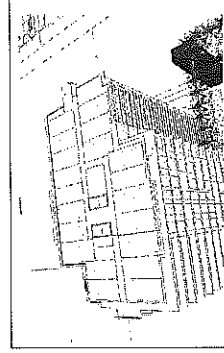


GROUND FLOOR PLAN (NOT TO SCALE)

PARKING

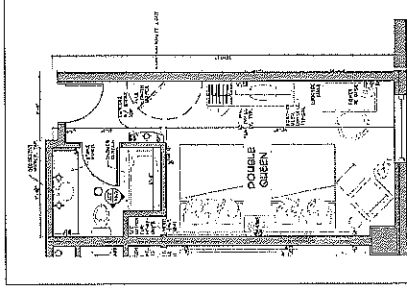


TYPICAL PARKING STRUCTURE (USE 370 SF/STALL)



TYPICAL FLOOR PLAN

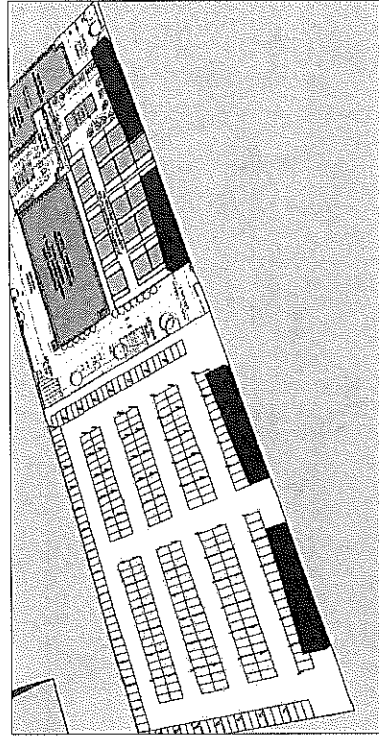
*NOTE: TYPICAL FLOOR PLANS ARE FOR REFERENCE ONLY.
SOURCE: OHL ARCHITECTS



TYPICAL DOUBLE QUEEN
GUEST ROOM
SCALE: 1/4"

*NOTE: ALL PARKING SPACES SHALL MEET ALL CITY STANDARDS AND DIMENSIONS.
REFER TO "UD SHARED PARKING STUDY" PREPARED BY RK ENGINEERING DATED 05/02/12 FOR PARKING SPACES REQUIREMENTS.

TYPICAL BELOW LEVEL PARKING (USE 400 SF/STALL)



OWNER:
GARDEN GROVE AGENCY FOR
COMMUNITY DEVELOPMENT
11222 PARKWAY
GARDEN GROVE, CA 92640
TEL: (714) 741-2100
FAX: (714) 741-5136
E-MAIL: info@garden-grove.org

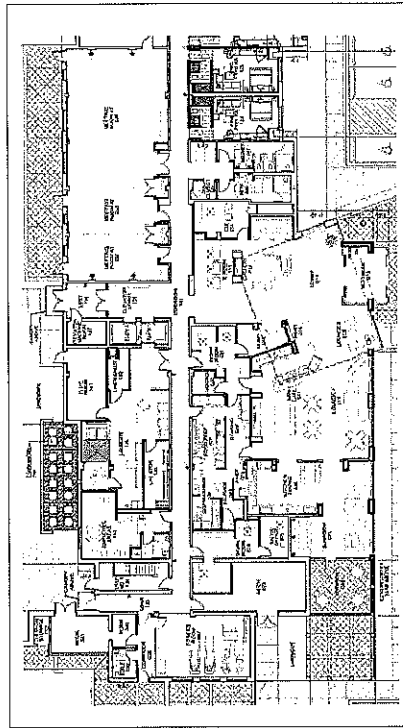
PROJECT PLANNER
AECOM
991 N. YORK AND COUNTRY RDG
GRANITE, CA 92658-4713
TEL: (714) 951-5000
FAX: (714) 951-2441
E-MAIL: www.aecom.com

CIVIL ENGINEER:
FOCUS ENGINEERING, INC.
LAND SURVEYORS
220 S. MICHIGAN, SUITE 317
GRANITE, CA 92658-4713
TEL: (714) 951-5000
FAX: (714) 951-2441
E-MAIL: fofocus@focuseng.com

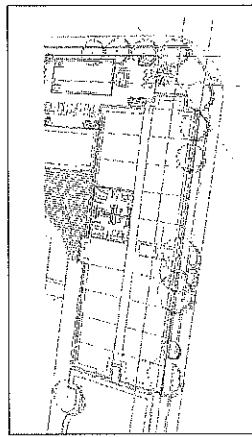
NO.	DATE	DESCRIPTION

CITY OF GARDEN GROVE
TYPICAL FLOOR PLANS
FINAL DRAFT
APPROVED
PREPARED: 2012-07-10
FRN:

LIMITED SERVICE HOTEL (HARBOR)



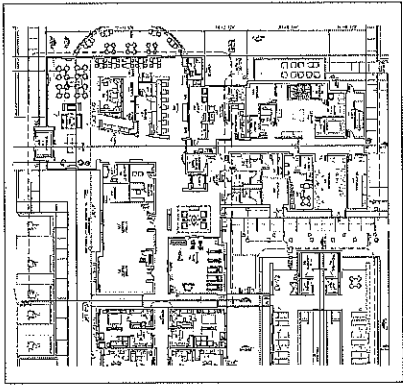
GROUND FLOOR PLAN (NOT TO SCALE)



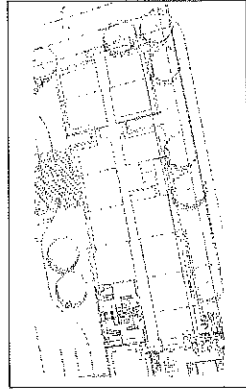
TYPICAL FLOOR PLAN

*NOTE: TYPICAL FLOOR PLANS ARE FOR REFERENCE ONLY.
SOURCE: OHL ARCHITECTS

LIMITED SERVICE HOTEL (TWIN TREE)

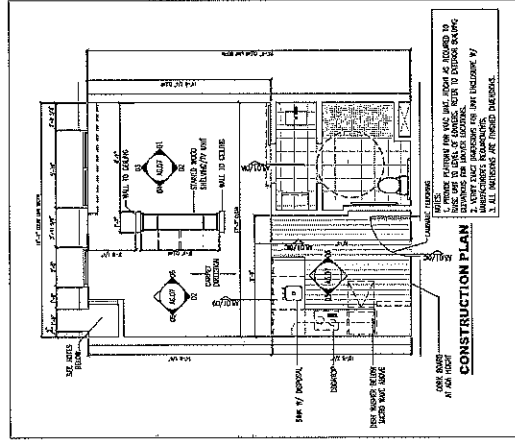


GROUND FLOOR PLAN (NOT TO SCALE)

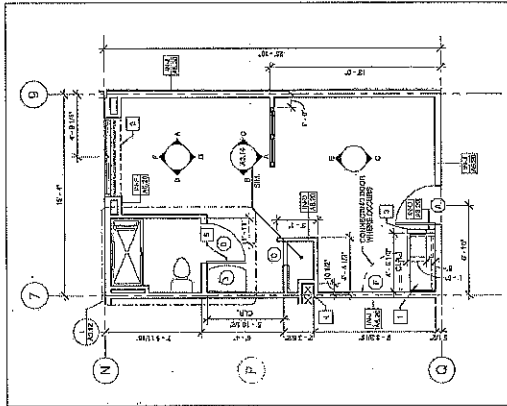


TYPICAL FLOOR PLAN

*NOTE: TYPICAL FLOOR PLANS ARE FOR REFERENCE ONLY.
SOURCE: OHL ARCHITECTS



TYPICAL ROOM
SCALE: 1/4" = 1'-0"



TYPICAL KING SIZE
GUEST ROOM
SCALE: 1/4" = 1'-0"

OWNER:
GARDEN GROVE AGENCY FOR
COMMUNITY DEVELOPMENT
11222 ACORN PARKWAY
GARDEN GROVE, CA 92640
TEL: (714) 741-9100
FAX: (714) 741-9136
E-MAIL:

PROJECT PLANNER
AECOM
10000 WILSON AVENUE, SUITE 317
GARDEN GROVE, CA 92640-4713
TEL: (714) 947-2861
FAX: (714) 947-5591
E-MAIL: www.aecom.com

CIVIL ENGINEER:
FOCUS ENGINEERING, INC.
LAND SURVEYORS
25 MAUDSLY DRIVE, SUITE 317
GARDEN GROVE, CA 92640
TEL: (714) 947-2861
FAX: (714) 947-5591
E-MAIL: focusengineering@earthlink.net

REVISIONS

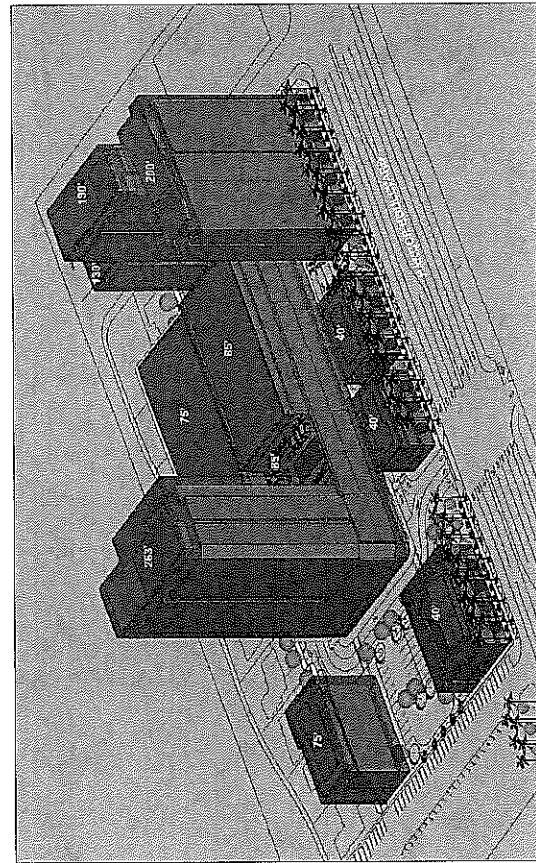
NO.	DATE	DESCRIPTION

CITY OF GARDEN GROVE

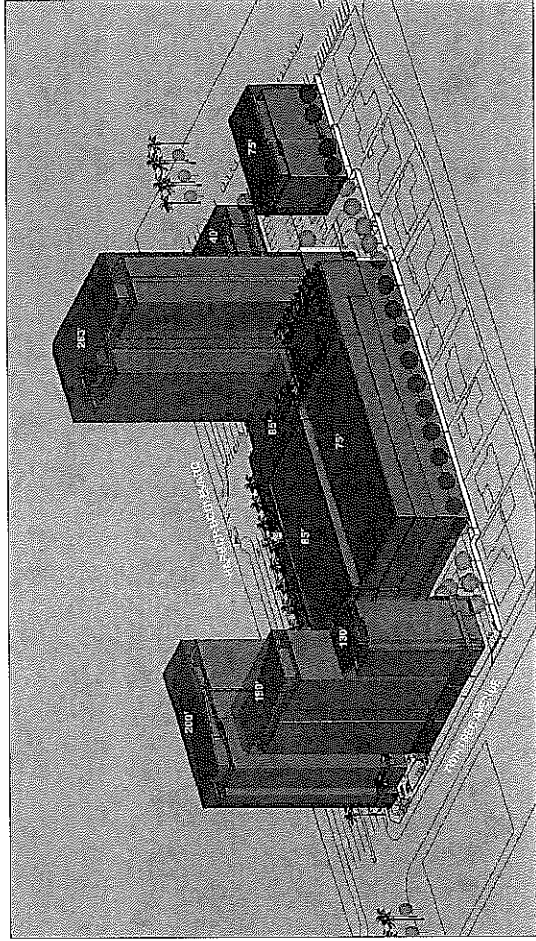
TYPICAL FLOOR PLANS

FINAL DRAFT

APPROVED: _____
PREPARED: 2012-07-10
PRINT:



VIEW FROM HARBOR BOULEVARD



VIEW FROM TWINTREE AVENUE

MAXIMUM BUILDING HEIGHTS:
 - PLACEMENT TO 230' 0"
 - Harbor Landing Drive to 207' 0"
 - Harbor Landing Drive to 180' 0"
 - Harbor Landing Drive to 150' 0"
 - Harbor Landing Drive to 120' 0"
 - Harbor Landing Drive to 90' 0"
 - Harbor Landing Drive to 60' 0"
 - Harbor Landing Drive to 30' 0"

OWNER:
**GARDEN GROVE AGENCY FOR
 COMMUNITY DEVELOPMENT**
 11222 AZEKA PARKWAY
 GARDEN GROVE, CA 92647-5100
 TEL: (714) 741-5100
 FAX: (714) 741-5106
 E-MAIL: www.aggcd.com

PROJECT PLANNER
AECOM
 20000 JEFFERSON AVENUE, SUITE 300
 GARDEN GROVE, CA 92647-1713
 TEL: (714) 887-2501
 FAX: (714) 887-2541
 E-MAIL: www.aecom.com

CIVIL ENGINEER:
FOCUS ENGINEERING, INC.
 CIVIL ENGINEERS
 LAND SURVEYORS
 25 BAUGHN, SUITE 317
 BELLFLOWER, CA 90706
 TEL: (562) 457-5590
 FAX: (562) 457-5592
 E-MAIL: foocusengineering@earthlink.net

REVISIONS

NO.	DATE	DESCRIPTION

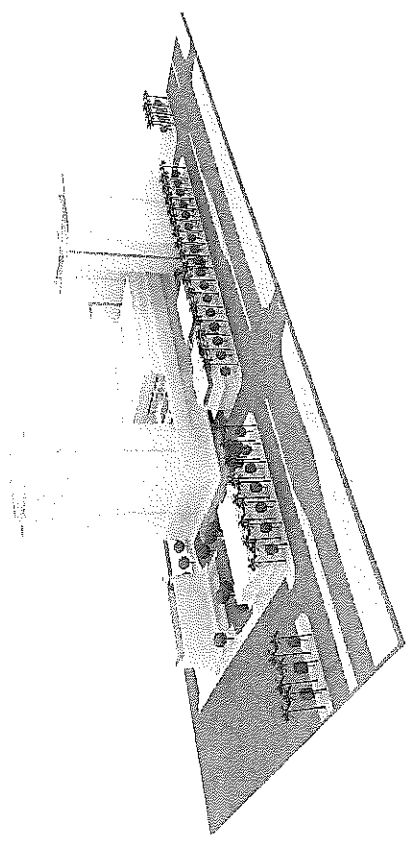
CITY OF GARDEN GROVE

**3D MASSING WITH MAXIMUM
 BUILDING ENVELOP
 FINAL DRAFT**

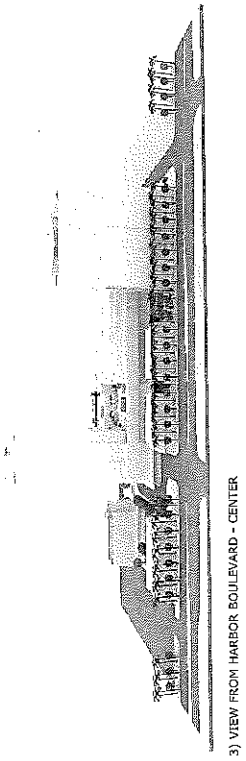
APPROVED _____

PREPARED: 2012-07-10
 PRINT: _____

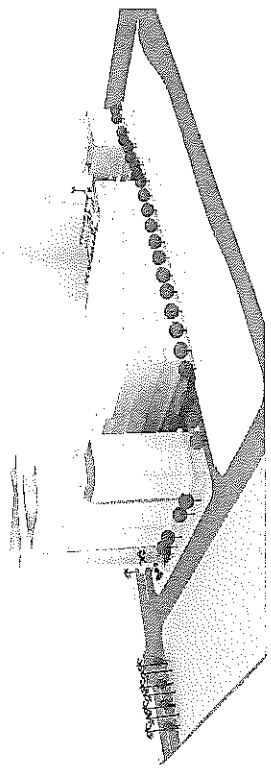
SHEET 10 OF 11



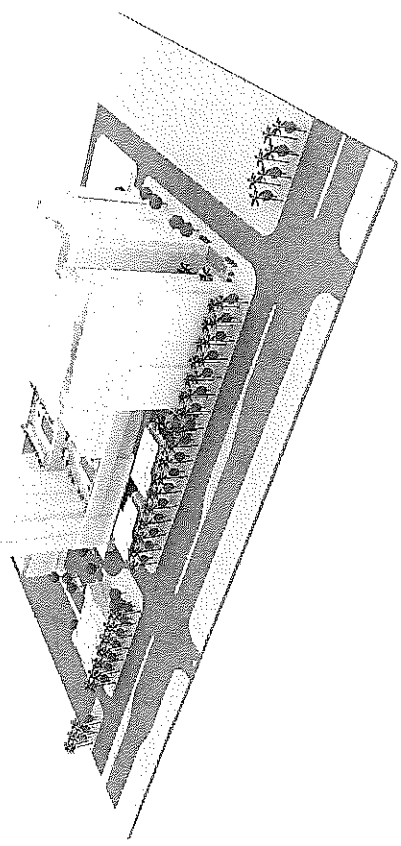
1) VIEW FROM HARBOR BOULEVARD - NORTH



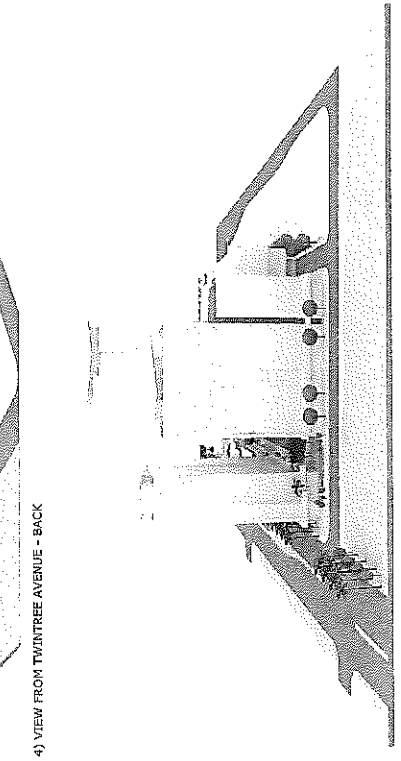
3) VIEW FROM HARBOR BOULEVARD - CENTER



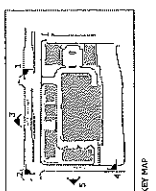
4) VIEW FROM TWINTREE AVENUE - BACK



2) VIEW FROM HARBOR BOULEVARD - SOUTH



5) VIEW FROM TWINTREE AVENUE



KEY MAP

OWNER:
GARDEN GROVE AGENCY FOR
COMMUNITY DEVELOPMENT
1122 ACACIA PARKWAY
GARDEN GROVE, CA 92640
TEL: (714) 741-5100
FAX: (714) 741-5135
E-MAIL: info@garden-grove.org

PROJECT PLANNER:
AECOM
ONE AMBASSADOR ROAD
ANN ARBOR, MI 48106
TEL: (734) 997-2501
FAX: (734) 997-2441
E-MAIL: www.aecom.com

CIVIL ENGINEER:
FCOCUS ENGINEERING, INC.
1000 UNIVERSITY BLVD
ANN ARBOR, MI 48106
TEL: (734) 997-1599
FAX: (734) 487-0552
E-MAIL: foconnor@fcocus.com

REVISIONS

NO.	DATE	DESCRIPTION

APPROVED

PREPARED: 2012-02-10
PRINT:

CITY OF GARDEN GROVE

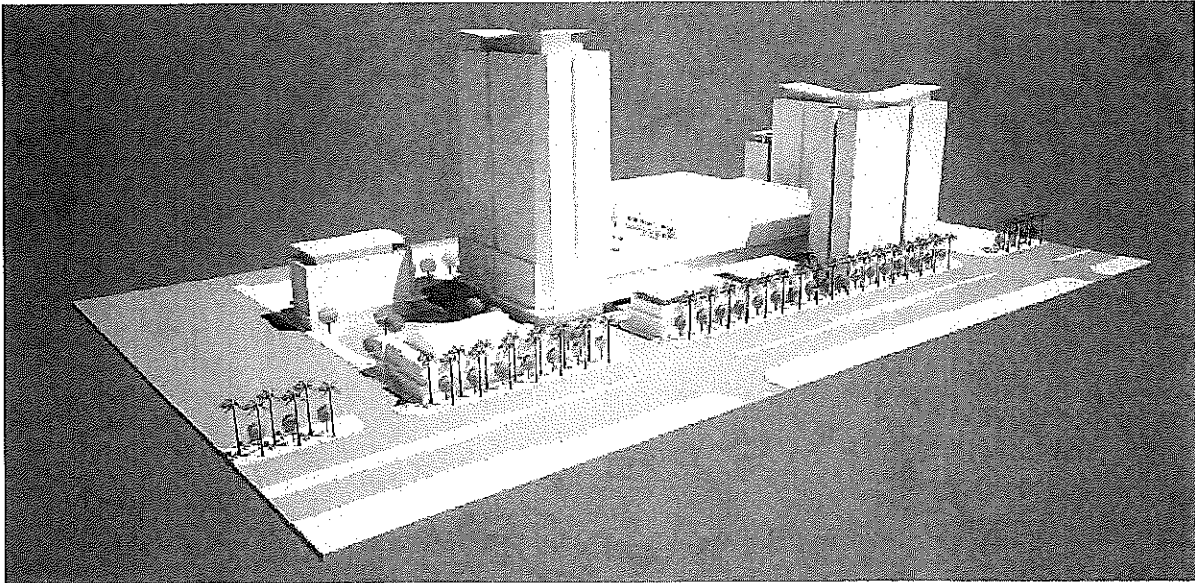
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SHEET 11 OF 11

City of Garden Grove

**International West Hotel –
Harbor East (Site C)
Mitigated Negative Declaration**



**Prepared by
City of Garden Grove**

August 2012

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1.0 PROJECT DESCRIPTION

1.1 INTRODUCTION

This Mitigated Negative Declaration (MND) and accompanying Initial Study (IS) address the environmental impacts of the proposed International West Hotel Project- Harbor East (Site C) (project). The project includes development of a hotel facility and accompanying restaurant/entertainment and conference facility uses on a 5.2-acre site located at the northeast corner of Harbor Boulevard and Twintree Lane, south of the Target parking lot, and west of Choisser Road in the City of Garden Grove. The most southerly portion of the site is currently developed with existing commercial use, Joe's Italian Ice. The commercial buildings to the north of Joe's Italian Ice, such as Crystal Nails, a Smoke Shop, and an Immigration Service, and an RV Park have been demolished. Utilities, asphalt and a swimming pool associated with these prior uses still remain on the site. The southern boundary of the project site includes four (4) existing single-family residences along Twintree Lane just east of Joe's Italian Ice. The northeastern boundary includes four (4) residential properties along Choisser Road, which the City currently owns. This site also includes vacant lots at the north end of the property. The majority of the site has a General Plan Land Use designation of International West Mixed Use with Low Density Residential on two (2) residential lots along Twintree Lane and four (4) residential properties along Choisser Road and a zoning of HCSP-TZN (Harbor Corridor Specific Plan Transition Zone – North) and R-1 on four (4) residential properties along Choisser Road and two (2) lots along Twintree Lane.

- Implementation of the project includes consideration by the Planning Commission and City Council of a General Plan Amendment to change the General Plan Land Use Designation of two (2) residential properties along Twintree Lane (12251 and 12571 Twintree Lane; APN: 231-521-09 and 10) and four (4) residential properties along Choisser Road (12233, 12235, 12237, and 12239 Choisser Road; APN: 231-491-12, 13, 14, 15, 16, 17, 18, 19) from Low Density Residential to International Mixed Use. These properties will be rezoned from R-1 to PUD to bring them into consistency with the proposed General Plan Designation of International West Mixed Use. The Planning Commission and City Council will also consider a zone change to establish a Planned Unit Development (PUD) zoning with development standards for the development of the hotel project. In summary, eight (8) lots along Harbor Boulevard (12222, 12202, 12252, 12262, 12272, 12292, and 12302 Harbor Boulevard; APN: 231-491-20 & 21, 231-521-01, 02, 03, 04, 05, & 06) and two (2) lots along Twintree Lane (12511 and 12531 Twintree Lane; APN: 231-521-07 and 08) will be rezoned from HCSP-TZN to PUD to provide consistency with the current International West Mixed Use General Plan Designation. As part of the PUD, the City will include necessary project details, i.e. conceptual site plan, floor plans, elevations, conceptual landscape, and lighting plan, so a Site Plan/Land Use permit will not be required.
- Furthermore, at a future date, the Planning Commission and City Council will consider a Development Agreement for payment of development related fees, and a Conditional Use Permit to allow for the sale of alcoholic beverages in the hotel, hotel restaurants, and freestanding restaurant/entertainment facilities.

- At a future date, the Planning Commission and City Council will consider a tentative parcel map to consolidate the project site.

The proposed project site is defined as the 5.2 acres of improved and unimproved area located on the east side of Harbor Boulevard, north of Twintree Lane, west of Choisser Road and south of the Target Shopping Center parking lot. It consists of the following parcel addresses and Assessor Parcel Numbers respectively: 12202, 12222, 12252, 12262, 12272, and 12292 Harbor Boulevard (APN: 231-491-20, 231-521-01, 02, 03, 04, 05, & 06); 12511, 12531, 12551, and 12571 Twintree Lane (APN: 231-521-07, 08, 09, and 10); and 12233, 12335, 12237, and 12239 Choisser Road (APN: 231-491-12, 13, 14, 15, 16, 17, 18, & 19).

The properties to the north of the site are zoned HCSP-TCB (Harbor Corridor Specific Plan Tourist Commercial "B"), and R-1; and are currently developed with commercial uses including Target, Viva Bargain Center and Coco's restaurant. The properties to the south of the site, across Twintree Lane, are zoned HSCP-TZN and R-1 (Single-Family Residential); and are developed with residential and commercial uses. The properties to the west of the site, across Harbor Boulevard, are zoned PUD-141-01 and are currently vacant fenced lots (which are approved for future hotel uses) or are developed with commercial use and the Sheraton Hotel. The properties to the east of the site are zoned R-1 and are developed with residential uses.

The IS and MND are prepared pursuant to the requirements of Section 15063, 15070, and 15071 of the California Environmental Quality Act (CEQA) Guidelines and Public Resources Code Section 21000 *et seq.* The proposed project is considered a "project" under CEQA, and the City of Garden Grove (City), as the Lead Agency, has concluded that an MND would be the proper level of analysis for this project under CEQA. This conclusion is based on the information and analysis contained in the IS and the references cited therein, showing that the impacts caused by the proposed project are either less than significant or significant but mitigable with incorporation of appropriate mitigation measures. This conclusion is supported by CEQA Guidelines Section 15070, which states an MND shall be prepared when "(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) The initial study identifies potentially significant effect, 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."

1.2 PROJECT DESCRIPTION

The proposed project consists of development of one (1) full-service hotel, two (2) limited-service hotels, conference/meeting banquet space, several restaurants and an indoor entertainment venue that is open to the public on an approximately 5.2-acre site in the City of Garden Grove. The proposed project would consist of 769 rooms within one (1) full-service

(maximum height of 263 feet) and two (2) limited-service resort hotels (maximum height of 200 feet), ranging from 10- to 19-stories, with approximately 39,000 square feet of conference /meeting banquet space and 45,000 square feet of restaurant/entertainment space included on-site via freestanding pads, a parking structure with a maximum height of 75 feet (east side and a parking structure with a maximum height of 85 feet (west side, with ballroom and pre-function use on top) immediately adjacent to each other with 1,297 total spaces. See Table 1 below. Hotel ancillary uses would include conference/meeting banquet, fitness room and spa, restaurants, and bars. Project approval includes:

- General Plan Amendment No. GPA-2-12(B) to change the General Plan Land Use designation of two (2) residential properties along Twintree Lane (12251 and 12571 Twintree Lane; APN: 231-521-09 and 231-521-10) and four (4) residential properties along Choisser Road (12233, 12235, 12237, and 12239; APN: 231-491-12, 13, 14, 15, 16, 17, 18, & 19)) from Low Density Residential to International West Mixed Use with an accompanying zone change from R-1 to PUD;
- Establishing a Planned Unit Development zoning with development standards – eight (8) lots along Harbor Boulevard (12222, 12202, 12252, 12262, 12272, 12292, and 12302 Harbor Boulevard; APN: 231-491-20 & 21, 231-521-01, 02, 03, 04, 05, & 06); and two (2) lots along Twintree Lane (12511 and 12531 Twintree Lane; APN: 231-521-07 and 08) will be rezoned from HCSP-TZN to PUD, while two (2) residential properties along Twintree Lane (12251 and 12571 Twintree Lane; APN: 231-521-09 and 10) and four (4) properties along Choisser Road (12233, 12235, 12237 and 12239 Choisser Road; APN: 231-491-12, 13, 14, 15, 16, 17, 18, & 19) will be rezoned from R-1 to PUD to provide consistency with the proposed International West Mixed Use General Plan Designation. The PUD will include all necessary requirements so a Site Plan/Land Use Permit application will not be required);
- Tentative Tract Map No. 17455 and Development Agreement No. DA-185-12 are an integral part of the project, and the Planning Commission and City Council will consider these approvals at a future date.; and
- A future Conditional Use Permit, to allow for the sale of alcoholic beverages in the hotel, hotel restaurants, and freestanding restaurants, will be considered by the Planning Commission.

**Table 1
Project Summary**

Total Hotel Rooms (one full-service and two limited-service)	769 keys/rooms
Full-Service Hotel (max. height)	263 ft
Harbor Limited-Service Hotel (max. height)	200 ft
Twintree Limited-Service Hotel (max. height)	130 ft (E. side) to 190 ft (W. side)
Parking Structure / Ballroom & Pre Function (max.	85 ft

height)	
Parking Structure (East Side) (max. height)	75 ft
Restaurants Off Harbor (max. height) (max. height)	40 ft
Restaurant/Venue Northeast Corner (max. height)	75 ft
Restaurant/Entertainment (four pads @ 7,500 sf and one pad @ 15,000 sf)	45,000 sf
Hotel Restaurant	20,000 sf
Additional Hotel Ancillary	Restaurant, Bars, Fitness Rooms and Spa
Conference/Meeting Banquet	39,000 sf
Parking Spaces Provided	1,297

The project proposes one full access point onto Harbor Boulevard and one access point onto Twintree Lane which will be designated as a right out/left in only driveway. The project would include two parking structures immediately adjacent to each other with a total of 1,297 parking spaces.

The physical improvements for the project site will be compatible with the Community Design Guidelines as stated in the General Plan. The proposed development will comply with the goals and objectives of the Community Design Element of the City's adopted General Plan including provisions for attractive building design, landscaping, and signage. All development plans will be subject to, and be governed by, the approved PUD for the site.

Although aesthetic impacts are subjective, the project's intention is to create a themed resort environment through enhanced architectural elements. The concept has structures that vary in height and massing. The hotel structures will range between 10 to 19 stories with a maximum height of 263 feet for the full-service hotel and a maximum height of 200 feet for the limited-service hotels. The height of the parking structure/ballroom and pre-function will be a maximum of 85 feet and the parking structure on the east side will be a maximum of 75 feet. The future free-standing restaurant/entertainment facilities will range between 40 feet high along Harbor Boulevard to 75 feet high for the proposed restaurant/entertainment facility at the northeast corner of the site.

1.3 FINANCING

The site is located within the Garden Grove Successor Agency for Community Development's Redevelopment Project Area and, as such, financing assistance has been considered for related costs and improvements necessary for the site. The project proponent has entered into a Disposition and Development Agreement with the Garden Grove Agency for Community Development that details the financing points for the project.

1.4 PREVIOUSLY APPROVED PROJECTS IN AREA

In January of 2008, the City approved the expansion of the existing Embassy Suites Hotel that is located approximately 1/2 mile north of the project site just north of Chapman Avenue. The project proposed the expansion of an existing 374-room Embassy Suites Hotel, including the addition of a new 17-story, 238-room hotel tower to the existing 374-room hotel, along with the

addition of 56,000 square feet of new banquet and meeting rooms to the existing facility. The overall improvement plans included creating a resort type hotel, adding a new restaurant and spa, and renovating the on-site circulation and parking arrangements that will also include the two existing hotels in front of the Embassy Suites. The project has not been constructed at this time.

Another recently approved project, the Water Park Hotel, is located approximately ½ mile south of the proposed project site. It is located on a 12.1 acre site on the west side of Harbor Boulevard, north of Garden Grove Boulevard and south of Lampson Avenue. The proposed project will include an approximately 605 room hotel, an approximately 130,000 square foot water park, approximately 9,500 square feet of restaurant space on a detached approximately 14,850 foot restaurant pad, and a 5-level parking structure. Hotel ancillary uses will include meeting space, retail, and restaurant uses inside the hotel facility. The project has not been constructed at this time.

The proposed International West Hotel – Harbor East (Site C) project has been considered in a previously adopted Environmental Impact Report (EIR). The 2008 EIR for the General Plan 2030 Update included the project's proposed uses and maximum intensity in analyzing build-out within the International West Mixed Use Land Use area.

1.5 PROJECT LOCATION

The proposed project site is located in the City of Garden Grove in the west portion of Orange County, bordered by the cities of Anaheim on the north, Orange and Santa Ana to the east, Fountain Valley to the south, and Westminster to the west (Figure 1, Regional Location). Regional access to the project vicinity is provided via State Route 22 (SR-22), and Interstate 5 (I-5).

The City is in proximity to a number of major Orange County attractions including: Disneyland and the Anaheim Convention Center, which are less than one-half mile to the north; Anaheim Convention Center, which are less than one-half mile to the north; Anaheim Stadium and "The Honda Center," which are approximately one mile to the northeast of the City; the Pacific Ocean is nine miles to the southwest; Orange County "John Wayne Airport," is approximately seven miles to the southeast; and Knott's Berry Farm is six miles to the northwest. The Garden Grove Freeway (SR-22) runs in an east-west direction through the City. The Santa Ana Freeway (I-5) and the Orange Freeway (SR-57), to the northeast, and the San Diego Freeway (I-405), to the southwest, provide connections to the SR-22.

The City is approximately 18.1 square miles (approximately 11,584 acres) of relatively flat topography. The average elevation is 85 feet above sea level. Most of the City is located east of Dale Street; however, there is an area west of Hoover Street, which is connected to the main portion of the City by a narrow strip of land extending along Garden Grove Boulevard. The northern boundary of the City is irregular; the furthest north the City extends is approximately 900 feet north of Katella Avenue. The southern boundary is also irregular, with a narrow strip of land extending as far south as Margarita Avenue, south of McFadden Avenue. To the west,

Garden Grove extends past Valley View Street to the Bolsa Chica Channel. Much of the eastern boundary of the City is formed by Lewis Street; however, there is a small section in the southeast corner of the City, which extends beyond Lewis Street to Siemon Street.

The project site is approximately 5.2 acres limited to the west by Harbor Boulevard and to the east by existing residential units; to the north by the Target Center parking lot and to the south by Twintree Lane. Local access to the project site is currently provided via Harbor Boulevard, Twintree Lane, and Choisser Road (Figure 2, Aerial Vicinity Map; Figure 3, Conceptual Site Plan; Figure 4, Existing Site Photos; and Figure 5, Post Development Condition Map). The project site is currently identified as Site "C" and within the City's 2008 General Plan as International Mixed Use.

The project site is located within an urbanized area of Garden Grove, and it is generally surrounded by mixed uses. As previously stated, commercial uses such as Target are located just north of the project site and east of Harbor Boulevard. Sheraton Garden Grove-Anaheim South, Crown Plaza Resort Hotel Anaheim-Garden Grove, Marriott Suites and Homewood Suites are located northwest of the project site. Vacant lots and commercial uses (Satellite – Real Estate, Loans, Insurance and Income Tax) are to the west, across from Harbor Boulevard. Residential and commercial uses are located to the south, across from Twintree Lane, and residential use to the east.

The majority of the existing site is fenced and not accessible to the public. The fencing covers the northern vacant portion of the site as well as the demolished RV Park. Just north of Twintree Lane along Harbor Boulevard is a commercial use, Joe's Italian Ice. The commercial buildings to the north of Joe's Italian Ice, such as Crystal Nails, a Smoke Shop, and Immigration Service, and an RV Park have been demolished. Utilities, asphalt and a swimming pool associated with these prior uses still remain on the site. The southern boundary of the project site includes four (4) existing single-family residences along Twintree Lane, just east of Joe's Italian Ice. The northeastern boundary includes four (4) existing single-family residents along Choisser, which the City currently owns.

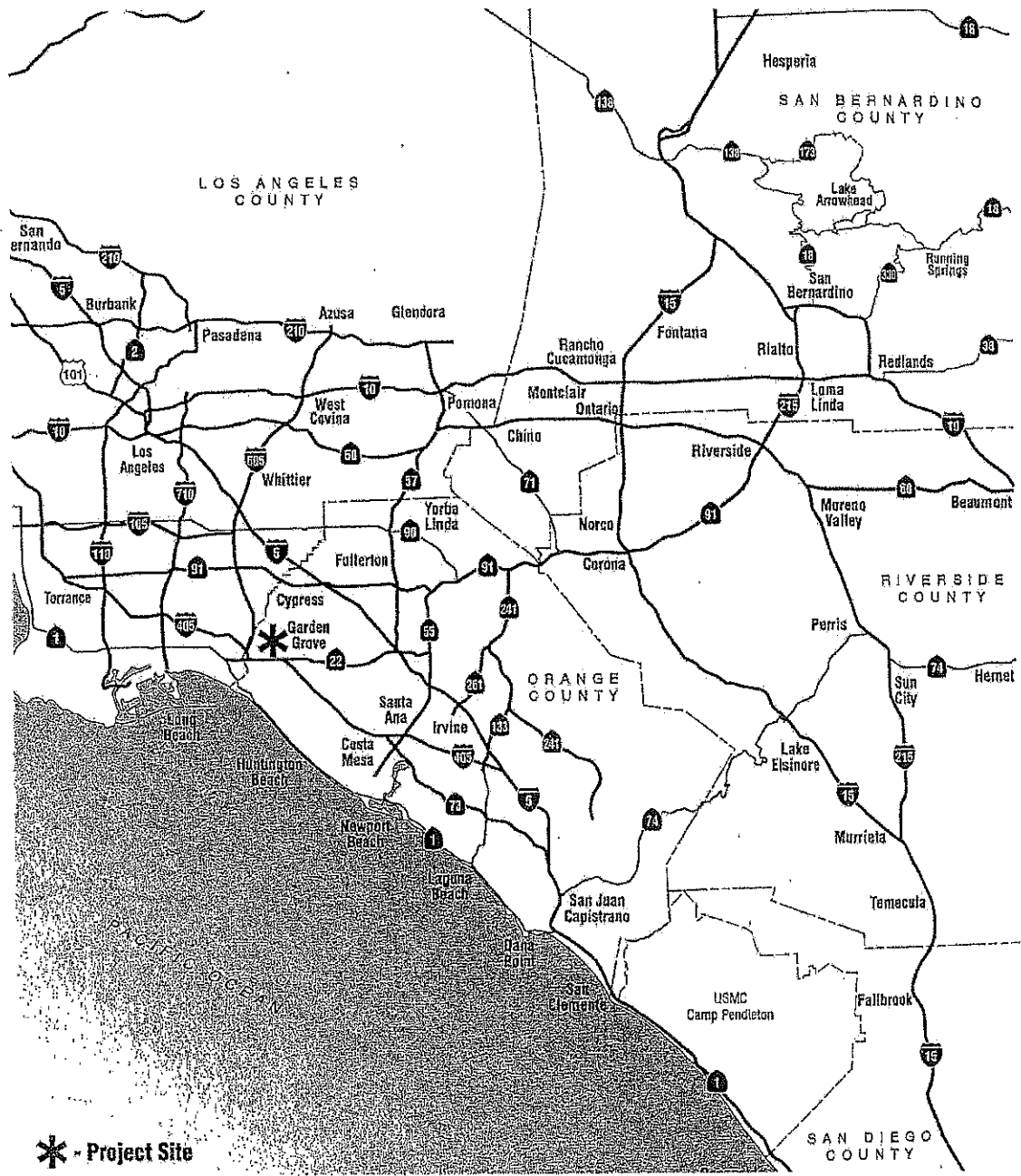
1.6 ENVIRONMENTAL SETTING

The City is virtually built-out with approximately 98.4 percent of the community developed; the remaining 1.6 percent, approximately 121 acres, is vacant.

Demographics/Population

According to the 2008 General Plan Update EIR, the City's existing population was an estimated 172,781 persons as of January of 2007. According to U.S. Census, the City's total population in 2009 was 166,327 persons (U.S. Census 2009C). And according to SCAG, the City's population for 2010 was 170,883 persons and 189,445 persons by 2030 (SCAG 2011).

The community is made up of approximately 20.6 percent Caucasian, 33.9 percent Asian, and 45.5 percent Hispanic and other (U.S. Census 2009a).

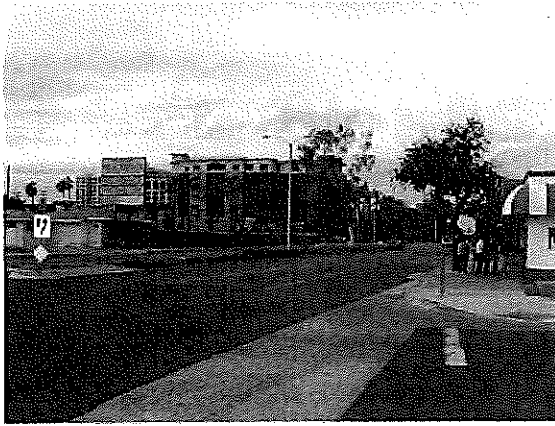


**Figure 1
Regional Location**



Project Area

Figure 2
Aerial Vicinity Map



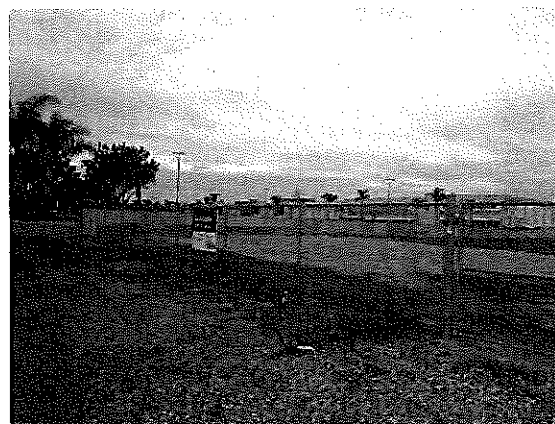
Looking northeast toward Sheraton Hotel and Joe's Italian Ice from the corner of Twintree Lane and Harbor Boulevard.



Looking east across Harbor Boulevard from Sheraton Hotel driveway at fenced project site with closed RV Park. On-site commercial uses, Crystal Nails (which recently closed), Smoke Shop, and Joe's Italian Ice.



Looking at the vacant fenced parcels on the project site. Back side of Choisser homes are in background.



Looking at the most northern part of the site from Harbor Boulevard. Target Shopping Center parking and Viva Bargain Center are shown in background.

Figure 4
Existing Site Photos along Harbor Boulevard

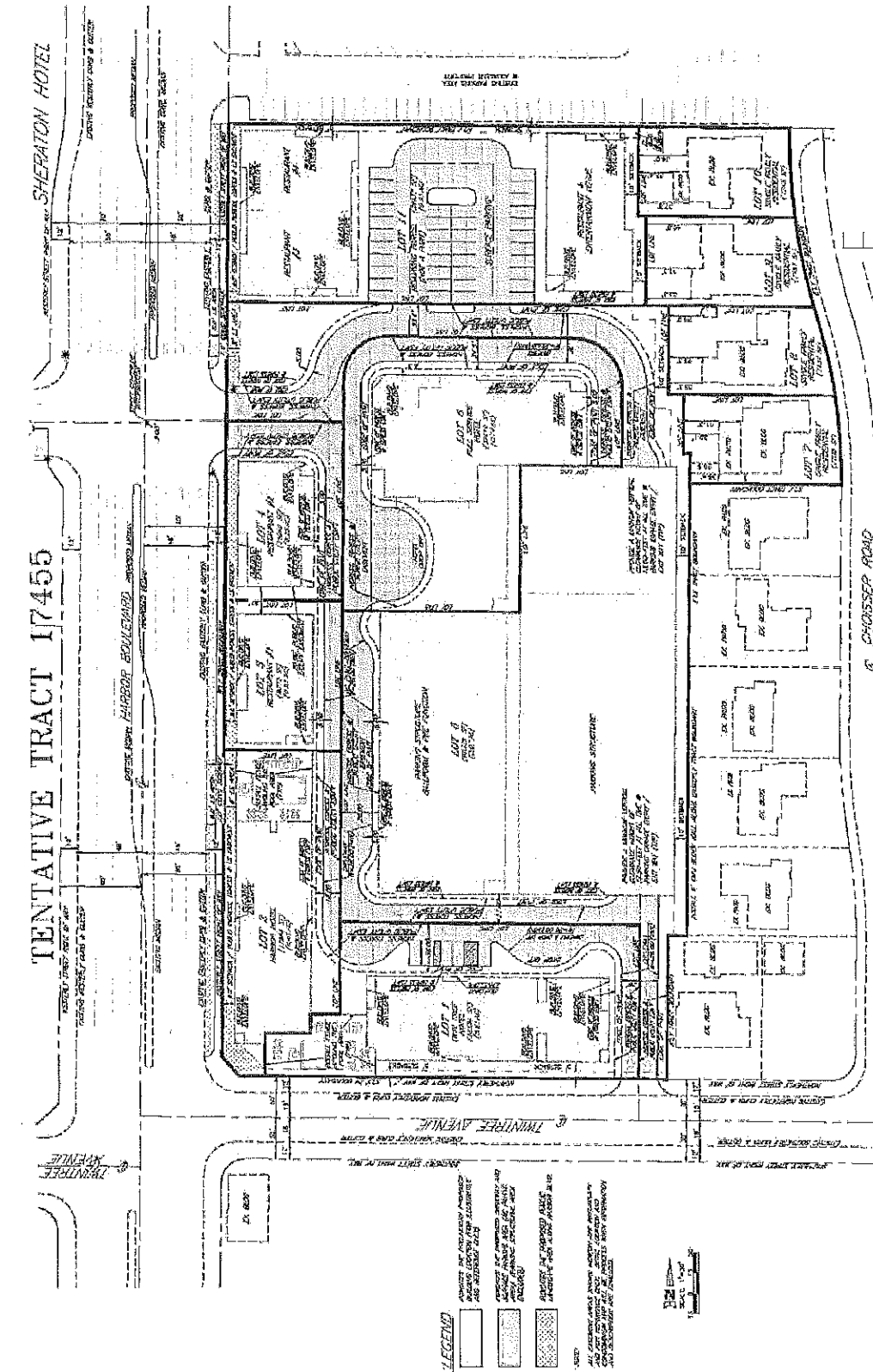


Figure 5
Post Development Condition Map

Housing

The City's housing unit was an estimated 46,703 dwelling units in 2000. As of 2009, the City's housing unit was an estimated 44,581 dwelling units, with a vacancy rate of 5.2 and an average household size of 3.80 persons (U.S. Census 2009b). SCAG's statistical summary of the City's housing units in 2010 was 47,755 dwelling units and 47,759 dwelling units by 2030 (SCAG 2011).

Geology/Soils

Although there are no Alquist-Priolo Earthquake Fault Zones within the City of Garden Grove, two fault splays associated with the in-active Pelican Hills Fault Zone traverse the central and western portions of the City in a northwest to southeast trending direction. Most of the City is considered to be in areas of moderate, high, or very high liquefaction potential. Much of the City is also in areas of moderate and/or high dynamic settlement potential.

Hydrology/Drainage

The City of Garden Grove is within the Westminster Watershed. The Westminster Watershed covers 74.1 square miles in the southwestern corner of Orange County. Three main tributaries drain this watershed. The Los Alamitos Channel drains into the San Gabriel River; the Bolsa Chica Channel empties into the Anaheim Bay-Huntington Harbour complex; and the East Garden Grove-Wintersburg Channel drains through Bolsa Bay into Huntington Harbour.

The City's Public Works Department, Water Services Division, is the primary water service provider of potable water to the residents of Garden Grove, serving an area of approximately 17.8 square miles. The Water Services Division is responsible for maintaining the City's wells, reservoirs, water connections for imported water, and distribution systems.

The City's Public Works Department is responsible for constructing and maintaining City flood control channels and storm drains within the City. The system is designed to control the movement of rainwater to a flood control channel where it flows to the ocean. Federal, State, regional, and local regulations require the City to control the discharge of pollutants to the storm drain system.

The eastern portion of the City of Garden Grove is located within a 100-year flood hazard area. The western portion of the City is also located within the dam inundation areas of the Prado Dam and Carbon Canyon Dam. According to United States Army Corps of Engineers dam inundation maps, in the event of a dam failure at the Prado Dam, the flood wave would reach Garden Grove in approximately 7.5 hours and would be approximately 4 feet deep. If Carbon Dam failed, the flood wave would reach Garden Grove in approximately 9.25 hours and would be two feet deep.

Biological Resources

There are no known rare or endangered species present in the City.

Noise

The City is impacted by freeway and roadway noise, as well as noise associated with the operations at the Los Alamitos Air Base and the railroad line (both of which are located on the western portion of the City and would not impact the project site).

Air Quality

The City is located in the South Coast Air Quality Basin. There are presently six ambient air pollutants which are of special concern in the Basin: carbon monoxide, ozone, sulfur dioxide, lead, particulate matter, and fine particulate matter. Federal and State standards for sulfur dioxide and lead are met in the Air Basin. The other four pollutants exceed both the State and Federal standards.

Cultural Resources

There is only one known prehistoric archaeological site in the City and the proposed project site is not located within this location. There are twelve known historic archaeological sites within the City. Also, there are three existing historic structures that are considered candidates for nomination to the National Register of Historic Places. As stated in the November 8, 2011 letter from the Native American Heritage Commission (on file with the City of Garden Grove, Planning Department and also as Appendix C to this document), no Native American cultural resources were identified in the project site.

Recreation

The City currently has fourteen City-owned parks totaling 157.1 acres. Applying the total park acreage, the City population yields a ratio of parkland to population of 0.91 acre to 1,000 persons. In addition to the specific parks, the City also has six facilities that can and do incorporate unique recreational and related activities. These facilities are the Community Meeting Center, H. Louis Lake Senior Center, Garden Grove Sports and Recreation Center, Courtyard Center, and Atlantis Play Center.

Public Services

Public services include schools, libraries, and fire and police protection services.

There are five public school districts and three community college districts that serve the City. Currently, thirty-four of the sixty-one schools serving Garden Grove are above the existing capacity levels. The use of portable classrooms on their campuses helps reduce the overcrowding problems currently experienced.

The City of Garden Grove Fire Department (GGFD) provides fire protection throughout the community. There are currently seven stations located throughout the City, including Fire Station No. 1 (11301 Acacia Parkway), which is approximately 1.3 miles southwest of the project site, Fire Station No.3 (12132 Trask Avenue), which is approximately 1.2 miles south of the site, and Fire Station No. 6 (12111 Chapman Avenue), which is approximately half a mile to the northwest of site. The Citywide average response time is approximately 4 minutes 25

seconds with a standard response time of being on the scene in five minutes. Due to the proximity of the project site to Fire Stations Nos. 1, 3, and 6, response time can be less than the average noted time.

The City of Garden Grove Police Department (GGPD) provides law enforcement within the community. The Garden Grove Police Department has 162 sworn law enforcement officers, 13 reserve officers, and 40 patrol cars. The current deployment standard for normal patrol conditions is one officer assigned to each patrol car. The average response time for emergency 911 calls within the City is approximately 3 minutes and 54 seconds. The Police Department has approximately 60 civilian personnel and several special units and services that support the community. These include night special assignment deputies, neighborhood watch, gang suppression, anti-graffiti program, school resource officers, detective services, and youth services.

The County of Orange operates three libraries within the City: Chapman Library (9182 Chapman Avenue); Garden Grove Regional Library (11200 Stanford Avenue); and West Garden Grove Library (11962 Bailey Street).

Utilities and Service Systems

Public facilities include water, wastewater, storm drainage as well as utilities such as natural gas and electricity.

The City of Garden Grove Water Services Division is responsible for providing water throughout the City. The Division has a Capital Improvement Program that identifies and prioritizes proposed improvements to the water delivery system. Older facilities are continually replaced with newer facilities, based on priority need. The City of Garden Grove Water Services Division has not identified any deficiencies in the existing service infrastructure in the immediate area of the proposed project.

The Garden Grove Sanitary District (GGSD), as a subsidiary district of the City of Garden Grove, is responsible for the collection and disposal of wastewater within the City. The Sewage Collection System Master Plan (2005) identifies a number of deficiencies within the City associated with total build-out of the City. The areas that contain deficient sewer capacities would not be impacted by the proposed project. The GGSD installed a new sewer line to accommodate future development of the International West Resort Area in October 2007.

The Orange County Flood Control District operates and maintains a number of flood control channels within the City. The City's Public Works Department also operates and maintains several storm drainage facilities. There are areas within the City that are subject to flooding during periods of significant rainfall, none of which would be impacted by the implementation of the proposed project. The City of Garden Grove's Master Plan of Drainage identifies areas where improvements are needed to reduce the impacts from storm drainage.

Solid waste within the City is handled by GGSD. The waste stream is processed and sorted at the CVT Regional Material Facility and Transfer stations in the City of Anaheim. The non-recyclable waste is primarily disposed of at one of the three active Orange County Landfills: Olinda Alpha Landfill, Frank R. Bowerman Landfill, and Prima Deshecha Landfill. The City's Source Reduction and Recycling Element (SRRE) addresses waste generation within the community. Additionally, the City has adopted development standards to ensure safe and efficient recycling facilities are provided in each project.

Southern California Edison (SCE) provides electricity within the City. There are currently two SCE 220 kV high voltage easements that traverse the City, neither of which would be impacted by the implementation of the proposed project.

The Southern California Gas Company provides natural gas within the City. Three companies currently provide cable television services: Time Warner Cable, AT&T, and Verizon. AT&T and Verizon are providers of telephone services in the City.

Hazards and Hazardous Materials

There are more than 340 businesses that handle hazardous materials within the City. Of these, seven handle acutely or highly hazardous materials. Six of the seven businesses that handle acutely or highly hazardous materials are located within the Central Industrial District. There are no Federal Superfund sites located within the City. The City of Garden Grove Fire Department is responsible for responding to hazardous material releases within the City.

The project site is more than four miles west of a closed landfill (the former Longsdon Pit). The landfill site was formerly operated by the County of Orange and is now owned by the GGSD. When in operation, the Longsdon Pit was licensed to accept ordinary household and commercial refuse, scrap metal, and inert nondecomposable solids. The license specifically prohibited the site from accepting deleterious chemicals or liquids containing such chemicals. The landfill was closed in 1960.

Aesthetics

The City offers a variety of aesthetics. Residential areas vary in appearance from well-maintained to run-down and from dense and intense to a more spacious, open character. New residential, commercial, and industrial developments are typically attractive, while many older developments are in need of repair and/or appropriate landscaping enhancements.

Project Site

The proposed project site is defined as the 5.2 acres of improved and unimproved area located on the east side of Harbor Boulevard, north of Twintree Lane and south of the Target Shopping Center parking lot. It consists of the following parcel addresses and Assessor Parcel Numbers, respectively: 12202, 12222, 12252, 12262, 12272, 12292, and 12302 Harbor Boulevard (APN: 231-491-20, 21, 231-521-01, 02, 03, 04, 05, & 06); 12511, 12531, 12551, and 12571 Twintree Lane (APN: 231-521-07, 08, 09, and 10); and 12233, 12335, 12237, and 12239 Choisser Road (APN: 231-491-12, 13, 14, 15, 16, 17, 18, & 19). The properties to the north of the site are

zoned HCSP-TCB (Harbor Corridor Specific Plan Tourist Commercial "B"), and R-1; and are currently developed with commercial uses including Target, Viva Bargain Center and Coco's. The properties to the south of the site, across Twintree Lane, are zoned HSCP-TZN and R-1 (Single-Family Residential); and are developed with residential and commercial uses. The properties to the west of the site, across Harbor Boulevard, are zoned PUD-141-01 and are currently vacant fenced lots or are developed with commercial use and the Sheraton Hotel. The properties to the east of the site are zoned R-1 and are developed with residential uses.

The project site is located along the east side of Harbor Boulevard, which is a major street that provides access through the City to cities located in North Orange County as well as the beach communities to the south.

Through the City's adoption of General Plan Update in August of 2008, the project site's land use designation including the area along the Harbor Corridor, north of SR-22 and Trask Avenue to north of Chapman Avenue, was designated as International West Mixed Use. This area is generally referred to as the International West Resort Area. The International West Mixed Use designation is intended to provide a mix of uses, including resort, entertainment, retail, hotel, and some higher density residential that are appropriate for a major entertainment and tourism destination. Development in International West Mixed Use should enliven the street and embody the entertainment/resort theme. Although the 2008 General Plan Update EIR addressed buildout for the area, it did not address the specifics of the proposed project, and therefore, additional environmental review is required.

1.7 EXISTING PLANS AND POLICIES

As mentioned, the recently adopted General Plan land use designation for the project site is International West Mixed Use. Proposed project approvals include the adoption of a Planned Unit Development in order to implement a hotel development that is consistent with the International West Mixed Use General Plan land use designation.

The site has a General Plan Lane Use designation of International West Mixed Use and Low Density Residential and a zoning of HCSP-TZN (Harbor Corridor Specific Plan Transition Zone – North) and R-1 (Single-Family Residential). Although the General Plan Land Use Designations and zoning classifications are consistent with each other, six (6) of the residential properties within the project site are not consistent with the remaining properties' Land Use Designations and zoning classifications. Approval of the proposed General Plan Amendment and Zone Change to change the General Plan Land Use Designations of the six (6) residential properties from Low Density Residential to International West Mixed Use and to change the zoning of the entire site to a new PUD designation would result in the Land Use Designations and the zoning of the properties being consistent with each other.

1.8 REQUESTED DISCRETIONARY ACTIONS

The following actions by the City of Garden Grove are required to implement the proposed project. The first five actions will require approval from the City of Garden Grove Planning Commission and City Council:

- **Approval of the Mitigated Negative Declaration (MND):** This document is prepared to analyze the potential environmental impacts of the project, and it includes measures to mitigate those impacts to below a level of significance, as necessary. The MND for the project is prepared in accordance with CEQA, the State CEQA Guidelines, and the City's policies to implement CEQA and will be approved by the City in accordance with the same requirements. The City will consider and evaluate the MND along with any comments received during the public review period and will approve the MND if there is no substantial evidence that the proposed project will have a significant effect on the environment.
- **Adoption of Mitigation Monitoring Program (MMP):** The City will evaluate and adopt a Mitigation Monitoring Program (MMP), prepared in accordance with CEQA, the State CEQA Guidelines, and the City's policies to implement CEQA. The City will consider the MMP related to the changes made to the project or conditions of project approval that were adopted in order to mitigate or avoid significant effects on the environment.
- **Approval of General Plan Amendment:** The City will evaluate and approve General Plan Amendment GPA-2-12(B) to change the General Plan Land Use Designation of two (2) residential properties along Twintree Lane (12251 & 12571 Twintree Lane) and four (4) properties on Choisser Road (12233, 12235, 12237, and 12239 Choisser Road) from Low Density Residential to International West Mixed Use.
- **Approval of Zone Change:** The City will evaluate and approve a Planned Unit Development to rezone the properties from HCSP-TZN (Harbor Corridor Specific Plan Transit Zone – North) and R-1 (Single-Family Residential) to Planned Unit Development No. PUD-128-12. As part of the PUD, the City will include necessary project details, i.e. conceptual site plan, floor plans, elevations, conceptual landscape, and lighting plan, so a Site Plan/Land Use permit will not be required.
- **Approval of Development Agreement:** The City will evaluate and approve a Development Agreement for payment of development related fees.
- **Approval of Detailed Site Plans:** The City will conduct Site Plan Reviews in approving the project. The Garden Grove Municipal Code contains the process for the approval of the Site Plan Review, as established in Chapter 15.47 of the said document.
- **Approval of Grading:** The City will evaluate and approve the grading plan based on the grading permit process established by the City's Building Codes and will issue a grading permit.
- **Approval of a National Pollutant Discharge Elimination System Permit:** The Applicant will process a request for NPDES permit issued by the California (Santa Ana) Regional Water Quality Control Board (RWQCB) under the construction storm water program.

- **Approval of Demolition, Building, and Occupancy Permits:** A demolition permit will be obtained from the City of Garden Grove for each structure or group of structures to be demolished in order to allow for construction of the new hotels and parking structures for the hotels. Grading and building permits, as needed, will be obtained from the City for each phase independently.

1.9 POSSIBLE ENVIRONMENTAL EFFECTS

The MND evaluates the potential impacts associated with implementation of the proposed project. The MND provides project-level analysis of all potentially significant environmental issues. The IS evaluated the following environmental disciplines for potential environmental effects associated with development of the proposed project:

Land Use/Planning	Transportation/Parking	Public Services/Service Systems
Population/Housing	Biological Resources	Utilities and Services
Geology/Soils	Recreation	Aesthetics
Hydrology/Water Quality	Hazards & Hazardous Materials	Cultural Resources
Air Quality	Noise	Greenhouse Gas Emissions
Mineral Resources	Mandatory Findings of Significance	Agricultural and Forestry Resources

Upon completion of the Initial Study it was determined that the project could have the following potential environmental effects: Aesthetics, Air Quality, Hazards & Hazardous Materials, Noise, Public Services, Transportation, and Utilities and Service Systems. As a result, measures have been recommended for incorporation into the Project to reduce potential impacts to insignificant levels. The environmental disciplines for which mitigation measures have been recommended include:

Aesthetics	Air Quality	Hazards & Hazardous Materials
Noise	Public Services	Transportation
Utilities and Service Systems		

2.0 DISCUSSION OF ENVIRONMENTAL EVALUATION

The first step in the environmental evaluation process for the project is completion of the City of Garden Grove Environmental Checklist Form. Completion of the Checklist identifies those environmental disciplines that could have significant environmental impacts with implementation of the proposed project. Included beside each environmental discipline is a box identifying the level of potential impact associated with that discipline. A box is checked depending upon the degree of potential impact of the project for that specific discipline.

Once the Checklist is completed, the next step is to fully explain the box that was checked. If the project is anticipated not to have an impact on a specific discipline, the explanation will briefly explain why the project will not have an impact. If the project could potentially have a significant impact, the explanation will provide information explaining how the project could impact or be impacted by the discipline. For those disciplines where significant potential impacts could occur, measures are recommended that can be incorporated into the project to mitigate the impacts to a level of insignificance.

The completed Environmental Checklist Form for the project is attached to this Mitigated Negative Declaration along with the supporting Technical Appendices. Below are expanded explanations to each environmental discipline listed in the Checklist. Because measures have been recommended to reduce impacts to insignificant levels, a Mitigated Negative Declaration has been prepared for the proposed project pursuant to the California Environmental Quality Act. Written responses are provided for each discipline checked, including "No Impact."

Proposed mitigation measures, which will reduce any potentially significant impacts identified in this section to a level of less than significant, are set forth in Section 3.3.

2.1 AESTHETICS

The proposed project would not have a substantial effect on a scenic vistas or scenic highways as no scenic vistas or other scenic resources have been identified within the City of Garden Grove. In addition, the physical development and improvements for this site would be compatible with the applicable Community Design Element Guidelines as stated in the 2008 General Plan and listed below for the International West Mixed Use Area and with other improvements and developments in the area, which are also compatible with the International West Mixed Use designation.

- Enhance the existing streetscape and extend it along the entire length of Harbor Boulevard to connect the southern portion of the corridor with the north.
- Apply streetscape enhancements such as consistent sidewalk widths, high quality accent paving pattern curb-adjacent planted parkways, with occasional breaks for expanded sidewalk/access to street edges, continuous parkway planting, and intersections with special accent treatments to visually set this area apart from other areas in the City.

- Include gathering places or nodes.
- Consider additional public spaces and linkages between spaces along the corridor with redevelopment. Public spaces should engage and entertain users through design, art, fountains, and landscaping.
- Taller development should be setback from the street with pedestrian amenities adjacent to the street.
- Buildings should relate to the street.
- Pedestrian path should be well landscaped.

Therefore, no impacts related to scenic vistas or scenic highways are anticipated.

The City of Garden Grove is mostly built out and the aesthetic character of the City is fully urbanized. Currently, the immediate surrounding land uses along Harbor Boulevard consist primarily of commercial and hotel uses. There also are existing vacant lots across Harbor Boulevard (which are intended for new development under the International West Mixed Use designation) and residential areas south and east of the site.

Aesthetic impacts are very subjective by their nature. The intent of the project is to create an attractive hotel, restaurant/entertainment development that would add to the visual interest of the streetscape and maintain a similar ambiance with the surrounding hotel, commercial and residential areas. The area just north of the project area includes larger hotel and restaurants that, through the use of street landscaping, are consistent in character and are also consistent with the overall vision that is encouraged by the goals and objectives of the 2008 General Plan for the International West Mixed Use area.

The proposed development along with the project related design implementation measures (i.e., future detailed site plan, landscape plan, lighting plan review/approval) would be compatible with the goals and objectives of the Community Design Guidelines contained in the 2008 General Plan for the International West Mixed Use area. Additionally, the project would be in harmony with the existing improvements and hotel developments in the area and would assist in improving the visual character of the site. For example, the parking structure wall adjacent to the residential properties to the east would be architecturally treated to provide an attractive and softer elevation, which will be required as a condition of approval for the project. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and the surrounding area, and the impact would be less than significant.

Since the project's conceptual site plan has not defined the lighting details; a site specific lighting study will be required prior to final site plan approval. The study will incorporate measures to ensure that the project will be in compliance with Chapter 16, Development Standards, of the City's Zoning Code for parking lot lighting by, for example, requiring that lighting within parking areas is directed, positioned, and/or shielded so as to minimize light spillage. Additionally, the study would incorporate measures necessary to ensure the project's compatibility with the goals and policies (i.e., Policy SAF-2.1 and SAF-IMP-2A) in the 2008 General Plan for providing adequate lighting to maintain a safe public environment.

Implementation of the following mitigation measures (also in Section 3.3) would reduce the potential lighting impacts to less than significant.

Light and Glare

AES-1 Prior to final site plan approval, a site specific lighting study shall be prepared which incorporates measures to ensure that the project will be in compliance with Chapter 16, Development Standards, of the City's Zoning Code for parking lot lighting so that lighting within parking areas are directed, positioned, or shielded so as to minimize light spillage. Additionally, the study shall incorporate measures necessary for the project's compatibility with the goals and policies (i.e., Policy SAF-2.1 and SAF-IMP-2A) in the General Plan for providing adequate lighting to maintain a safe public environment.

AES-2 Sufficient technology currently exists to reduce lighting impacts from hotel/resort lighting to a less than significant level. However, given that the project is still in conceptual design and operation is not anticipated to begin until late 2014, identification of specific light reduction measures is premature since light-reduction technology is constantly evolving and advancing (i.e., more sophisticated light-reduction technology is anticipated to be available in the future that is available today). The developer shall include technologically advanced hotel/resort lighting measures in its detailed design plans to ensure that hotel/resort lighting does not result in a significant impact on the surrounding neighborhood.

A shade and shadow study (see Appendix A) was conducted to analyze the potential shade and shadow impacts on adjacent properties from the proposed project under "worst-case" development assumptions: hotels (full-service hotel at 263 feet, limited-service hotels at 200 feet and 130/190 feet), parking structures at 75 feet (eastern) and 85 feet (western), immediately adjacent to each other, restaurants off of Harbor Boulevard at 40 feet, and a restaurant/entertainment venue at 75 feet. The thresholds for analyzing the potential shade and shadow impacts here are consistent with those used in the City of Garden Grove's prior environmental analysis for the approved Water Park Hotel. Specifically, a project would have a significant impact if:

- Shadow-sensitive use areas (where sunlight is important to its function) would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (Between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October), compared to existing conditions.

Of the total amount of the sun's energy available during a daylight period, approximately 85 percent of it reaches the earth between 9:00 a.m. and 3:00 p.m. The California Energy Commission defines this time period as the useable solar sky-space¹. Useable sky-space, at the winter solstice, is that portion of the sky lying between the position of the sun (i.e., sun angle or

¹ Jaffe, M., *Protecting Solar Access: A Guidebook for California Communities*, March 1980.

azimuth) when it is 45 degrees to either side of true south (i.e., the portion of the sky covered or traversed by the sun between 9:00 a.m. and 3:00 p.m.). It should be noted that the hours of 9:00 a.m. to 3:00 p.m. (for October through early April when daylight exposure occurs for a shorter period of time) and 9:00 a.m. and 5:00 p.m. (for early April through October when daylight exposure occurs for a longer period of time) are utilized as a threshold for shade/shadow impacts, as these hours of the day are the most likely to include activities where the sunlight is important to its function.

Consequences of shadows upon land use may be positive, including cooling effects during warm weather, or negative, such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadow effects are dependent upon several factors, including the local topography, the height and bulk of the project's structural elements, sensitivity of adjacent land uses, season, and duration of shadow projection. Facilities and operations sensitive to the effects of shading include routinely usable outdoor spaces associated with residential, recreational or institutional uses, commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor areas, nurseries, and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comforts, or commerce.

According to the shade and shadow study (Appendix A), the project would introduce new shadows casting onto immediate surrounding residential uses as well as onto the adjacent roadways and sidewalks. The threshold above states that a significant shadow impact would result if shadow-sensitive uses would be shaded for "more than" three hours between the hours of 9:00 am and 3:00 pm Pacific Standard Time (between late October and early April). This condition is applicable to the Winter and Spring Equinox diagrams. As a result of the analysis, between the hours of 9:00 am and 3:00 pm, during both the Winter and Spring, the project would shade sensitive uses for approximately two hours, and therefore, the impact would be less than significant.

The threshold further states that a significant shadow impact would result if shadow-sensitive uses would be shaded for "more than" four hours between the hours of 9:00 am and 5:00 pm Pacific Daylight Time (between early April and late October). As a result of the analysis, between the hours of 9:00 am and 5:00 pm, during the Autumn Equinox condition, the project's full-service hotel and eastern parking structure, as originally designed, would shade sensitive uses for approximately 4.5 hours which is slightly more than the four hours threshold. This impact would occur to the two most northerly residential properties at the end of Choisser Road. To ensure that the impact is reduced to less than significant (i.e., less than 4 hours during the Autumn Equinox), the project site plan was redesigned following the preliminary shade/shadow analysis to reduce the original height of the Twintree limited-service hotel and the eastern parking structure to alleviate the potentially significant shadow impact on the adjacent residential uses. In addition, the City currently owns the four most northern homes on Choisser Road (12233, 12235, 12237, and 12239 Choisser Road) and they are part of the future Tentative Tract Map, GPA and PUD and they will become a part of the proposed project. The above factors reduce the project's potential shadow impacts to less than significant for these

two most northerly residential properties. Other properties adjacent to the project site that may experience new shadows casting for approximately four hours under the Summer and Autumn Equinox condition are currently occupied by mature trees and dense vegetation, which cast existing shadows at these portions of the residential lots. Therefore, these areas would not be considered to be shadow sensitive and a less than significant impact would occur.

2.2 AGRICULTURE AND FOREST RESOURCES

The site has an existing General Plan Land Use Designation of International West Mixed Use and Low Density Residential, and a zoning of HCSP-TZN (Harbor Corridor Specific Transition Zone) and R-1 (Single-Family Residential). The project site is not zoned for farmland or forestland and is not located within an area that is used or zoned for farming or forest uses. In addition, the project would not conflict with a Williamson Act contract since the project site is not subject to a Williamson Act contract. Therefore, since the project is located in an urbanized area that includes commercial and residential uses, no impact is anticipated to agricultural or forest resources.

2.3 AIR QUALITY

The project is located in the South Coast Air Quality Basin with the South Coast Air Quality Management District (SCAQMD) monitoring and regulating the air quality within the Basin. An Air Quality Study (see Appendix B) has been prepared to analyze the air quality impacts associated with the project by evaluating both short-term and long-term impacts and comparing them to the SCAQMD regional and localized significance thresholds. A project's air quality impacts can be separated into short-term impacts from construction and long-term impacts from project operations.

Short-Term Impacts

As indicated in the project's Air Quality Impact Study (Appendix B), temporary construction activity emissions would occur during project build-out and include fugitive dust from construction activities (i.e., demolition, grading, and exhaust emission) at the project site. The project is expected to take approximately 2 to 2 ½ years to complete. Project construction would include demolition of the existing boarded up buildings associated with the past RV Park, and the existing commercial businesses along Harbor Boulevard. Construction would also include site grading, building construction, painting/architectural coating, and site paving. The project's potential short-term impacts were calculated and compared to SCAQMD significance thresholds. The project's emissions from construction would not exceed the SCAQMD regional and localized significance thresholds, with the implementation of the following required mitigation measures (also in Section 3.3). Therefore, the short-term construction impact would be less than significant after mitigation.

Vehicle Emissions:

AQ-1 Construction equipment shall be maintained in proper tune.

AQ-2 Gasoline or electricity-powered equipment shall be utilized instead of diesel equipment whenever possible.

AQ-3 The use of heavy construction equipment shall be suspended during first stage smog alerts.

AQ-4 All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.

AQ-5 "Clean diesel" equipment shall be used when modified engines (catalyst equipped or newer Moyer Program retrofit) are available at a reasonable cost.

Fugitive Dust Emissions and Control:

AQ-6 All active construction areas shall be watered three (3) times daily.

AQ-7 All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.

AQ-8 All unpaved parking or staging areas shall be paved or watered three (3) times daily.

AQ-9 Speed on unpaved roads shall be reduced to less than 15 mph.

AQ-10 Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.

AQ-11 Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.

AQ-12 All operations on any unpaved surface shall be suspended if winds exceed 25 mph.

AQ-13 Daily disturbance area shall be limited to two (2) acres or less.

Off-Site Impacts:

AQ-14 Carpooling shall be encouraged for construction workers.

AQ-15 Any required lane closures shall be limited to off-peak travel periods.

AQ-16 Construction vehicles shall be parked off traveled roadways.

AQ-17 Any dirt hauled off-site shall be wet down or covered.

AQ-18 Access points shall be washed or swept daily.

AQ-19 Receipt of materials shall be during non-peak traffic hours.

AQ-20 Construction sites shall be sandbagged for erosion control.

Long-Term Impacts

Long-term emissions are generated by the operation of the project over the project's life cycle. Long-term emissions include vehicle exhaust traveling to and from the project site, as well as electricity and natural gas generated by the future project uses. The project's operational impacts would not exceed the SCAQMD localized thresholds. With mitigation, the project's operational impacts would not exceed the SCAQMD "regional" significance thresholds. The required mitigation measures are as follows and can be found in Section 3.3, as well.

Operational Emissions Reduction Measures:

AQ-21 Prior to the issuance of building permits, the building construction design shall demonstrate to the satisfaction of the City Building Department that it exceeds the minimum statewide energy requirements of Title 24 by 20 percent. This shall be accomplished by including the following items but not limited to:

- a. Use of low emission water heaters
- b. Use of central air heating systems
- c. Use of energy efficient appliances
- d. Use of increased insulation
- e. Use of energy-efficient parking lot lights
- f. Use of lighting controls and energy efficient lighting
- g. Use of energy efficient windows
- h. Use of alternative energy (i.e., solar paneling)

Transportation Management Techniques to Reduce Vehicle Emissions:

AQ-22 Prior to the issuance of certificates of occupancy, the below recommendations of the TDM shall be implemented:

- a. Use of shuttle service, public transit and carpooling shall be encouraged.
- b. Design of a Walkable community shall be encouraged.
- c. Improvement of sidewalk network shall be encouraged.
- d. Use of bicycle lanes, rack or storage area shall be encouraged to facilitate use of bikes.
- e. Participation in City's existing TDM (Transportation Demand Management) Programs shall be required.
- f. A mix of uses on the site (i.e., hotel, restaurant, recreation, and retail) shall be required to minimize off-site travel.

Therefore, the project's operational impacts would be mitigated to a level less than significant.

Construction activities associated with the proposed project could result in odorous emissions from paint, coatings, solvents, gas powered vehicles and equipment, and diesel exhaust associated with construction equipment. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The proposed project's operational activities would not involve any major sources of odor and would not be located in an area with existing odors. As a result, the proposed project would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

2.4 BIOLOGICAL RESOURCES

Due to the urban, built-out nature of the City and surrounding area, biological resources in Garden Grove are almost non-existent. According to Section 8.1 of the Garden Grove General Plan Environmental Impact Report (May 2008), no known rare or endangered plant or animal species have been identified within the City of Garden Grove. The project site is located within a highly urbanized area and has been developed in the past with a recreational vehicle park (now closed), commercial uses along Harbor Boulevard and residential uses along Twintree Lane.

As the project site does not contain any standing surface water, there would be no potential impact on riparian habitats or other sensitive riparian natural communities. In addition, there would not be any potential impacts on federally protected wetlands, marshes, or vernal pools.

The project would not conflict with any local policies or ordinances protecting biological resources. Additionally, as indicated in the 2008 Environmental Impact Report for the City of Garden Grove's General Plan Update, the projected development intensity for the International West Mixed Use area would not conflict with any local, regional or state habitat conservation plan. No biological resource impacts are anticipated. No further mitigation would be required.

2.5 CULTURAL RESOURCES

The site is located in a highly urbanized area and the 2008 Environmental Impact Report that was prepared for the City of Garden Grove's General Plan Update states that no significant historical, archaeological, paleontological, or geological resources were identified within the International West Mixed Use area. Nor are there any known burial sites within the project site area. In addition, the Native American Heritage Commission was consulted in November of 2011, and no Native American resources were found within one-half mile of the project site (refer to November 8, 2011 Native American Heritage Commission correspondence on file with the City Planning Department and Appendix C of this document). Additionally, a majority of the site has already been altered by previous development. Nevertheless, the project would include earthmoving and the excavation of soils. If unanticipated archaeological resources, paleontological resources, or human remains are discovered during construction, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with Public

Resources Code Section 21083.2. No cultural resources impacts are anticipated. No further mitigation would be required.

2.6 GEOLOGY AND SOILS

Although some exposure to seismic-related hazards is expected, the project design, construction, and engineering would conform to the strict regulatory requirements set forth in Section 5.7.1 of the City's 2008 General Plan Update EIR. Applicable Federal, State, and local regulatory policies and law include, but not limited to the Federal Soil Protection Act, Alquist-Priolo Earthquake Fault Zoning Act, Seismic Hazards Mapping Act, International Building Code (IBC), California Building Code (CBC), Fire Code, and City of Garden Grove Municipal Code, such as Title 18, Building Codes and Regulations. In addition, the City has identified protective measures within the goals and implementation measures incorporated into the proposed General Plan Update. These measures acknowledge safety concerns pertaining to seismic ground shaking. Adherence to the applicable codes and requirements would ensure that potential impacts due to seismic ground shaking would be less than significant.

According to the California Department of Conservation, approximately two-thirds of the City of Garden Grove (including the proposed project) is located in a liquefaction hazard zone. In addition to the goals and implementation measures identified in the General Plan to reduce seismic hazard impacts, mitigation requiring site-specific geologic investigation of liquefaction potential for subsequent new development projects within the City has been identified (see Mitigation Measure GEO-1 below).

GEO-1 Prior to the approval of final design plans, a site-specific geologic investigation of liquefaction potential shall be performed. The project shall be required to comply with all mitigation, conditions and/or performance criteria recommended by the investigation. Proof of compliance with this measure shall be given by the City Engineer and Planning Director prior to the approval of the final design plans.

With compliance with the goals and policies of the proposed General Plan, the City's Building Code, potential impacts related to liquefaction would be less than significant.

The proposed project site is relatively flat and would not normally be subject to landslides or mudslides. All excavation work will be done in accordance with all applicable building codes and standards to minimize the threat of a landslide or mudslides. No impact would occur.

According to the City's 2008 General Plan Update EIR, the City is characterized as gentle slopes ranging from 0 to 2 percent with 99 percent of the City built out. The project site is gently sloping from north to south with elevations ranging from 118 to 114.3 feet. The proposed project would be built on infill sites covered by primarily disturbed vegetation and/or impermeable surfaces. Considering this fact, project site development would result in minimal soil erosion or loss of top soil. The project would include excavation and grading of the site to accommodate the proposed development and this will require preparation of a grading plan. Grading plans would include an approved drainage and erosion control plan to minimize the impacts from

erosion and sedimentation during grading. Drainage patterns are from east to west towards Harbor Boulevard then south along the gutters toward Twintree Lane, and south towards Twintree Lane then west along the gutter towards Harbor Boulevard. Site drainage would meet Engineering Services Division standards requiring storm water drainage to flow off the site. This storm water drainage would comply with applicable Water Quality Management Plan (WQMP) and Storm Water Pollution Prevention Plan (SWPPP) provisions, which would allow the overall drainage pattern to flow to the adjoining streets or storm drains in and around the subject site depending on the magnitude of the project's intensity and density. If drainage easements are required for storm drain purposes, the location of the easement(s) and the size of storm drains would be determined before site preparation begins. All construction involving excavation and/or grading must adhere to the requirements of the Engineering Services Division. All improvements must adhere to applicable codes including the California Building Code, and State and Federal Occupational Safety requirements. The impact would be less than significant.

There are several factors that can cause vertical displacement or subsidence of the land surface such as the withdrawal of oil, gas, or water from underlying formations, decomposition of buried organic material, and construction of heavy manmade structures above underlying poorly consolidated materials. It is not expected that any of these or any other conditions typically contributing to subsidence would occur in the project area. In addition, all new construction related to the proposed project must adhere to the requirements of the Engineering Services Division to address any subsidence of the land. And all improvements related to the proposed project must adhere to applicable codes including the California Building Code, and State and Federal Occupational Safety requirements. The impact would be less than significant.

According to the City's 2008 General Plan Update EIR, the amount of compaction may vary from a few inches to several feet and may be significant in areas of thick soil cover. Topsoil, recent alluvium and weathered bedrock are typically porous and may be subject to hydro-collapse; therefore, these materials can be considered unsuitable for the support of engineered fills and structures. Alluvial sediments, deposited by an ancestral Santa Ana River, underlie the City of Garden Grove. Proposed Implementation Measure SAF-IMP-6C requires all new development to have a site specific geology report prepared by a registered geologist and submitted, which would ensure impacts related to expansive soils impacts would be evaluated on a project-by-project basis (see Mitigation Measure GEO-2).

GEO-2 Prior to the approval of final design plans, a site-specific geotechnical investigation shall be prepared by a registered geologist. The project shall be required to comply with all mitigation, conditions and/or performance criteria recommended by the investigation. Proof of compliance with this measure shall be given by the City Engineer and Planning Director prior to the approval of the final design plans.

Therefore, compliance with the goals and policies of the proposed General Plan, the City's Building Code would ensure potential impacts related to expansive soils would be less than significant.

The proposed project would be served by the City's sewers system and therefore, no alternative wastewater disposal system would be needed to support the project. No impact would occur.

2.7 GREENHOUSE GAS EMISSIONS

As indicated in the Air Quality Impact Study (Appendix B), on the local level, the South Coast Air Quality Management District (SCAQMD) is currently devising an acceptable methodology to properly analyze GHG emissions. The SCAQMD has adopted an interim GHG significance threshold for industrial projects that only applies when AQMD is the lead agency. To meet the goal of AB 32, which is to reduce GHG emissions to 1990 level by 2020, the California Air Resources Board (ARB) developed an inventory for statewide GHG emissions in 1990. ARB also estimated the emissions that would occur in 2020 without implementation of GHG reduction measures, termed a business-as-usual (BAU) scenario.

In the absence of quantified thresholds established at the state level, lead agencies have discretion to determine the threshold of significance applied to projects under CEQA. Certain air districts and municipalities have developed approaches for projects to determine a level of emissions under which their impact would not be cumulatively considerable. SCAQMD is in the process of developing thresholds for commercial and residential projects and in 2010, recommended a tiered approach (Tiers 1, 2, 3, 4 – Option 1, 4 – Option 2, and 5) to determining GHG significance. Although this approach has not been adopted by SCAQMD, the City has taken a similar approach to evaluating GHG impacts of projects under CEQA. Further, the City has identified a percent reduction target (Tier 4 threshold) that projects could demonstrate that would not be cumulatively considerable. The City has determined that projects need to demonstrate a 28.4 percent reduction below 2020 BAU.

During the construction phase, GHG emissions would be released through the burning of fossil fuels in construction equipment. There are no significance criteria for these emissions at this time. However, in order to provide as much information as possible, the GHG emissions associated with construction are listed in Table 9 of Appendix B. The project's worst-case GHG emissions during construction would be approximately 69 Metric Tons of CO₂ equivalents amortized over 30 years.

The GHG emissions were estimated under a business-as-usual (BAU) (Year 2020 without implementation of GHG reduction measures) and mitigated scenario in Year 2020 to determine if the proposed project would result in a significant impact to greenhouse gases and impede implementation of AB 32. Under a BAU scenario the GHG estimated emissions were 19,600.6 MTCO₂e per year. Under a mitigated and with regulations (Pavley I, Low Carbon Fuel Standards) scenario the estimated emissions were 13,854.7 MTCO₂e per year. The analysis incorporates an emissions credit for the existing land use. Both scenarios include the emissions related to the use of mobile, electricity, natural gas, waste and water sources, however, the mitigated scenario includes reductions that result from state and federal measures and regulations implemented after the statewide BAU 2020 emissions were estimated. These reductions include the renewable portfolio standard, low carbon full standard, and vehicle efficiency standards. The mitigated scenario also includes the GHG reductions that would result

from implementing the project design features including: transportation demand management plan, building construction 20 percent above Title 24, and parking management plan as indicated in the Section 5.0 of Appendix B. These designs exceed existing code standards and reduce project related GHG emissions. The emissions from the two (2) scenarios were compared to determine whether the proposed project attains at least a 28.4 percent reduction from BAU scenario.

The estimated operational emissions are 13,854.7 MTCO₂e per year as indicated in Table 12 of Appendix B. The project is anticipated to have a 29.3 percent reduction when compared to the BAU scenario. Implementation of the currently adopted state-led measures and project design features would result in a GHG emissions reduction of greater than 28.4 percent from a BAU scenario; therefore, the impacts to the proposed project would be considered less than significant when the Mitigation Measures AQ-21 and AQ-22 are implemented. Finally, the project would not conflict with any applicable plan, policy or regulation adopted for the purposes of reducing GHG emissions. The impact would be less than significant.

2.8 HAZARDS AND HAZARDOUS MATERIALS

As the proposed project includes commercial/retail uses, hazardous materials, including paints, solvents, and other materials, may be stored on-site and used in daily operations or maintenance of the property. However, the proposed project would comply with applicable Federal, State, and local regulations pertaining to the transport, storage, use and/or disposal of hazardous materials on the project site. A Limited Phase II Environmental Site Assessment (ESA) was conducted in March 2009 on the vacant parcel below the Sunbelt property (12222 Harbor Boulevard). Based on the soil sample results presented in the report, PHASE ONE, INC. (the report preparers) did not find evidence of contamination in any of the soil piles sampled. The soil piles may be used during the grading for the future development of the property. Further investigation was not recommended. Additionally, a Phase 1 ESA was prepared in June 2010 for the parcels that contained the CC Camperland RV Park (12262 – 1296 Harbor Boulevard). Based on the analysis of this study, PHASE ONE, INC. recommends performing near surface soil sampling and analysis to determine if any agricultural chemicals remained at the site. The project conditions of approval will require implementation of the Phase 1 recommendations prior to grading. See Mitigation Measures HHM-1 and HHM-2 below (also in Section XXII).

- HHM-1 Prior to the issuance of a grading permit, near surface soil sampling and analysis shall be performed to determine if any agricultural chemicals remained at the site. If any agricultural chemicals are found, the contamination shall be removed.
- HHM-2 Prior to the issuance of a grading permit, the project conditions of approval shall require implementation of the Phase 1 study recommendations.

In addition to the implementation of the above Mitigation Measures, the proposed project would not create a significant hazard nor emit hazardous emissions or handle hazardous or acutely

hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, potential impact would be less than significant.

The project site is not located on a site that has been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

The proposed project site is not located within an airport land use plan, within two-miles of a public airport or public use airport, or within the vicinity of private airstrip. Therefore, the project would not result in a safety hazards for people residing or working in the project area. No impact is anticipated.

The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact is anticipated.

The project site is located in urbanized area of the City and is not located adjacent to any wildlands or an area where residences are intermixed with wildlands. Based on the location of the project site, there would be no impact related to exposure of people or structures to a risk of loss, injury, or death involving a wildfire. No impact is anticipated.

2.9 HYDROLOGY AND WATER QUALITY

Numerous Federal and State statutes, regulations and programs are designed to protect and enhance water quality including, without limitation, the Federal Water Pollution Control Act and its amendments (Federal Clean Water Act), the Porter-Cologne Water Act, the National Pollutant Discharge Elimination Program, the Municipal Stormwater Permitting Program, the Water Quality Control Plan for the Santa Ana River Basin. The Project must comply with these requirements, in addition to the water quality requirements of the Garden Grove Municipal Code, Garden Grove Sanitary District, and the Garden Grove Public Works Water Service Division. Pursuant to the Federal Clean Water Act, the discharge of pollutants to waters of the United States from any point source is unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Municipal and industrial stormwater discharges are also regulated under the NPDES program. The California State Water Resources Board maintains the California NPDES program through the Regional Water Quality Control Boards.

Construction activities that disturb one acre of land or more must apply for coverage under the State Water Resources Control Board General Construction Activity Stormwater Permit. To obtain coverage, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared describing BMPs for erosion and sediment controls, runoff water quality monitoring, waste disposal requirements, post-construction control measures and non-stormwater management controls must be prepared. The Project will be required to obtain coverage under the General Construction Activity Stormwater Permit and a SWPPP will be required. Construction activities for the Project will include activities such as clearing and grading that will expose surface soils and could result in sediment and runoff in downstream receiving waters along with other

miscellaneous waste. The control of construction-related pollutants, however, will be achieved through the implementation of BMPs identified in the SWPPP.

Further, a Preliminary WQMP has been prepared for the Project to comply with the NPDES Stormwater Program (Appendix D). A final WQMP is required prior to the issuance of any grading or building permits. Although impervious surfaces will be increased, the WQMP addresses site design BMPs such as minimizing impervious areas, maximizing permeability, and minimizing directly connected impervious areas. The WQMP also incorporates non-structural and structural source control BMPs, as defined in the Orange County DAMP. Post-development, storm water run-off will be treated by one or more BMPs including porous landscaping lined vegetation swales, Filterra Bio-filtration Planters, and bio-infiltration BMPs. Retained flows will be treated and metered prior to direction to off-site storm drains and the public storm drain system. The incorporation of BMPs prescribed in the WQMP will minimize impervious areas in addition to reducing potential pollutants that enter the surface flows as a result of project implementation, to the maximum extent practicable as required by the Regional Water Quality Control Board. With the SWPPP, WQMP, and BMPs, the Project will not violate any water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality.

No on-site groundwater resources will be used for the construction and operation of the Project. The Project will not exceed existing or projected water uses presented in the Harbor Boulevard Site C Hotels Water Supply Assessment. The Project will not substantially deplete groundwater supplies or interfere substantially with groundwater resources.

The Project will be constructed on previously disturbed land. Although the Project will increase impervious surfaces, the Project will not substantially alter the existing drainage pattern of the site or area. The drainage system is designed to control the flow rate of on-site runoff. And, the Project will not alter the course of a stream or a river.

Post-construction, stormwater runoff will flow through curb openings into lined bio-swales and bio-retention areas located north of the property line along Twintree Lane. Once site-runoff enters the storm drain line, it will flow south and west towards the City storm drain located at the corner of Harbor Boulevard and Twintree Lane where the private storm drain line connects into the back of the catch basins located on Twintree Lane. Off-site stormwater will be conveyed to catch basins located at the southwesterly corner of Harbor and Twintree. Once the storm runoff enters the City owned facility, drainage is conveyed southwest discharging into the East Garden Grove-Wintersburg Channel which drains through Bolsa Bay into Huntington Harbor. Implementation of the proposed storm drainage system will ensure that the Project will not create or contribute runoff water which will exceed the capacity of existing or planned drainage systems.

According to the 2008 General Plan Update EIR, the proposed project site is not located within 100-year flood zone. However, the project area is located within the Regular Flood Hazard Zone "X", as determined by the Federal Emergency Management Agency (FEMA) Flood

Insurance Rate Map No. 06059C0141J (Community No. 060220, Panel No. 0141J), issued on December 3, 2009. Flood Zone "X", which is not subject to the Flood Hazard Overlay Zone, includes areas of 500-year flood; with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from 100-year floods. Titles 6, 9, and 14 of the City's Municipal Code provide regulations to minimize flooding, and losses resulting from flood. In particular, Title 9, Chapter 12 establishes a Flood Hazard Overlay Zone, which includes the City's floodplain management regulations. The risk of flood is also addressed in the City's Emergency Management Plan. In addition, per City's requirement, grading improvement plans would be prepared to address potential flooding in designing the placement of the buildings, the height of the building pads, and related improvements to ensure the proposed development meets the FEMA requirements. Compliance with the City's Municipal Code, the City's Emergency Management Plan and grading improvement plan restrictions would reduce potential flood impacts to less than significant.

The western portion of the City is also located within the dam inundation areas of the Prado Dam and Carbon Canyon Dam. According to United States Army Corps of Engineers dam inundation maps, in the event of a dam failure at the Prado Dam, the flood wave would reach Garden Grove in approximately 7.5 hours and would be approximately 4 feet deep. If Carbon Dam failed, the flood wave would reach Garden Grove in approximately 9.25 hours and would be two feet deep. Compliance with the City's Municipal Code (i.e., Title 9), the goals, policies, and implementation measures included in the proposed General Plan Update, and the City's *Emergency Management Plan* (which addresses the flooding risk for the City), the potential flood impacts would be less than significant.

The project site is located at a distance from the coast, absent of large bodies of water, or hilly or mountainous areas that have the potential to cause mudflows. Therefore, seiche, tsunami, or mudflows are not anticipated to occur in the project vicinity. No impact would occur.

2.10 LAND USE AND PLANNING

The project site is currently occupied by a commercial use (Joe's Italian Ice), residential, and vacant land uses. The commercial buildings to the north of Joe's Italian Ice, such as Crystal Nails, a Smoke Shop, and Immigration Service, and an RV Park have been demolished. Utilities, asphalt and a swimming pool associated with these prior uses still remain on the site. The existing structures on the project site will be demolished for new construction. The project site is located directly adjacent to residential units to the east, commercial uses to the north, residential and commercial uses to the south (across Twintree Lane), and vacant and commercial uses to the west, across Harbor Boulevard. The proposed Planning Unit Development zoning designation and subsequent intended development of the site would be compatible with the surrounding area in intensity and density, and would not disrupt the physical arrangement of any existing residential, or commercial development in the area. During construction, there may be minor disruptions in traffic patterns or a nominal increase in noise. These impacts are considered less than significant as these disruptions will be for a short duration.

The properties located at 12202, 1222, 12252, 12262, 12272, 12292, and 12302 Harbor Boulevard (APN: 231-491-20, and 21, and 231-521-01, 02, 03, 04, 05, 09, and 10), and 12511 and 12531 Twintree Lane (APN: 231-521-07 and 08) have a General Plan Land Use Designation of International West Mixed Use and are zoned HCSP-TNZ (Harbor Corridor Specific Plan – Transition Zone North). These properties would be rezoned to Planned Unit Development No. PUD-128-12, which would be consistent with the existing General Plan Designation of International West Mixed Use, and would facilitate the development of the proposed project. The properties located at 12251 and 12571 Twintree Lane (APN: 231-521-09 and 10), and at 12233, 12235, 12237, and 12239 Choisser Road (APN: 231-491-12 through 19) have a General Plan Land Use Designation of Low Density Residential and are zoned R-1 (Single-Family Residential). The land use designations for these properties would change from Low Density Residential to International West Mixed Use, and the properties would be rezoned from R-1 to Planned Unit Development PUD-128-12.

With these modifications, no conflict with the General Plan Land Use Designation or the property's zoning would occur. Impact would be less than significant.

The proposed project is located within a highly urbanized area of Orange County. The Final Environmental Impact Report prepared and certified, in August 2008, as a part of the General Plan Update (State Clearinghouse No. 2008041079, the General Plan EIR), analyzed intense commercial development for this area, including hotels, restaurants, and entertainment venues, and associated potential impacts such as increased traffic in the area, water and sewer concerns, and design issues. According to the 2008 General Plan Update EIR, the project is not located within an area that is subject to any habitat conservation plan or natural community conservation plan. Since 2008, no new plans have been adopted.

2.11 MINERAL RESOURCES

The City's 2008 General Plan Update EIR concluded that there are no mineral resources within the City of Garden Grove. There would be no impact. No further mitigation would be required.

2.12 NOISE

An Acoustical Study (see Appendix F) has been prepared for the project and analyzed noise generated from the additional traffic the project would create (roadway noise), exterior noise generated from the hotel's outdoor swim area, interior noise generated from the hotel and restaurant, the loading/unloading area, outdoor pool equipment, the trash compactor, the parking structures, and noise generated during construction of the project. Two sensitive noise areas (single-family dwelling units) are located directly east and south (across Twintree Lane) of the project site. The acceptable exterior noise level standard for residential/mixed land uses within the City of Garden Grove is 65 dBA CNEL.

In the Acoustical Study (Appendix F), the RK Engineering, Group, Inc. utilized the project's Traffic Study and short-term noise measurements to calculate the existing roadway noise levels, Year 2014 without project roadway noise levels, and Year 2014 with project noise levels, as indicated in Tables 2 through 5 of Appendix F. It is expected that roadway traffic along Harbor

Boulevard would be the main source of off-site noise impacting the project site. According to the Traffic Impact Study performed by RK Engineering Group, Inc. (Appendix G), the project would generate approximately 4,352 ADT along Harbor Boulevard (s/o Chapman Avenue) and approximately 388 ADT along Twintree Lane (e/o Harbor Boulevard). The results of the roadway analysis indicated that the roadway network currently experiences noise levels of 49.1 to 68.1 dBA CNEL at a distance of 100 feet from the centerline of the analyzed road. The 2014 without project noise levels would range from 49.3 to 68.1 dBA CNEL at a distance of 100 feet from the centerline. The 2014 noise levels with the project would range from 49.3 to 68.6 dBA CNEL at a distance of 100 feet from the centerline. Based on this comparison, the project would increase noise levels along the subject roadways by approximately 0.0 to 0.6 dBA CNEL. A change of 5 dB or more would be considered a significant impact. Therefore, the project's contribution to the adjacent roadway noise environment would be less than significant.

The project site has four exterior areas (outdoor swim areas) which would be considered "water recreation areas". Two of the outdoor swim areas are located at ground level, one is located on the 3rd/4th story level and one is located on the 7th/8th floor. The City has a normally acceptable limit of 50-70 dBA CNEL for "water recreation areas" (as indicated in City of Garden Grove Noise Element, page 7-6, Table 7-1). The projected roadway noise along Harbor Boulevard would be below the City's threshold and therefore, there would be no significant impact on the "water recreation areas".

According to the Acoustical Study, the projected exterior combined Noise Equivalency Level (Leq) for the nearest adjacent properties would range between 51.3 to 56.9 dBA Leq during daytime hours (7AM – 10PM) and 49.2 to 51.1 dBA Leq during nighttime hours (10PM – 7AM). The hotel and restaurant hours of operation are expected to occur during daytime hours; however, this analysis includes nighttime operations as well, for comparison purposes. Noise levels associated with the hotel and restaurant operations are not expected to significantly impact the adjacent residential units. Also, additional noise level reduction measures are outlined below and can be also found in Section 3.3 to further reduce potential noise levels to less than significant.

Roadway Noise Reduction Measures:

NOI-1 Roadway noise impact standards from the City of Garden Grove's Noise Standards (Garden Grove Municipal Code Section 8.47, Noise Control) shall be followed.

NOI-2 Prior to the approval of the final design plans, the project architect shall demonstrate to the satisfaction of the Planning Director that the final hotel(s), parking structure(s) and restaurant(s) layout further reduce potential roadway noise impacts from Harbor Boulevard and Twintree Lane to the residential units, located adjacent to the project site.

NOI-3 Additional noise barrier analysis shall be conducted, which will specifically indicate the amount of noise attenuation provided by the Hotel towers to the adjacent residential area. Hotel towers will further shield roadway noise propagating from Harbor Boulevard.

The City of Garden Grove has a residential/retail interior noise standard of 45 dBA CNEL (page 7-5 of the City of Garden Grove Noise Element, Appendix A). The City's interior noise standard of 45 dBA CNEL would be met with a "windows closed" condition to reduce by approximately 19.1 dBA CNEL, and commercially glazed glass with an STC value of at least 25 as indicated in Table 6 of Appendix F. A "window closed" condition requires a means of mechanical ventilation per the Unified Building Code, which will be required as a condition of approval for the project. The "windows closed" condition would be sufficient to meet the 45 dBA CNEL interior noise standard set-forth by the City. Interior noise impacts for on-site uses would be less than significant.

Stationary noise impacts associated with the project would include loading/unloading area noise, parking structure noise, and outdoor pool equipment. The exterior noise levels at or near the site property lines are expected to increase approximately 0.0 to 3.8 dBA (depending on the L (%) noise criteria). Typically it takes a change of 3 dB or more to hear a noticeable change in the noise environment. A change of 3 dBA is perceivable; however, it is difficult to distinguish. The human ear would notice a change of 10 dBA and it would sound twice as loud as the original sound. A change of 3.8 dBA in noise level would be considered minimal because of the difficulty in the ears ability to distinguish the additional sound from the original sound. Therefore, the change in noise level would be considered minimal during the day and nighttime hours. Furthermore, the architectural building design of the hotel structure and the parking structure would provide sufficient shielding from the traffic noise along Harbor Boulevard.

Two sensitive noise areas (single-family dwelling units) are located directly east and south (across Twintree Lane) of the project site. The stationary noise impacts were projected to these residential homes. The residential units to the east would experience a reduction in traffic noise (from Harbor Boulevard) and an increase in noise from the parking structures. It takes a change of 3 dB to hear a noticeable difference. As shown in Table 9 of Appendix F, the overall noise level at the east property line is expected to increase by approximately 0.2 to 3.6 dBA during daytime hours over the existing condition (depending on the L (%) noise criteria examined). The impact would be less than significant as it would not exceed the City's noise criteria. However, it is possible that intermittent noise from horns, cars, and engine idling could be heard at these residential units. An 8-foot shielding wall is recommended along the eastern property line where the noise levels are not obstructed by a structure, as indicated in Exhibit E of Appendix F. Therefore, implementation of the following required mitigation measures (also in Section 3.3) would further reduce the east property line stationary noise impact to less than significant.

Stationary Noise Reduction Measures:

NOI-4 An 8-foot shielding wall shall be provided along the east property line.

NOI-5 Delivery truck operations and loading and unloading activities shall be limited to daytime hours between the hours of 7:00 AM to 10:00 PM.

NOI-6 All delivery trucks associated with the future uses shall not idle for more than 5 minutes.

NOI-7 Any trash compactor/pool equipment shall be shielded by a 6 to 8 feet high parapet wall, or fully enclosed. The mechanical equipment shall be placed at a distances furthest from the nearest residential dwelling units. The height of the walls shall be at least as high as or higher than the mechanical equipment (i.e., 4 feet).

NOI-8 The parking structure shall have 4-foot or higher shielding walls for each floor that faces the residential units to the east. The parking structure's surface shall be treated to minimize tire screeching noise.

NOI-9 Once the project is in operation, noise monitoring shall occur to ensure the project site is operating within the City's criteria.

An increase in noise from the parking structures would also occur along the southern area of the project site. The hotel towers and parking structures would provide shielding from traffic and other stationary noise sources located on the project site. As shown in Table 10 of Appendix F, the overall noise level at the south property line is expected to increase by approximately 0.9 to 2.5 dBA during daytime hours over the existing condition (depending on the L (%) noise criteria examined). Noise associated with the loading/unloading of trucks would occur near the southern property line as well. The two parking structures immediately adjacent to each other and the hotel towers would partially shield noise levels propagating from the area to the adjacent residential areas. It is recommended that loading/unloading activities be limited to the hours of 7AM to 10PM.

Noise associated with condenser equipment would be enclosed or on top of the hotel towers. It is recommended that any condenser units not enclosed be shielded by parapet walls with a height equal or greater than the height of the unit itself. Condenser unit noise would not significantly impact the adjacent residential areas.

Noise levels associated with the parking structures would vary depending on the time of year, the time of day, and the number of parking stalls and number of vehicles. The anticipated noise level from the parking structures to the subject property lines ranges from 42.7 to 46.3 dBA Leq. Noise levels would be highest during AM/PM peak hours. As indicated in Tables 9 and 10 of Appendix F, the noise levels would not exceed the City's noise criteria. The above-mentioned recommendations are included in the above-mentioned Mitigation Measures NOI-4 through NOI-9, and implementation of these required mitigation measures would further reduce the south property line stationary noise impact to less than significant.

Construction noise represents a short-term impact on the ambient noise levels. As the degree of construction would vary for different areas of the project site, the noise levels associated with construction would vary. Construction noise levels would also vary during construction phases. The project site is expected to be under construction for approximately two years. Noise generated by construction equipment would include trucks, graders, bull dozers, concrete mixers and portable generators. The peak noise level for most of the equipment that will be

utilized during the construction phase would be approximately 70 to 90 dBA at a distance of 50 feet from the noise source. During construction, the City does not have a maximum permissible noise level; however, the City ordinance has permissible hours of operation (Garden Grove Municipal Code Section 8.47.060d). In addition, the project would not generate any vibration impact during the construction phase because the estimated construction equipment for the development does not utilize any heavy pile driving or other vibration impacting equipment. Should the need for use of this type of equipment be identified during the refinement of project design plans, a vibration impact study will be required to be prepared prior to issuance of building permits. The study will need to demonstrate to the satisfaction of the Community Development Department, Planning Services Division and City Engineer that any identified vibration impacts would be mitigated to less than significant levels or alternative construction techniques would be implemented.

As mentioned previously, there are two existing noise sensitive receiver areas (residential homes) located directly east and south (across Twintree Lane) of the project site. The construction noise levels would fluctuate depending on the distance and number of equipment operating at the same time. Under a worst-case scenario, the noise level would range from 74.0 to 77.9 dBA equivalent noise level (Leq) during the different phases of construction, depending on the analyzed property line, distance, and equipment usage (refer to Table 12 in Appendix F). The City has adopted the Noise Performance Standards from the City's Noise Ordinance (Garden Grove Municipal Code Section 8.47.060d) and construction activities must follow the Noise Ordinance regulations. In addition, implementation of the following required mitigation measures (also in Section 3.3) would reduce the construction impact to less than significant.

Construction Noise Reduction Measures:

NOI-10 Construction operations shall follow the City's General Plan and the noise ordinance which states that operations cannot exceed the stipulations set-forth in Garden Grove Municipal Sections 8.47.050 and 8.47.060.

NOI-11 Construction shall not occur during the hours of 10:00 PM to 7:00 AM.

NOI-12 During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.

NOI-13 Idling equipment shall be turned off when not in use.

NOI-14 Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

The project site is not located within an airport land use plan, within two-miles of a public airport or public use airport, or within the vicinity of private airstrip. No impacts are anticipated.

2.13 POPULATION AND HOUSING

The site is currently developed with one (1) commercial business (Joe's Italian Ice) along Harbor Boulevard and four (4) residences along Twintree Lane. Additional commercial businesses and an RV Park within the site have been demolished. Utilities, asphalt, and a swimming pool associated with these prior uses still remain on the site. These uses will be displaced as a result of the proposed development. This minimal displacement would not necessitate the construction of replacement housing elsewhere. In June 2011, the City approved a relocation plan that will be implemented for residents and businesses that would be impacted by the project. Many of the residents on Twintree Lane facing relocation are renters. According to the relocation plan, posted on the city's website, renters may be entitled to rental or down-payment assistance not to exceed \$5,250 provided they meet certain eligibility requirements such as having lived in the home for at least 90 days. The total estimated budget for the relocation-related payments for this project is \$497,000. Additionally, the City will work with Joe's Italian Ice to find a new location. In addition, the four most northern Choisser homes, which are currently owned by the City, will be leased.

The proposed development would not increase population and housing in the immediate area, other than temporary transient occupancy due to the nature of the proposed development. In addition, the proposed project is located in a highly urbanized area and all infrastructure is already in place. Additionally, the project would be within the density limits permitted under the General Plan land use designation of International West Mixed Use. The proposed project will provide an increase in service-related employment opportunities and potential increase in needed housing for the additional employees. The City completed a comprehensive General Plan Update in 2008 which also included an update to their Housing Element. As of 2009, the City's housing unit was an estimated 44,581 dwelling units, with a vacancy rate of 5.2 and an average household size of 3.80 persons (U.S. Census 2009b). SCAG's statistical summary of the City's housing units in 2010 was 47,755 dwelling units and 47,759 dwelling units by 2030 (SCAG 2011). Based on information contained in the City's Housing Element and the recent U.S. Census data, there is an ample amount of housing available in Garden Grove to house the potential project generated service-related employment increases. Furthermore, the development of the project is within the thresholds that were considered and addressed within the EIR for the City's General Plan and will therefore, not induce substantial population growth directly or indirectly. No further mitigation would be required.

2.14 PUBLIC SERVICES

The City of Garden Grove Fire Department (GGFD) provides emergency response service to the project area. The project would not induce significant growth and would not result in a substantial new demand for fire protection services. However, the project construction would slightly increase the need for fire protection services. The proposed project would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. GGFD would review the proposed project to determine the specific fire requirements applicable to this development and to ensure compliance with these requirements. Additionally, the Water Supply Assessment (WSA) prepared for the project indicated an internal fire loop would most likely be required to be constructed around the site to

provide adequate fire fighting capability to all structures located on the parcel. Implementation of the GGFD requirements along with the WSA requirement, which is stated below as a mitigation measure (also included in Section 3.3), would result in a less than significant impact to the fire protection services.

PS-1 An internal fire loop shall be constructed around the site to provide adequate fire fighting capability to all structures located on the parcel.

The Garden Grove Police Department provides police protection in the area. The project would not induce growth beyond that planned for the site and would not result in substantial new demand for police protection services. Due to the nature of the proposed use, it is likely that there would be minimal increased demand for police protection. In order to mitigate the anticipated impacts associated with the project, such as an increase in calls for service, the development shall comply with the conditions of approval of the Police Department. The impact would be less than significant.

The proposed development is a transient use that would not increase the number of children within the Garden Grove Unified School District. This development is subject to the mitigation school fees currently applied to new development in the City by the Garden Grove Unified School District. The developer would provide the Community Development Department a proof of payment of appropriate school fees, adopted by the Garden Grove Unified School District, prior to the issuance of building permits in accordance with the provisions of state law. There would be no impact.

The proposed project is not located on a site that was previously developed as a park or is a site that is designated for park land. The proposed project includes outdoor pool(s) providing recreation for persons staying at the hotel. The project would not require the creation of additional parkland or increase the burden on existing parks and/or other recreational facilities. There would be no impact.

The project would not increase demands on other governmental services other than those addressed in this analysis. There would be no impact.

No further mitigation would be required.

2.15 RECREATION

The project includes outdoor pool(s) for guests staying at the hotel(s). Based on the proposed commercial/resort use of the project, no increase in use of the existing parks within the immediate area is anticipated that could substantially cause the deterioration of an existing park. No impacts are anticipated.

The project includes construction of outdoor pools for the proposed hotel guests. The project does not include new housing that would require the creation of open space or require the

payment of park-in-lieu fees to assist in mitigating the impacts to the existing park system within the City. No impacts are anticipated.

2.16 TRANSPORTATION

A Traffic Study (see Appendix G) has been prepared for the proposed project. The Traffic Study evaluated the existing traffic conditions in the vicinity of the project site; existing plus project traffic conditions; the Project Buildout (Year 2014) without Project traffic conditions; the Project Buildout (Year 2014) with Project traffic conditions; the project's parking requirements; and determination of on-site and off-site improvements and system management actions needed to achieve City of Garden Grove level of service requirements. The project proposes one full access point onto Harbor Boulevard and one access point onto Twintree Lane, which will be designated as a right out/left in only driveway. The Traffic Study concluded that the project is expected to generate approximately 8,256 net trip-ends per day, with 447 vehicles per hour during the AM peak hour (7:00 AM to 9:00 AM) and 617 net vehicles per hour during the PM peak hour (4:00 PM to 6:00 PM).

The Traffic Study analyzed the Level of Service (LOS) of intersections within the area of the project site (study area) that would be directly impacted by the proposed project. The acceptable LOS for intersections within the City of Garden Grove is D or better. For existing traffic conditions, all study area intersections are currently operating at acceptable LOS during peak hours with the exception of the following intersections: Harbor Boulevard/Twintree Lane and Harbor Boulevard/Blue Spruce Avenue. It should be noted that the intersection of Harbor Boulevard and Twintree Lane is currently failing with existing traffic conditions. At the City's discretion, full eastbound and westbound movements could be restricted to achieve an acceptable LOS; however, it would be more inconvenient for the neighborhood traffic along Twintree Lane. Existing plus project traffic conditions are projected to operate at acceptable levels of service during peak hours except for the intersections of Harbor Boulevard at Project Access 1/Sheraton Driveway, Harbor Boulevard at Twintree Lane and Harbor Boulevard at Blue Spruce Avenue. The project would significantly impact only the study area intersection of Harbor Boulevard at Project Access 1/Sheraton Driveway based upon the City of Garden Grove Criteria. Project Build out (Year 2014) without Project would be the same as the existing traffic conditions. Project Build out (Year 2014) with Project would have a significant impact to the study area intersections of Harbor Boulevard at Project Access 1/Sheraton Driveway, Harbor Boulevard at Twintree Lane and Harbor Boulevard at Blue Spruce Avenue. A list of mitigation measures needed to restore the LOS of these intersections back to existing conditions is stated below (also included in Section 3.3), and implementation of these required mitigation measures would reduce the impact to less than significant.

On-Site:

- TRANS-1 The on-site circulation system per the detailed site plan shall be constructed.
- a. A minimum of one (1) entry lane and two (2) exit lanes shall be provided at Project Access 1 Driveway at Harbor Boulevard.

TRANS-2 The following project access points on Harbor Boulevard shall be provided:

a. Project Access 1 – full access, signalized.

TRANS-3 The following project access point on Twintree Lane shall be provided:

a. Project Access 2 – right out and left in only access.

TRANS-4 Stop signs, stop bars and stop legends shall be installed at Project Access 2.

TRANS-5 Project Access 1 / Sheraton Driveway shall line-up and be reconfigured with the installation of a traffic signal.

TRANS-6 Channelization median and signage to restrict access to the residential neighborhood along Twintree Lane shall be installed.

TRANS-7 A minimum of 1,297 parking spaces shall be provided within the site.

Area-Wide:

TRANS-8 Any remaining street half-section improvements on Harbor Boulevard, directly adjacent to the project boundaries, shall be completed.

TRANS-9 Any remaining street half-section improvements on Twintree Lane, directly adjacent to the project boundaries, shall be completed.

TRANS-10 The Project shall participate in the installation of the following off-site improvements:

- a. Harbor Boulevard (NS) at Project Access 1 (EW):
 - i. Install traffic signal.
 - ii. Reconfigure NB left turn median.
 - iii. Reconfigure SB left turn median.
 - iv. Install SB left turn pocket with 225 feet of storage. Refer to Section 6.0 of the Appendix G for the minimum queuing capacity required for this lane.
 - v. Reconfigure EB Sheraton Driveway to be full access.
 - vi. Install shared left/through/right lane.

TRANS-11 Traffic signing/stripping shall be implemented in conjunction with detailed construction plans for the project site.

Fair Share

TRANS-12 The project shall contribute to the City's fair share improvement program for those intersections improvements that are not called out as solely the project's responsibility. Table 10 in Appendix G identified the project traffic contribution to the study area intersections.

Regional Funding Mechanisms

TRANS-13 The project shall participate in the City's sponsored regional transportation funding programs or as agreed upon with the City of Garden Grove.

Two of the study area intersections analyzed are listed as part of the 2009 Orange County Congestion Management Program (CMP): Harbor Boulevard (NS) at Katella Avenue (EW) and Harbor Boulevard (NS) at CA-22 WM Ramps/Banner Drive (EW). In addition, Harbor Boulevard and Katella Avenue are listed as part of the CMP highway system. Both of the intersections are projected to operate at acceptable LOS during all existing and future conditions studied in the Traffic Study based upon CMP criteria. Therefore, no CMP improvements or mitigation measures would be required as a result of the implementation of the proposed project. There would be no impact.

In addition, traffic signal warrants have been performed at the Harbor Boulevard at Project Access 1/Sheraton Driveway for Existing Plus Project and Project Buildout (Year 2014) With Project traffic conditions. In order to show a worse-case scenario, additional traffic volumes have been added to the Sheraton Driveway to account for full access with the installation of a traffic signal. The proposed Project Access 1 intersection is projected to warrant a traffic signal based upon peak hour traffic signal warrant criteria and the average daily traffic signal warrant criteria.

Queuing analysis has been performed under Project Buildout (Year 2014) With project conditions at the intersection of Harbor Boulevard (NS) at Project Access 1 (EW). Based on the analysis, some queuing for the westbound approach would occur within the site. There is sufficient on-site storage to accommodate these vehicles, however, the interior north/south of Project Access 1 may be blocked for short period of time while vehicles wait to exit the site. To minimize queuing entering the site, two (2) entry lanes are recommended for Project Access.

The project does not involve any change to air traffic patterns that would result in a substantial safety risk and therefore, no impact for this issue would occur.

Finally, during construction, increased vehicle trips or traffic congestion may occur, but would be temporary in nature and would not create a significant impact. All projects involving construction in the public right-of-way would be required to submit a traffic safety plan to minimize traffic congestion. Therefore, implementation of Mitigation Measures TRANS-1 through TRANS-13 would reduce the impact to less than significance.

For the proposed project, the City provided alternative parking rates for the hotel and conference center land uses. These rates differ from the parking rates described in the City's Municipal Parking Code Section 9.16.040.150 as this code was in place prior to major hotel development occurring in the City. According to the City, the alternative parking rates for hotel and conference center are substantiated based on empirical data from an adjoining City hotel study, and alternative rates were applied to the existing hotel developments located along Harbor Boulevard. The remaining restaurant land uses for the project site are based on the parking rates provided in the City's Municipal Code. The total parking requirements for the project would equal 1,656 parking spaces. As a result of the mixed-use nature of the proposed project, a shared parking analysis (ULI Shared Parking Study, see Appendix H) was completed

to determine the overall peak parking demand of the intended uses. The proposed uses are compatible with one another and lend themselves to the use of shared parking because the uses are complimentary (i.e., hotel, banquet facility, and restaurant), and people could go there for more than one purpose in one trip. The project developer plans to seek relief from parking standards based on the difference in peak usage hours for individual (complimentary) uses, which would reduce the demand for parking spaces. Furthermore, some of the uses of the project would use multiple uses within the project site. The shared parking analysis also assured that sufficient parking is provided due to the complimentary uses, which would reduce the demand for parking spaces. This analysis also investigated the number of parking spaces required to meet the ULI parking model and suffice the City's parking code for onsite parking.

Based upon the results of the ULI Shared Parking Study (see Appendix H), the proposed project would have an estimated peak parking demand of 1,179 parking spaces. To ensure adequate parking is provided and to prevent offsite parking, the ULI Shared Parking Study recommends that an additional 10 percent of parking stalls be provided onsite. The 10 percent additional parking would provide for an ease of use in locating a parking stall and it would reduce the probability of offsite parking. Therefore, the project proposes to include two parking structures immediately adjacent to each other along with additional surface parking with a total of 1,297 parking spaces. However, based on the parking rates provided in Table 16 above, the proposed project would have a parking deficiency of 21.6 percent. In addition to the proposed parking conditions, implementation of the Mitigation Measure TRANS-14 below would not create potentially significant impact to parking. The impact related to parking supplies would be less than significant.

Parking

TRANS-14 Prior to the issuance of certificates of occupancy, the below recommendations of the shared parking assessment Exhibit G (found in Appendix H) shall be implemented for the proposed project:

- a. Implement a valet and self-park parking program.
- b. Provide for a bus/van pick-up and drop-off location site for hotel guests and employees.
- c. Encourage alternative transportation methods for employees through transportation management incentives, such as employee reimbursement for using the transit and providing a transportation coordinator for the staff
- d. Provide a total of three (3) onsite bicycle racks (approximately 5-8 bicycles per rack) in convenient locations throughout the hotel property (Exhibit G).
- e. Post "No Parking in Neighborhood" signage (Exhibit G).
- f. Dedicate up to three (3) bus parking spots for buses (Exhibit G).
- g. Provide a plan to monitor the project's peak parking demand as needed to refine parking management operations at the site.
- h. Provide emergency vehicles access to the first floor of the parking structure that can be able to drive through one (1) entrance and out the other.

It is anticipated that the emergency services can access the site directly from the main entrance (along Harbor Boulevard) and the side entrance (along Twintree Avenue). The Traffic Study has been reviewed and approved by the City traffic engineer. Police and Fire have also reviewed and approved the proposed emergency access. Police and Fire services in the area are adequate to accommodate the development provided the project complies with the standard conditions of approval.

The proposed development would not impact existing or proposed policies pertaining to public transportation, bicycle, or pedestrian facilities, and alternative transportation. With the implementation of transit service and provision of alternative transportation services and incentives, the (project's) automobiles traffic demand can be reduced significantly. The project would be served by several shuttles serving the recreational activities located in the nearby vicinity of the site, such as the Disneyland Theme Park and the Anaheim Convention Center. No on-street bike lanes are currently striped on Harbor Boulevard adjacent to the project site, however, they are proposed to be installed under the City's General Plan provisions. Although the traffic demand impacts are less than significant, the implementation of transit service and provision of alternative transportation incentives would further lessen any auto traffic demand.

2.17 UTILITIES AND SERVICE SYSTEMS

The proposed project would implement the requirements of the Regional Water Quality Control Board (RWQCB). Therefore, the proposed project would not exceed treatment requirements of the RWQCB. The impact would be less than significant.

The project site is located in a highly urbanized area and storm water drainage facilities are in place. Since the project site improvements increase the impervious area and the project is located in North Orange County, Hydrologic Conditions of Concern, the following would be considered: 1) Streams located downstream are found to be potentially susceptible to hydromodification; and 2) Post development volume for the 2-year, 24-hour storm exceeds the pre-development runoff volume by more than 5 percent or time of concentration of post-development 2-year, 24-hour storm event exceeds the pre-development by 5 percent.

As indicated in the Post-Development Drainage Management Area Map (see Attachment S of Appendix D), drainage from the project site would flow into on-site storm drain systems maintained by the owner/management company hired to oversee maintenance, and into off-site public storm drains located on Harbor Boulevard starting at the intersection of Harbor Boulevard and Twintree Lane owned and maintained by the City of Garden Grove. These storm drains drain into the East Garden Grove Wintersburg Channel (Facility No. C05) owned and maintained by the County of Orange. The East Garden Grove Channel drains through Bolsa Bay into Huntington Harbour, which outlets to the Pacific Ocean. The site is located in the Anaheim Bay-Huntington Harbour Watershed which is under the jurisdiction of the Santa Ana Regional Water Quality Control Board.

Appendix XVI-3b of the Orange County Technical Guidance Document provides the "Regional Stream Susceptibility Map". See Attachment M of Appendix D. The map shows that the runoff

from the project site would flow into CO5 Channel. At the end of the channel near the Pacific Ocean, it shows that a portion of which is “unstable”. With the implement of the Mitigation Measure USS-1 below, the impact would be less than significant.

USS-1 Prior to the issuance of a grading permit, it shall be demonstrated to the satisfaction of the City Engineer that proper hydromodification methods have been applied to the proposed on-site storm drain improvements.

Due to the size of the proposed project, the State of California’s Senate Bill (SB) 610 requires that a Water Supply Assessment (WSA) be completed to evaluate the potential effects of the proposed development on current and future water supply. The WSA also evaluated the additional water demands that would need to be served by the City as a result of the development of the proposed project (Appendix E).

According to the WSA, the total water demand for the proposed project is 217.3 AFY for the proposed hotels, restaurants, and ancillary uses on the project site (see Table 2 below). Taking this 217.3 AFY of water demand for the proposed new uses and subtracting out 4.8 AFY of existing water use from land uses on the existing site to be removed; the total net new demand for the proposed project is 212.5 AFY.

**Table 2
Estimated Water Demand for Proposed Project**

Projected Land Use	Quantity	Units	Demand Factor		Water Demand	
					GPD	AFY
Hotel	769	Rooms	150	gpd/room	115,350	129.2
Conference/Banquet	39,000	SF	350	gpd/ksf	13,650	15.3
Restaurant/Entertainment	45,000	SF	1,000	gpd/ksf	45,000	50.4
Hotel Restaurant ¹	20,000	SF	1,000	gpd/ksf	20,000	22.4
TOTAL						217.3
¹ To provide a worst cast water demand, the restaurant space associated with the hotels was included in the demand projection separately from the hotel demand.						

In 2009/10, the City’s water demand was approximately 26,000 acre-feet per year (AFY), which was actually 3,480 AFY less than what was projected in the 2005 Urban Water Management Plan (UWMP) and 3,972 AFY less than projected in the City’s 2008 Water Master Plan. These totals include unaccounted for water. The 2009/10 demand is also 3,206 AFY less than what was actually used in 2005/2006 (four years prior). In essence, this means that City businesses and residents are using substantially less water than was originally forecast, which is likely due to the following factors:

- a. The 2005 UWMP and Water Master Plan conservatively over-estimated water demand;
- b. Development has slowed due to the economic downturn;
- c. Water demand is being reduced due to effective conservation efforts being undertaken by the City and consumers and due to more stringent codes and more efficient

appliances (e.g., high-efficiency clothes washing machines, low flow toilets, more efficient landscape irrigation, etc.);

- d. The City adopted substantial water rate increases over the past few years;
- e. 2009/10 was the first year Metropolitan Water District of Southern California (Metropolitan) enacted its Water Allocation Plan; and
- f. Precipitation was above average in 2009/10.

At the end of the 20-year planning period for this WSA, as required by SB 610, City water demand for 2029/30 is projected to be approximately 30,472 AFY. Analysis of water supply projects for the City demonstrates that projected supplies would meet demand through fiscal year 2029/30. The City's sources of supply consist of groundwater and imported surface water. The City's water supply project assumes that up to 62 percent will be groundwater and the remaining 38 percent will be imported water during normal, single-dry, and multiple dry years, which is consistent with Orange County Water District (OCWD) conservative planning estimates. Both the imported water and groundwater sources have been confirmed as reliable by Metropolitan and OCWD, respectively. Additionally, analyses of normal, single-dry, and multiple-dry year scenarios also demonstrate the City's ability to meet demand during the 20-year analysis period.

Also, if necessary, the City can meet its water demand by: (1) increasing production of groundwater beyond the Basin Production Percentage (BPP) up to the basin safe yield; (2) increasing imported water purchases from available storage programs; and/or (3) decreasing demand through water conservation measures, which has proved effective in reducing citywide demands well below 10 percent.

Reliability of future water supplies to the region would be ensured through continued implementation of the OCWD Groundwater Management Plan, OCWD's Long Term Facilities Plan, local agency programs, and the combined efforts and programs among member agencies of Metropolitan and cooperative agencies, including all water wholesalers and retailers, the Orange County Sanitation District, the Santa Ana Regional Water Quality Control Board, and the Santa Ana Watershed Project Authority.

In conclusion, the information included in the WSA identified a sufficient and reliable water supply for the City, now and into the future, including a sufficient water supply for the proposed project. These supplies are also sufficient to provide for overall City-wide growth at the rate projected in the City's 2008 Water Master Plan. Therefore, the impact would be less than significant.

Additionally, existing infrastructure is adequate to provide the estimated water demand to the project site; however, an internal fire loop would most likely be required to be constructed around the site to provide adequate fire fighting capability to all structures located on the parcel. Therefore, implementation of the mitigation measures in Section 3.3 would reduce the impact to less than significance.

The Garden Grove Sanitary District (GGSD) provides sewer service to the City. GGSD and the Orange County Sanitation District (OCSD) charge fees for sewerage connection to construct new sewer infrastructure and/or incremental expansions to the existing sewerage system to accommodate individual development. New development cannot connect to sewer systems unless there is sufficient capacity and therefore, new development is not permitted to exceed the available capacity of wastewater conveyance systems or treatment facilities.

Per October 12, 2011 OCSD correspondence to David Entsminger at the City, the proposed project's dry weather flows would be approximately 170,000 gallons per day, and would be discharged through the City's local sewer line along Harbor Boulevard, down to Garden Grove Boulevard, then west and connection with OCSD's Newhope Placentia trunk line in vicinity of Garden Grove Boulevard and Newhope Street. OCSD takes into account wet weather in forms of applying a peaking factor to dry weather flows. Upon OCSD's evaluation of existing wastewater flows through the Newhope Placentia trunkline, the capacity of the trunkline is deemed adequate for the additional wastewater volumes introduced by the proposed project, even when it is raining. No impact would occur.

Solid waste disposal services are administered by the Garden Grove Sanitary District (GGSD). Collection services are provided via a contract with a private trash collection contractor. The waste stream is processed and sorted at the CVT Regional Material Facility and Transfer stations in the City of Anaheim. The non-recyclable waste is primarily disposed of at one of the three active Orange County Landfills: Olinda Alpha Landfill, Frank R. Bowerman Landfill, and Prima Deshecha Landfill. The City's Source Reduction and Recycling Element (SRRE) addresses waste generation within the community. Additionally, the City has adopted development standards to ensure safe and efficient recycling facilities are provided in each project.

According to GGSD, there is sufficient capacity to accommodate the solid waste generated by the project and the project's new development is not anticipated to negatively impact the solid waste diversion rate. As part of the development of this project site, the overall solid waste disposal system would be coordinated with the GGSD and their contractor for specific matters such as trash pick-up times, number and types of trash receptacles, and the locations of such trash receptacles. The project would comply with federal, state, and local statute and regulations related to solid waste and to the extent possible, implement methods to address recycling practices pertaining to solid waste.

2.18 MANDATORY FINDINGS OF SIGNIFICANCE

The project would not have significant impact to fish habitat or wildlife species or populations, rare or endangered plant or animals, or important examples of the major periods of California history or prehistory. Based on the results of the traffic, air quality and noise technical studies (Appendices A, E and F under a separate cover), the project would not have significant cumulative impacts. Lastly, the project would not have significant environmental effects on human beings. No mitigation measures would be required.

3.0 MITIGATION MONITORING

3.1 INTRODUCTION

In accordance with Public Resources Code Section 21081.6(a)(1), a Mitigation Monitoring Program has been prepared for the project. CEQA states that a public agency shall adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment. The report or monitoring program shall be designed to ensure compliance during project implementation.

The discussion in Section 3.0 recommends several mitigation measures that shall be incorporated into the project to reduce or eliminate potential adverse effects. Measures described herein are to be applied in addition to project compliance with all applicable federal and California law, including, but not limited to, the Clean Water Act as implemented through the NPDES Program, the California Building Code and applicable City codes and ordinances.

The Mitigation Monitoring Program contained in this Section 3.0 lists each required mitigation measure categorized by impact area, with an accompanying identification of the factors listed below. Measures are numbered sequentially. For each mitigation measure the following items are specified:

- Implementation mechanism;
- Timing and verification; and
- Responsible Agency

The Mitigation Monitoring Program will serve to document compliance with adopted mitigation measures and conditions of approval required to render insignificant the project's potential environmental impacts.

The Agency and project developer shall demonstrate compliance with each mitigation measure in a written report submitted to the applicable enforcement agency prior to the specified compliance date and provide periodic (at a minimum annual) reports regarding compliance with such conditions.

3.2 PROJECT SUMMARY

The proposed project consists of development of a full-service hotel, two limited-service hotels, conference/meeting banquet, several restaurants and an indoor entertainment venue that is open to the public on an approximately 5.2-acre site in the City of Garden Grove. The proposed project would consist of 769 rooms within one (1) full-service (maximum height of 263 feet) and limited-service resort hotels (maximum height of 200 feet), ranging from 10- to 19-stories, with approximately 39,000 square feet of conference/meeting banquet and 45,000 square feet of restaurant/entertainment space included on-site via freestanding pads, and two parking structures (an approximate 75 feet east side parking structure and an approximate 85 feet west side parking structure with ballroom and pre function use) immediately adjacent to each other

with 1,297 total spaces. Hotel ancillary uses would include conference/meeting banquet, fitness room and spa, restaurant, and bars. Project approval includes:

- General Plan Amendment No. GPA-2-12(B) to change the General Plan Land Use designation of two (2) residential properties along Twintree Lane (12251 and 12571) (APN: 231-521-09 and 231-521-10) and four (4) residential properties along Choisser (12233, 12235, 12237, and 12239) (APN: 231-491-12, 13, 14, 15, 16, 17, 18, & 19) from Low Density Residential to International West Mixed Use with an accompanying zone change from R-1 to PUD;
- Establishing a Planned Unit Development zoning with development standards – two (2) residential properties along Twintree Lane 12251 and 12571 Twintree Lane (APN: 231-521-09 and 10); eight (8) lots along Harbor Boulevard 12222, 12202, 12252, 12262, 12272, 12292, and 12302 Harbor Boulevard; APN: 231-491-20 & 21, 231-521-01, 02, 03, 04, 05, & 06; two (2) lots along Twintree Lane 12511 and 12531 (APN: 231-521-07 and 08) will be rezoned from HCSP-TZN to PUD, and four (4) residential properties along Choisser Road 12233, 12235, 12237 and 12239 Choisser Road (APN: 231-491-12, 13, 14, 15, 16, 17, 18, & 19) will be rezoned from R-1 to PUD to provide consistency with the proposed International West Mixed Use General Plan Designation. The PUD will include all necessary requirements so a Site Plan/Land Use Permit application will not be required;
- Tentative Tract Map No. 17455 and Development Agreement No. DA-185-12 are integral parts of the project. They will be considered at a future date by Planning Commission and City Council; and
- A future Conditional Use Permit, to allow for the sale of alcoholic beverages in the hotel, hotel restaurants, and freestanding restaurants, will be considered at a future date by the Planning Commission.

3.3 MITIGATION MONITORING PROGRAM

Mitigation Measure	Verification	Timing	Responsible Party
AESTHETICS (SECTION 2.1)			
Light and Glare			
<p>AES-1 Prior to final site plan approval, a site specific lighting study shall be prepared which incorporates measures to ensure that the project will be in compliance with Chapter 16, Development Standards, of the City's Zoning Code for parking lot lighting so that lighting within parking areas are directed, positioned, or shielded so as to minimize light spillage. Additionally, the study shall incorporate measures necessary for the project's compatibility with the goals and policies (i.e., Policy SAF-2.1 and SAF-IMP-2A) in the General Plan for providing adequate lighting to maintain a safe public environment.</p>	<p>Site Plan Review</p>	<p>Prior to final of site plan approval</p>	<p>Community Development Department</p>
<p>AES-2 Sufficient technology currently exists to reduce lighting impacts from hotel/resort lighting to a less than significant level. However, given that the project is still in conceptual design and operation is not anticipated to begin until late 2014, identification of specific light reduction measures is premature since light-reduction technology is constantly evolving and advancing (i.e., more sophisticated light-reduction technology is anticipated to be available in the future that is available today). The developer shall include technologically advanced hotel/resort lighting measures in its detailed design plans to ensure that hotel/resort lighting does not significant impact the</p>	<p>Site Plan Review</p>	<p>Prior to final of site plan approval</p>	<p>Community Development Department</p>

Mitigation Measure	Verification	Timing	Responsible Party
surrounding neighborhood.			
AIR QUALITY (SECTION 2.2)			
Vehicle Emissions			
AQ-1 Construction equipment shall be maintained in proper tune.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-2 Gasoline or electricity-powered equipment shall be utilized instead of diesel equipment whenever possible.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-3 The use of heavy construction equipment shall be suspended during first stage smog alerts.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-4 All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-5 "Clean diesel" equipment shall be used when modified engines (catalyst equipped or newer Moyer Program retrofit) are available at a reasonable cost.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
Fugitive Dust Emissions and Control			
AQ-6 All active construction areas shall be watered three (3) times daily.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-7 All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.	Grading and building inspections	During grading and building construction	Community Development Department

Mitigation Measure	Verification	Timing	Responsible Party
AQ-8 All unpaved parking or staging areas shall be paved or watered three (3) times daily.	Grading and building inspections	During grading and building construction	Department /Public Works Department
AQ-9 Speed on unpaved roads shall be reduced to less than 15 mph.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-10 Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-11 Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-12 All operations on any unpaved surface shall be suspended if winds exceed 25 mph.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-13 Daily disturbance area shall be limited to two (2) acres or less.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
Off-Site Impacts			
AQ-14 Carpooling shall be encouraged for construction workers.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department

Mitigation Measure	Verification	Timing	Responsible Party
AQ-15 Any required lane closures shall be limited to off-peak travel periods.	Grading and building inspections	During grading and building construction	Works Department
AQ-16 Construction vehicles shall be parked off traveled roadways.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-17 Any dirt hauled off-site shall be wet down or covered.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-18 Access points shall be washed or swept daily.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-19 Receipt of materials shall be during non-peak traffic hours.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
AQ-20 Construction sites shall be sandbagged for erosion control.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
Operational Emissions Reduction Measures			
AQ-21 Prior to the issuance of building permits, the building construction design shall demonstrate to the satisfaction of the City Building Department that it exceeds the minimum statewide energy	Grading and building inspections	Prior to the issuance of building permits	Community Development Department/Public Works Department

Mitigation Measure	Verification	Timing	Responsible Party
<p>requirements of Title 24 by 20 percent. This shall be accomplished by including the following items but not limited to:</p> <ul style="list-style-type: none"> a. Use of low emission water heaters b. Use of central air heating systems c. Use of energy efficient appliances d. Use of increased insulation e. Use of energy-efficient parking lot lights f. Use of lighting controls and energy efficient lighting g. Use of energy efficient windows h. Use of alternative energy (i.e., solar paneling) 			
Transportation Management Techniques to Reduce Vehicle Emissions			
<p>AQ-22 Prior to the issuance of certificates of occupancy, the below recommendations of the TDM shall be implemented:</p> <ul style="list-style-type: none"> a. Use of shuttle service, public transit and carpooling shall be encouraged. b. Design of a Walkable community shall be encouraged. c. Improvement of sidewalk network shall be encouraged. d. Use of bicycle lanes, rack or storage area shall be encouraged to facilitate use of bikes. e. Participation in City's existing TDM (Transportation Demand Management) Programs shall be required. f. A mix of uses on the site (i.e., hotel, restaurant, recreation, and retail) shall be required to minimize off-site travel. 	Grading and building inspections	Prior to the issuance of certificates of occupancy	Community Development/Public Works Department

Mitigation Measure	Verification	Timing	Responsible Party
GEOLOGY AND SOILS (SECTION 2.6)			
GEO-1 Prior to the approval of final design plans, a site-specific geologic investigation of liquefaction potential shall be performed. The project shall be required to comply with all mitigation, conditions and/or performance criteria recommended by the investigation. Proof of compliance with this measure shall be given by the City Engineer and Planning Director prior to the approval of the final design plans.	Grading and Building Plan Review Inspections	Prior to approval of final design plans	Community Development/Public Works Department
GEO-2 Prior to the approval of final design plans, a site-specific geotechnical investigation shall be prepared by a registered geologist. The project shall be required to comply with all mitigation, conditions and/or performance criteria recommended by the investigation. Proof of compliance with this measure shall be given by the City Engineer and Planning Director prior to the approval of the final design plans.	Grading and Building Plan Review Inspections	Prior to approval of final design plans	Community Development/Public Works Department
HAZARDS AND HAZARDOUS MATERIALS (SECTION 2.8)			
HHM-1 Prior to the issuance of a grading permit, near surface soil sampling and analysis shall be performed to determine if any agricultural chemicals remained at the site. If any agricultural chemicals are found, the contamination shall be removed.	Grading inspection	Prior to the issuance of a grading permit	Community Development Department
HHM-2 Prior to the issuance of a grading permit, the project conditions of approval shall require implementation of the Phase 1 study recommendations.	Grading inspection	Prior to the issuance of a grading permit	Community Development Department
NOISE (SECTION 2.12)			
Roadway Noise Reduction Measures			

Mitigation Measure	Verification	Timing	Responsible Party
NOI-1 Roadway noise impact standards from the City of Garden Grove's Noise Standards (Garden Grove Municipal Code Section 8.47, Noise Control) shall be followed.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
NOI-2 Prior to the approval of the final design plans, the project architect shall demonstrate to the satisfaction of the Planning Director that the final hotel(s), parking structure(s) and restaurant(s) layout further reduce potential roadway noise impacts from Harbor Boulevard and Twintree Lane to the residential units, located adjacent to the project site.	Grading and Building Plan Review Inspections	Prior to final of building permits	Community Development Department
NOI-3 Additional noise barrier analysis shall be conducted, which will specifically indicate the amount of noise attenuation provided by the Hotel towers to the adjacent residential area. Hotel towers will further shield roadway noise propagating from Harbor Boulevard.	Grading and Building Plan Review Inspections	Prior to final of building permits	Community Development Department
Stationary Noise Reduction Measures			
NOI-4 An 8-foot shielding wall shall be provided along the east property line.	Building Plan Review and Inspections	Prior to final of building permit	Community Development Department
NOI-5 Delivery truck operations and loading and unloading activities shall be limited to daytime hours between the hours of 7:00 AM to 10:00 PM.	Grading and Building inspections and during operation of project	On going	Community Development Department/Police Department Code Enforcement Department
NOI-6 All delivery trucks associated with the future uses shall not idle for more than 5 minutes.	Grading and Building inspections and during operation of project	On going	Community Development Department/Police

Mitigation Measure	Verification	Timing	Responsible Party
			Department Code Enforcement Department
NOI-7 Any trash compactor/pool equipment shall be shielded by a 6 to 8 feet high parapet wall, or fully enclosed. The mechanical equipment shall be placed at a distance furthest from the nearest residential dwelling units. The height of the walls shall be at least as high as or higher than the mechanical equipment (i.e., 4 feet).	Building Plan Review and Inspections	On going	Community Development Department/Police Department Code Enforcement Department
NOI-8 The parking structure shall have 4-foot or higher shielding walls for each floor that faces the residential units to the east. The parking structure's surface shall be treated to minimize tire screeching noise.	Building Plan Review and Inspections	Prior to final of building permit	Community Development Department
NOI-9 Once project is in operation, noise monitoring shall occur to ensure the project site is operating within the City's criteria.	After final	On going	Community Development Department
Construction Noise Reduction Measures			
NOI-10 Construction operations shall follow the City's General Plan and the noise ordinance which states that operations cannot exceed the stipulations set forth in Garden Grove Municipal Sections 8.47.050 and 8.47.060.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
NOI-11 Construction shall not occur during the hours of 10:00 PM to 7:00 AM.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
NOI-12 During construction, the contractor shall ensure all construction equipment is equipped with appropriate	Grading and building inspections	During grading and building construction	Community Development

Mitigation Measure	Verification	Timing	Responsible Party
noise attenuating devices.			Department/Public Works Department
NOI-13 Idling equipment shall be turned off when not in use.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
NOI-14 Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.	Grading and building inspections	During grading and building construction	Community Development Department/Public Works Department
PUBLIC SERVICES AND UTILITIES (SECTION 2.14)			
PS-1 An internal fire loop shall be constructed around the site to provide adequate fire fighting capability to all structures located on the parcel.	Grading and Plan Review	Prior to final of building permits	Public Works Department
TRANSPORTATION (SECTION 2.16)			
On-Site			
TRANS-1 The on-site circulation system per the detailed site plan shall be constructed. a. A minimum of one (1) entry lane and two (2) exit lanes shall be provided at Project Access 1 Driveway at Harbor Boulevard.	Grading and Building Plan Review Inspections	Prior to final of building permits	Community Development Department/Public Works Department
TRANS-2 The following project access points on Harbor Boulevard shall be provided: a. Project Access 1 – full access, signalized.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
TRANS-3 The following project access point on Twintree Lane shall be provided: a. Project Access 2 – right out and left in only access.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
TRANS-4 Stop signs, stop bars and stop legends shall be installed at Project Access 2.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department

Mitigation Measure	Verification	Timing	Responsible Party
TRANS-5 Project Access 1 / Sheraton Driveway shall line-up and be reconfigured with the installation of a traffic signal.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
TRANS-6 Channelization median and signage to restrict access to the residential neighborhood along Twintree Lane shall be installed.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
TRANS-7 A minimum of 1,297 parking spaces shall be provided within the site.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
Area-Wide			
TRANS-8 Any remaining street half-section improvements on Harbor Boulevard, directly adjacent to the project boundaries, shall be completed.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
TRANS-9 Any remaining street half-section improvements on Twintree Lane, directly adjacent to the project boundaries, shall be completed.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
TRANS-10 The Project shall participate in the installation of the following off-site improvements: a. Harbor Boulevard (NS) at Project Access 1 (EW): i. Install traffic signal. ii. Reconfigure NB left turn median. iii. Reconfigure SB left turn median. iv. Install SB left turn pocket with 225 feet of storage. Refer to Section 6.0 of the Appendix G for the minimum queuing capacity required for this lane. v. Reconfigure EB Sheraton Driveway to be full access. vi. Install shared left/through/right lane.	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
TRANS-11 Traffic signing/stripping should be implemented in	Grading and Plan Review	Prior to final of	Public Works

Mitigation Measure	Verification	Timing	Responsible Party
<p>conjunction with detailed construction plans for the project site.</p>		building permits	Department
Fair Share			
<p>TRANS-12 The project shall contribute to the City's fair share improvement program for those intersections improvements that are not called out as solely the project's responsibility. Table 10 in Appendix G identified the project traffic contribution to the study area intersections.</p>	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
Regional Funding Mechanisms			
<p>TRANS-13 The project shall participate in the City's sponsored regional transportation funding programs or as agreed upon with the City of Garden Grove.</p>	Grading and Building Plan Review Inspections	Prior to final of building permits	Public Works Department
Parking			
<p>TRANS-14 Prior to the issuance of certificates of occupancy, the below recommendations of the shared parking assessment Exhibit G (found in Appendix H) shall be implemented for the proposed project:</p> <ul style="list-style-type: none"> a. Implement a valet and self-park parking program. b. Provide for a bus/van pick-up and drop-off location site for hotel guests and employees. c. Encourage alternative transportation methods for employees through transportation management incentives, such as employee reimbursement for using the transit and providing a transportation coordinator for the staff d. Provide a total of three (3) onsite bicycle racks (approximately 5-8 bicycles per rack) in convenient locations throughout the hotel 	Grading and Building Plan Review Inspections	Prior to the issuance of certificates of occupancy	Public Works Department

Mitigation Measure	Verification	Timing	Responsible Party
<p>property (Exhibit G).</p> <p>e. Post "No Parking in Neighborhood" signage (Exhibit G).</p> <p>f. Dedicate up to three (3) bus parking spots for buses (Exhibit G).</p> <p>g. Provide a plan to monitor the project's peak parking demand as needed to refine parking management operations at the site.</p> <p>h. Provide emergency vehicles access to the first floor of the parking structure that can be able to drive through one (1) entrance and out the other.</p>			
UTILITIES AND SERVICE SYSTEMS (SECTION 2.17)			
<p>USS-1 Prior to the issuance of a grading permit, it shall be demonstrated to the satisfaction of the City Engineer that proper hydromodification methods have been applied to the proposed on-site storm drain improvements.</p>	<p>Grading and Building Plan Review Inspections</p>	<p>Prior to the issuance of a grading permit</p>	<p>Public Works Department</p>

4.0 PERSONS CONTACTED AND REFERENCES

4.1 CITY OF GARDEN GROVE

Community Development Department

Susan Emery, Director
Karl Hill, Planning Manager
Ding Victoria, Building Manager
Maria Parra, Urban Planner

Economic Development

Greg Blodgett, Senior Project Manager
Paul Guerrero, Senior Economic Development Specialist
Greg Brown, Senior Project Manager
Grace Lee, Economic Development Specialist

Police Department

Ed Levia, Sergeant, Intelligence Investigator

Fire Department

Jim Hughes, Fire Prevention Officer

Public Works

Bill Murray, Public Works Director
David E. Entsminger, Water Services Division Manager
Dan Candelaria, Traffic Engineer
Albert Holmon, Solid Waste Programs

4.2 OTHER ORGANIZATIONS AND INDIVIDUAL CONTACTED

RK Engineering Group – Bob Kahn, Rogier Goedecke and Michael Dickerson
PSOMAS – Michael Swan, Bob Talafus and Peter Fitzpatrick
Native American Heritage Commission
Orange County Sanitation District

4.3 REFERENCES

City of Garden Grove

- . 2011. Inter-Department Memorandum regarding Relocation Plan for Site “C” Located on the Northeast Corner of Harbor Boulevard and Twintree Lane, June 14.
- . 2008a. General Plan 2030 Update. August.
- . 2008b. Environmental Impact Report for the General Plan 2030 Update. August, State Clearinghouse No. 200804179.
- . Title of the Garden Grove Municipal Code.

Native American Heritage Commission

- . 2011. Correspondence regarding Tribal Consultation Pursuant to Government Codes No. 127e §§ 65092, 65351, 65352.3, 65352.4, 65560 and 65562.5 (SB 18) for the General Plan Amendment, Site “C” Project; located in the City of Garden Grove; Orange County, California. November 8.

Orange County Sanitation District (OCSD)

- . 2011. Correspondence regarding Harbor Boulevard Site C Hotels Project and Trunk Sewer Line Capacity, October 12.

Phase One Inc.

- . 2010. Phase I Environmental Site Assessment for CC Camperland RV Park, 12262-1296 Harbor Boulevard, Garden Grove, California 92840. June.
- . 2009. Limited Phase II Environmental Site Assessment for 12222 Harbor Boulevard, Garden Grove, California. March 10.

Southern California Association of Governments (SCAG)

- . 2011. Profile of the City of Garden Grove, May 2011. Available at <http://www.scag.ca.gov/resources/pdfs/2011LP/Orange/GardenGrove.pdf>. Accessed on December 21, 2011.

State of California

- . CEQA – California Environmental Quality Act, Statutes and Guidelines.

U.S. Census

- . 2009a. Garden Grove city, California. ACS Demographic and Housing Estimates: 2009. 2009 American Community Survey 1-Year Estimates. Available at http://factfinder.census.gov/servlet/ADPTable?_bm=y&-geo_id=16000US0629000&-qr_name=ACS_2009_1YR_G00_DP5&-context=adp&-ds_name=&-tree_id=309&-lang=en&-redoLog=false&-format=. Accessed on December 21, 2011.
- . 2009b. Garden Grove city, California. Selected Housing Characteristics: 2009. 2009 American Community Survey 1-Year Estimates. Available at http://factfinder.census.gov/servlet/ADPTable?_bm=y&-geo_id=16000US0629000&-qr_name=ACS_2009_1YR_G00_DP4&-context=adp&-ds_name=&-tree_id=309&-lang=en&-redoLog=false&-format=. Accessed on December 21, 2011.
- . 2009c. Garden Grove city, California. Selected Social Characteristics in the United States: 2009. 2009 American Community Survey 1-Year Estimates. Available at http://factfinder.census.gov/servlet/ADPTable?_bm=y&-geo_id=16000US0629000&-qr_name=ACS_2009_1YR_G00_DP2&-context=adp&-ds_name=&-tree_id=309&-lang=en&-redoLog=false&-format=. Accessed on December 21, 2011.

4.4 TECHNICAL STUDIES

1. Shade and Shadow Study, AECOM, August 2012
2. Air Quality and GHG Impact Study, RK Engineering Group, Inc., August 9, 2012
3. Water Quality Management Plan, PSOMAS, July 2012
4. Water Assessment Analysis, PSOMAS, July 2012
5. Acoustical Study, RK Engineering Group, Inc., August 3, 2012
6. Traffic Impact Study, RK Engineering Group, Inc., July 27, 2012
7. ULI Shared Parking Study, RK Engineering Group, Inc., July 13, 2012

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5.0 DISTRIBUTION LIST

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Matthew Fertal, City Manager
City of Garden Grove
11222 Acacia Parkway
Garden Grove, CA 92840

City of Garden Grove Fire Department
David Bertka, Fire Chief
11301 Acacia Parkway
Garden Grove, CA 92840

City of Garden Grove Community
Development
Susan Emery, Director
11222 Acacia Parkway
Garden Grove, CA 92840

City of Garden Grove Police Department
Kevin Raney, Police Chief
11301 Acacia Parkway
Garden Grove, CA 92840

City of Garden Grove Public Works
Department
William E. Murray, Director
13802 Newhope Street
Garden Grove, CA 92843

City of Garden Grove Engineering Division
William E. Murray
11222 Acacia Parkway
Garden Grove, CA 92840

Garden Grove Unified School District
Dr. Laura Schwalm, PhD, Superintendent
10331 Stanford Avenue
Garden Grove, CA 92840

Pacific Bell
13062 Euclid Street
Garden Grove, CA 92841

Southern California Edison Company
Planning Department
1241 S. Grand Avenue
Santa Ana, CA 92706

Southern California Gas Company
District Operations Manager
12631 Monarch Avenue
Garden Grove, CA 92841-9998

Time-Warner
General Manager
7441 Chapman Avenue
Garden Grove, CA 92841

Orange County Public Library
Garden Grove Regional Branch
11200 Stanford Avenue
Garden Grove, CA 92840

City of Anaheim
200 S. Anaheim Boulevard
Anaheim, CA

City of Orange
300 E. Chapman Avenue
Orange, CA 92866

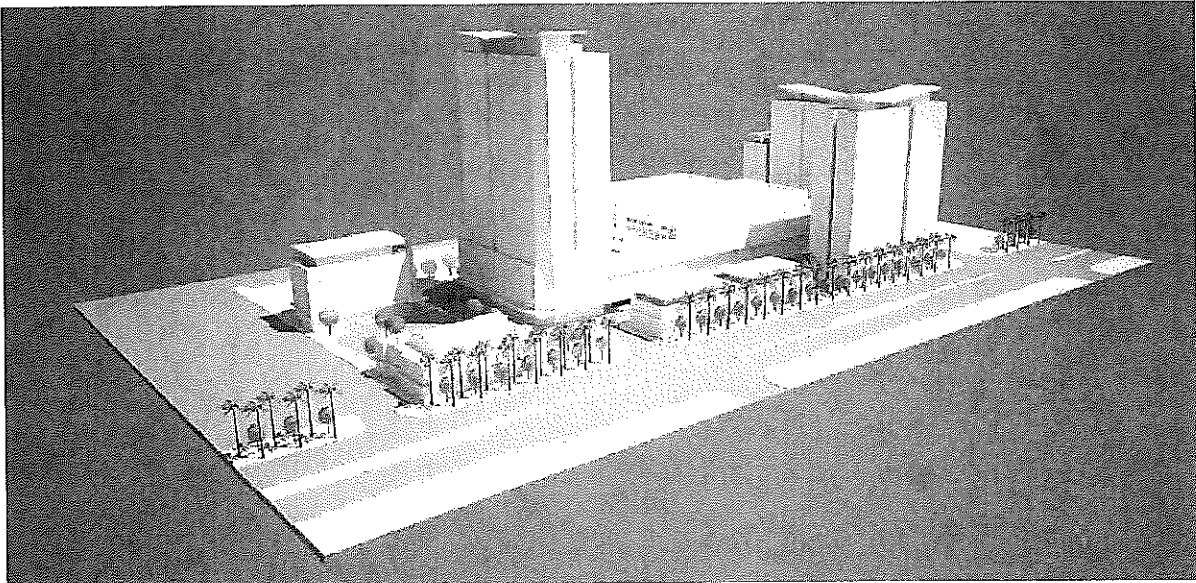
City of Santa Ana
20 Civic Center Plaza
Santa Ana, CA 92701

Santa Ana Regional Water Quality Control
Board
3737 Main Street, Suite 500
Riverside, CA 92501-3348

OC Flood Control District
Glassell Field Office
2301 North Glassell Street
Orange, CA 92865

City of Garden Grove

**International West Hotel –
Harbor East (Site C)
Mitigated Negative Declaration
Response to Comments (RTC)**



**Prepared by
City of Garden Grove**

September 2012

1.0 WRITTEN COMMENT LETTERS AND RESPONSES:

This document provides responses to the written comments made on the Draft Mitigated Negative Declaration (MND) during the Office of Planning and Research (OPR) published public review and comment period of August 13, 2012 to September 11, 2012 and the City's public review and comment period from August 15, 2012 to September 14, 2012. The comment letters received on the Draft MND are numbered, as listed below, and are included in the following pages along with the formal responses prepared for the comments. To assist in referencing comments and responses, each specific comment is numbered and refers to a statement or paragraph in the corresponding letter. All correspondence from those agencies or individual comments on the Draft MND is reproduced on the following pages. Following each comment letter are responses to each letter.

1.1 Comment Letters

A total of six (6) written comment letters were received at the end of the 30 day public review period.

1. Native American Heritage Commission, letter dated August 16, 2012.
2. Department of Transportation, letter dated September 10, 2012.
3. City of Santa Ana, Planning and Building Agency, letter dated September 12, 2012.
4. Orange County Public Works, letter dated September 12, 2012.
5. State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, letter dated September 12, 2012.
6. City of Anaheim, Planning Department, letter dated September 13, 2012.

1.2 Neighborhood Meeting Comments

A public meeting was conducted by the City on August 23, 2012 to solicit comments on the Project's Draft MND. Comment cards were provided to members of the public who attended the public meeting held at the Garden Grove Community Meeting Center. These comment cards enabled the meeting moderator to properly acknowledge those individuals that wished to provide verbal or written comments during the meeting or after the meeting during the public comment period. No formal comments were provided via the comment cards during or following the public meeting. Some informal questions/answers were discussed following the meeting presentation.

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5360
 Web Site www.nahc.ca.gov
 ds_nahc@pacbell.net



August 16, 2012

Ms. Maria Parra, Urban Planner
City of Garden Grove
 11222 Acacia Parkway
 Garden Grove, CA 92842

Re: SCH#2012081036 CEQA Notice of Completion; proposed Mitigated Negative Declaration for the "International West Hotel – Harbor East (Site C) Project;" located in the City of Garden Grove; Orange County, California.

Dear Ms. Parra:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3 *et seq.* This project is also subject to California Government Code Section 65352.3 *et seq.* This project is also subject to California Government Code Section 65352.3 *et seq.*

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

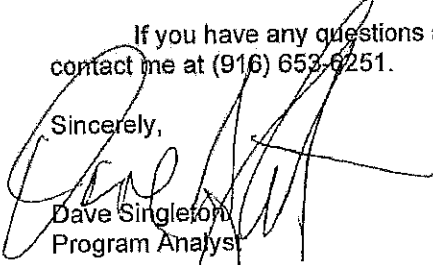
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton", is written over the typed name and title.

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contacts

Orange County
August 16, 2012

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles, CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano CA 92675 m
chiefdavidbelardes@yahoo.
(949) 493-4933 - home
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675-2674
arivera@juaneno.com
(949) 488-3484
(949) 488-3294 - FAX
(530) 354-5876 - cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva

tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower, CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel, CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana, CA 92799
alfredgcruz@sbcglobal.net
714-998-0721
714-998-0721 - FAX
714-321-1944 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012081036; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the International West Hotel East (Site C); located in the City of Garden Grove; Orange County, California.

Native American Contacts
Orange County
August 16, 2012

Juaneno Band of Mission Indians
Anita Espinoza
1740 Concerto Drive Juaneno
Anaheim , CA 92807
neta777@sbcglobal.net
(714) 779-8832

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX

United Coalition to Protect Panhe (UCPP)
Rebecca Robles
119 Avenida San Fernando Juaneno
San Clemente CA 92672
rebobles1@gmail.com
(949) 573-3138

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry, Representing Tribal Chairperson
4955 Paseo Segovia Juaneno
Irvine , CA 92612
949-293-8522

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012081036; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the International West Hotel East (Site C); located in the City of Garden Grove; Orange County, California.

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

515 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5350
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



November 8, 2011

Ms. Maria Parra, Urban Planner
City of Garden Grove
11222 Acacia Parkway
Garden Grove, CA 92842

Sent by FAX to: 714-741-5578
No. of Pages: 3

Re Tribal Consultation Pursuant to Government Codes No. 127e §§ 65092, 65351, 65352.3, 65352.4, 65580 and 65562.5 (SB 18) for the General Plan Amendment, Site "C" Project, located in the City of Garden Grove, Orange County, California

Dear Ms. Parra:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. The Native American Heritage Commission is the state "trustee agency" designated for the protection of Native American Cultural Resource pursuant to CA Public Resources Code §21070. In the 1985 Appellate Court decision ((170 Cal App 3rd 804), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites

Attached is a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect (APE). The tribal entities on the list are for your guidance for government-to-government consultation purposes. Pursuant to CA Public Resources Code §5097.95, please provide pertinent project information to the tribal consulting parties.


The NAHC did perform a Sacred Lands File search of the project location and no Native American cultural resources were identified in the project site you identified. Also, please note that the absence of archaeological, Native American cultural resources does not indicate that they do not exist; they may be discovered inadvertently during construction activity. California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. Please contact the Native Americans on the attached list to determine, from their knowledge, if the proposed changes or governmental action might impact on Native American cultural resources. If so, Section 15382 of the CEQA Guidelines defines a significant

impact on the environment as "substantial," and Section 2183.2 requires documentation, data recovery of cultural resources identified. The NAHC recommends that lead agencies provide appropriate archaeological studies and pertinent project information to the consulting Native American tribes, as appropriate.

The Native American Heritage Commission works with Native American tribal governments regarding its identification of 'Areas of Traditional Use.' The Commission may adjust the submitted data defining the 'Area of Traditional Use' in accordance with documentation provided by consulting tribes, generally accepted ethnographic, anthropological, archeological research and oral history.

If you have any questions, please contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Attachment: Native American Tribal Government Consultation List

**Native American Tribal Consultation List
Orange County
November 8, 2011**

- 1) **TiAt Society/Inter-Tribal Council of Pimu**
Cindi M. Alvitre, Chairwoman-Manisar
8098 Mace Avenue, Aapt. D Gabrielino
Costa Mesa, CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell
- 2) **Juaneno Band of Mission Indians Aqachemen Nation**
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano, CA 92675
chiefdavidbelardes@yahoo.
(949) 493-4933 - home
- 3) **Gabrieleno/Tongva San Gabriel Band of Mission** 8)
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel, CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 483-3564 cell
- 4) **Gabrielino Tongva Nation**
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles, CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell
- 5) **Juaneno Band of Mission Indians Aqachemen Nation**
Anthony Rivera, Chairman
31411-A La Matanza Street Juaneno
San Juan Capistrano, CA 92675-2674
arivera@juaneno.com
(949) 488-3484
(949) 488-3294 - FAX
- 6) **Juaneno Band of Mission Indians**
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana, CA 92799
alfredgacruz@sbcglobal.net
714-998-0721
714-998-0721 - FAX
- 7) **Juaneno Band of Mission Indians Aqachemen Nation**
Joyce Perry; Representing Tribal Chairperson
4955 Paseo Segovia Juaneno
Irvine, CA 92612
949-293-8522
- 8) **Gabrielino-Tongva Tribe**
Linda Gandelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles, CA 90067
lgandelaria1@gabrielinoTribe.org Gabrielino
626-678-1184- cell
(310) 587-0170 - FAX
- 9) **Gabrieleno Band of Mission Indians**
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723
(626) 926-4131 Gabrielino
gabrielenoindians@yahoo.com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3 and 65362.4.



CITY OF GARDEN GROVE

December 6, 2011

Juaneño Band of Mission Indians Acjacheman Nation
Attn: David Belardes, Chairperson
32161 Avenida Los Amigos
San Juan Capistrano, CA 92675

William J. Dalton
Mayor

Steven R. Jones
Mayor Pro Tem

Dina Nguyen
Council Member

Bruce A. Broadwater
Council Member

Kris Beard
Council Member

SUBJECT: Tribal Consultation Per Senate Bill No. SB18 (California Code §65352.3 and 65352.4 for General Plan Amendment from Low Medium Density Residential to International West Mixed Use for a properties located at 12551 Twintree Lane, 12571 Twintree Lane, 12237 Choisser Road, and 12239 Choisser Road for a project named Site "C", City of Garden Grove, Orange County, California.

Dear Mr. Belardes,

The City of Garden Grove has received a proposal for the development of a hotel and restaurant development known as Site "C." The project includes a request to change the General Plan Land Use Designation of four (4) properties located at 12551 Twintree Lane, 12571 Twintree Lane, 12237 Choisser Road, and 12239 Choisser Road from Low Density Residential to International West Mixed Use. The properties at 12551 and 12571 Twintree Lane are improved with single-family homes, and the structures will be demolished to accommodate the proposed project. The properties at 12237 and 12239 Choisser Road are improved with single-family homes; however, only the unimproved backyards of the properties will be part of the project request. The four (4) subject parcels will be combined with ten adjacent properties, that are currently vacant or improved with commercial and residential structures that will be demolished, in order to facilitate the development. When combined, the project site will be 5.18 acres in size.

The Developer has proposed an Upper Upscale Hotel with approximately nineteen (19) stories and between three hundred (300) and four hundred rooms (400), including not less than ten thousand (10,000) and up to thirty thousand (30,000) square feet of meeting space, as well as a minimum of ten thousand (10,000) and a maximum of sixty-five thousand (65,000) square feet of retail/restaurant/entertainment, including one (1) or more restaurants, and a parking structure. In addition, the Developer has also proposed up to two (2) Limited Service Hotels, consisting of approximately

11222 Acacia Parkway • P.O.Box 3070 • Garden Grove, CA 92842
www.ci.garden-grove.ca.us

125-200 rooms each. The zoning of all four (4) properties will be changed from R-1 (Single-Family Residential) to Planned Unit Development. A vicinity map is attached.

Pursuant to SB 18, we have consulted with the Native American Heritage Commission, who responded that a file search has been performed and no Native American Cultural Resources were found within one-half mile of the site (see attached letter). Along with their letter, a Native American Tribal Consultation List was provided with a suggestion that the City contact those on the list for additional information. Also included is a copy of the Sacred Lands File and Native American Contacts List Request form that we mailed to the Native American Heritage Commission and a vicinity map for your review. Therefore, The City is requesting any information you might have regarding any potential cultural site that is within the project boundaries that may be impacted by the proposed development.

Responses can be sent by mail, faxed to (714) 741-5578, or e-mailed to mariap@ci.garden-grove.ca.us. For your convenience, if you have no comments about the project, enclosed is a pre-paid post card that you can sign and date and mail back to the City of Garden Grove.

Should you need any additional information, please contact me at 714-741-5316. Thank you for your time.

Sincerely,



Maria Parra
Urban Planner
City of Garden Grove Planning Division

Enclosure

**1. RESPONSES TO COMMENTS FROM DAVE SINGLETON, PROGRAM ANALYST,
NATIVE AMERICAN HERITAGE COMMISSION**

Native American Heritage Commission (NAHC)'s November 8, 2011 correspondence (see Attachment 1) stated that the NAHC performed a Sacred Lands File search of the project location and no Native American cultural resources were identified in the project site. In addition, on December 6, 2011, per NAHC's suggestion, the City of Garden Grove sent a correspondence to all the tribes listed in the Native American Tribal Consultation List (Attachment 2). Out of all the tribes contacted, only two (2) contacts responded stating that neither of them had any comments on the proposed project/Mitigated Negative Declaration.

DEPARTMENT OF TRANSPORTATION

District 12
 3337 Michelson Drive, Suite 380
 Irvine, CA 92612-8894
 Tel: (949) 724-2900
 Fax: (949) 724-2592



*Flex your power!
 Be energy efficient!*

FAX & MAIL

September 10, 2012

Maria Parra
 Urban Planner
 City of Garden Grove
 11222 Acacia Parkway
 Garden Grove, CA 92840

File: IGR/CEQA
 SCH#: 2012081036
 Log #: 3051
 SR-22, I-5

Subject: International West Hotel Harbor East (Site C)

Dear Ms. Parra,

Thank you for the opportunity to review and comment on the Mitigated Negative Declaration Environmental Impact Report (MNDEIR) for the International West Hotel Harbor East project. The proposed project includes, Development of One full service hotel and Two limited service hotels, conference/meeting banquet space, several restaurants and an indoor entertainment venue that is open to the public. 769 rooms hotel (max height of 263 ft) Appx. 39,000 sf of conference/meeting/banquet room and 45,000 sf of restaurant and entertainment space, with 1,297 space parking structure. The project includes establishment of a PUD zoning and a General Plan Amendment to change the General Plan Land use designation of six existing residential properties from Low Density Residential to International West Mixed Use on this approximately 5.2 acre site on Twintree Lane. The nearest State routes to the project are SR-22 and I-5.

The California Department of Transportation (Department), District 12 is a commenting agency on this project and has the following comments:

1. The Department's Traffic Operations Branch requests all applicants to use the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities. The use of HCM is preferred by the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. The EIR should include appropriate mitigation measures to offset any potential impacts.

"Caltrans improves mobility across California"

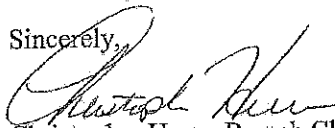
The traffic impact on the state transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies which is available at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>. Please provide the Traffic Analysis report for review and approval to satisfy the following concerns:

- A) Since the signalized intersections within the SR-22 Harbor/Trask interchange are currently operating at over saturated conditions the use of Synchro/Sim Traffic calculation is requested.
 - B) The *Guide for the Preparation of Traffic Impact Studies* sets a threshold of 15% pass-by and 5% internal capture reduction rates. Provide greater justification for using 25% pass-by and 35% internal capture trip reduction rates in the Traffic Impact Study.
 - C) Include the analysis of EB SR-22 Harbor Blvd (South) off ramp. The concern is queuing from the ramp onto the mainline and the weaving of the off-ramp traffic and EB Trask Ave traffic.
 - D) Provide a queue analysis for Caltrans intersections and related ramp storage capacity.
 - E) Verify with Caltrans Electrical Systems that the cycle lengths used in the analysis of 100 seconds are the actual cycle lengths.
2. If any project work (e.g. storage of materials, street widening, emergency access improvements, sewer connections, sound walls, storm drain construction, street connections, etc.) will occur in the vicinity of the Department's Right-of-Way, an encroachment permit is required prior to commencement of work. Please allow 2 to 4 weeks for a complete submittal to be reviewed and for a permit to be issued. When applying for an Encroachment Permit, please incorporate Environmental Documentation, SWPPP/ WPCP, Hydraulic Calculations, Traffic Control Plans, Geotechnical Analysis, Right-of-Way certification and all relevant design details including design exception approvals. For specific details on the Department's Encroachment Permits procedure, please refer to the Department's Encroachment Permits Manual. The latest edition of the manual is available on the web site: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>
 3. All work performed within the Department's Right-of-Way shall be in accordance with the Department's Standard Specifications, Standard Plans, Encroachment Permit manual, and the California MUTCD.

File: IGR/CEQA
SCH#: 2012081036
Log #: 3051
SR-22 , I-5
Page (3)

Please continue to keep us informed of this project and any future developments, which could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Farhad Edward Khosravi at ed_khosravi@dot.ca.gov or (949) 724-2338.

Sincerely,



Christopher Herre, Branch Chief
Local Development/Intergovernmental Review

"Caltrans improves mobility across California"

2. RESPONSE TO COMMENT FROM CHRISTOPHER HERRE, BRANCH CHIEF, LOCAL DEVELOPMENT/INTERGOVERNMENTAL REVIEW, DEPARTMENT OF TRANSPORTATION, DISTRICT 12



transportation planning • traffic engineering
acoustical engineering • parking studies

September 26, 2012

Mr. Greg Blodgett
CITY OF GARDEN GROVE
11222 Acacia Parkway
Garden Grove, CA 92840

Subject: Response to Comments Made by the California Department of Transportation Pertaining to the Garden Grove Site "C" Traffic Impact Study, City of Garden Grove

Dear Mr. Blodgett:

RK ENGINEERING GROUP, INC. (RK) would provide the following clarifications in response to comments made by the California Department of Transportation, in a letter dated September 10, 2012, pertaining to the analysis methodology of the Garden Grove Site "C" Hotel Traffic Impact Study:

1. RK utilized the Intersection Capacity Utilization (ICU) methodology in order to calculate volume to capacity ratios, establish levels of service, and analyze traffic impacts at signalized study area intersections. ICU methodology is the standard and preferred signalized intersection analysis methodology for most agencies within Orange County, including the City of Garden Grove, and it is also required by the Orange County Transportation Authority (OCTA). In addition, general plan traffic operating conditions for signalized intersections within the City of Garden were analyzed using the ICU methodology. In order to maintain consistency and assess traffic impacts as they relate to existing and general plan conditions, it was important for the study to reflect the same methodology.
 - a. Traffix analysis software was utilized to generate the traffic model, not Synchro software. Traffix analysis software is utilized nationally to calculate a variety of methodologies, including ICU. Additionally, the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies also allows for the use of Traffix software.
 - b. The project's trip generation has been carefully prepared by RK's Traffic Engineers with local experience in this vicinity and has been reviewed by City's Traffic Engineer prior to starting analysis. Internal capture and pass-by reduction rates are based on the characteristics of the site, the surrounding land uses, and observed patterns

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JN:0762-2011-01 (881125.1)

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
<http://www.rkengineer.com>

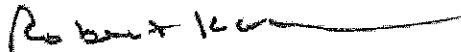
within the City of Garden Grove. These rates are consistent with the *ITE Trip Generation Handbook, March 2001 Edition*, as well as approved by the City of Garden Grove.

- c. The study area intersections analyzed for this project were based on those intersections which are expected to receive a quantifiable amount of project traffic, based on the project's trip distribution. The EB SR-22 Harbor Blvd (South) off-ramp is not expected to be used by vehicles traveling to or from the project site. Vehicles traveling to the project site from EB SR-22 would use the Harbor Blvd (North) off-ramp, as directed by the existing signage. The EB SR-22 Harbor Boulevard North off-ramp at Trask Road was included in the analysis.
- d. A queue length analysis was not prepared for the EB SR-22 off-ramps at Trask or the WB SR-22 off-ramps at Harbor Boulevard because the project did not have a significant impact at these intersections.
- e. A clearance interval factor of 5% (0.05) is applied to the ICU calculations. The cycle time is 100 seconds for ICU analysis purposes only. This is consistent with the City of Garden Grove and Orange County Transportation Authority (OCTA) standards.

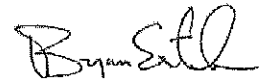
RK Engineering Group, Inc. is pleased to assist the City of Garden Grove on the Garden Grove Site "C" Hotel and Restaurant and looks forward to working with you again in the future. RK's traffic impact study followed City of Garden Grove and OCTA standards.

If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.
Principal



Bryan Estrada
Transportation Planner

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JN:0762-2011-01 (881125.1)

Responses to Comments made by CALTRANS Continued

2. The comment is acknowledged. Should any work be performed near the Department's Right- of-Way, an encroachment permit will be obtained in accordance with the Department's procedures prior to the start of the work.
3. The comment is acknowledged. Any work performed within the Department's Right- of-Way will be in accordance with the Standard Specifications, Standard Plans, Encroachment Permit manual, and the California MUTCD.

LETTER 3

MAYOR

Miguel A. Pulido

MAYOR PRO TEM

Claudia C. Alvarez

COUNCILMEMBERS

P. David Benavides

Carlos Bustamante

Michele Martinez

Vincent F. Sarmiento

Sal Tinajero



CITY OF SANTA ANA

PLANNING & BUILDING AGENCY

20 Civic Center Plaza (M-20)

P.O. Box 1988 • Santa Ana, California 92702

(714) 667-2700 • Fax (714) 973-1461

www.santa-ana.org

INTERIM CITY MANAGER

Paul M. Walters

INTERIM CITY ATTORNEY

Joseph A. Straka

CLERK OF THE COUNCIL

Maria D. Huizar

September 12, 2012

Maria Parra, Urban Planner
City of Garden Grove
Planning Division
11222 Acacia Parkway
Garden Grove, CA 92840

RE: Notice of Intent to Adopt a Mitigated Negative Declaration: International West Hotel – Harbor East (Site C)

Dear Ms. Parra:

Thank you for the opportunity to comment on the International West Hotel – Harbor East (Site C) project. Based on the review of the draft environmental document, our comments are as follows:

- Please explain why the intersection of Harbor Blvd and Westminster Avenue was not included as part of the Traffic Impact Study.
- Why was a future scenario such as 2035 not considered as part of the Traffic Impact Report?

If you have any questions or need additional information, please contact me at (714) 647-5842.

Sincerely,

Hally Soboleske
Associate Planner

HS:

HS:\correspondence\nop-InternationalWestHotelGG_091312.docx

c: Zed Kekula, Public Works Engineer

3. RESPONSE TO COMMENT FROM HALLY SOBOLESKE, ASSOCIATE PLANNER, CITY OF SANTA ANA, PLANNING & BUILDING AGENCY



transportation planning • traffic engineering
acoustical engineering • parking studies

September 26, 2012

Mr. Greg Blodgett
CITY OF GARDEN GROVE
11222 Acacia Parkway
Garden Grove, CA 92840

Subject: Response to Comments Made by the City of Santa Ana Pertaining to the Garden Grove Site "C" Traffic Impact Study, City of Garden Grove

Dear Mr. Blodgett:

RK ENGINEERING GROUP, INC. (RK) would provide the following clarifications in response to comments made by the City of Santa Ana, in a letter dated September 12, 2012, pertaining to the analysis methodology of the Garden Grove Site "C" Hotel Traffic Impact Study:

COMMENT #1: Please explain why the intersection of Harbor Boulevard and Westminster Avenue was not included as part of the Traffic Impact Study.

RESPONSE #1: RK selects intersections for the study, based on the vehicle trip distribution and if the proposed project will contribute 50 or more peak hour trips to a given intersection. Additionally, the proposed project contributes less than three percent (3%) of level of service E capacity along Harbor Boulevard at this intersection. This measure for determining project influence is described in the Orange County Congestion Management Program (CMP). On this basis, the Harbor Boulevard and Westminster Avenue intersection was not selected for analysis by RK.

COMMENT #2: Why was a future scenario such as 2035 not considered as part of the Traffic Impact Report?

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JN: 0762-2011-01 (881122.1)

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
<http://www.rkengineer.com>

RESPONSE #2: In *Sunnyvale West Neighborhood Association v. City of Sunnyvale* (2010) 190 Cal.App.4th 1351, the Court of Appeal for the Sixth District of California ruled that the use of a "future conditions" baseline violated the California Environmental Quality Act. In other words, the impacts of a proposed project must be compared to existing conditions, not a hypothetical future scenario. The California Supreme Court denied depublishation of the *Sunnyvale* opinion. On this basis, the environmental review for this project does not include a future conditions baseline. The practical application of 2035 conditions was weighed along with the project's impact at each study area intersection. This has been consistent with other traffic reports prepared in the City of Garden Grove.

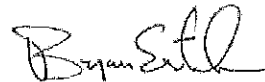
RK Engineering Group, Inc. is pleased to assist the City of Garden Grove on the Garden Grove Site "C" Hotel and Restaurant and looks forward to working with you again in the future. RK's traffic impact study followed City of Garden Grove and OCTA standards.

If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.
Principal



Bryan Estrada
Transportation Planner



Jess A. Carbajal, Director
300 N. Flower Street
Santa Ana, CA
P.O. Box 4048
Santa Ana, CA 92702-4048
Telephone: (714) 834-2300
Fax: (714) 834-5188

NCL 12-026

September 12, 2012

Ms. Maria Parra, Urban Planner
City of Garden Grove, Planning Division
11222 Acacia Parkway
Garden Grove, California 92840

SUBJECT: Notice of Intent to Adopt a Mitigated Negative Declaration for the International West Hotel – Harbor East (Site C): General Plan Amendment No GPA-2-12(B); Planned Unit Development No. PUD-128-12; Tentative Tract Map No. 17455; and Development Agreement No. DA-185-12 located in the City of Garden Grove

Dear Ms. Parra:

The County of Orange has reviewed Notice of Intent to Adopt a Mitigated Negative Declaration for the International West Hotel – Harbor East (Site C): General Plan Amendment No GPA-2-12(B); Planned Unit Development No. PUD-128-12; Tentative Tract Map No. 17455; and Development Agreement No. DA-185-12 and offers the following comments:

Flood Programs:

Flood Program/Hydrology Sub-unit reviewed the subject NCL and offers the following comments for your consideration:

1. The 5.2-acre project site appears to drain into the City of Garden Grove's (City) drainage facilities prior to draining into the Orange County Flood Control District's (OCFCD) East Garden Grove-Wintersburg Channel (Facility No. C05) downstream of Trask Avenue. C05 was built in the 1960's and is likely incapable of conveying the 100-year design discharge from its tributary watershed. Consequently, the City should ensure that there will be no adverse hydraulic effects to C05 and flooding will not occur or be shifted elsewhere as a result of implementing the proposed project.
2. The City should ensure that the development will be adequately protected from flooding in a 100-year storm event.

Maria Parra, Urban Planner
City of City of Garden Grove
September 12, 2012

3. The City, as floodplain administrator for areas within its municipal boundaries, should ensure that FEMA regulations and floodplain requirements are met.

If you have any questions regarding these comments, please contact Hossein Ajideh at (714) 245-4503 or Editha Llanes at (714) 647-3985.

Sincerely,



Michael Balsamo
Manager, OC Community Development
OC Public Works/OC Planning
300 North Flower Street
Santa Ana, California 92702-4048
Michael.Balsamo@ocpw.ocgov.com

cc: Hossein Ajideh, Flood Programs

4. RESPONSE TO COMMENT FROM MICHAEL BALSAMO, MANAGER, OC COMMUNITY DEVELOPMENT, OC PUBLIC WORKS/OC PLANNING

1. The proposed site is comprised primarily of lots that are zoned commercial and six residential lots (less than an acre). That means that for 4/5ths of the site (zoned commercial), discharges will remain unchanged. For the 1/5 of the site (36,000 square feet), the change in land use from residential to commercial is nearly immeasurable with regard to an increase in discharge. The City's implementation of Limited Impact Development drainage standards effectively eliminates the minor increase in storm water discharge from the site.
2. As discussed in Section 2.9, Hydrology and Water Quality, of the MND, the proposed project will comply with Titles 6, 9, and 14 of the City's Municipal Code, which provide regulations to minimize flooding, and losses resulting from flood. In particular, Title 9, Chapter 12 establishes a Flood Hazard Overlay Zone, which includes the City's floodplain management regulations. In addition, per City's requirement, grading improvement plans will be prepared to address potential flooding in designing the placement of the buildings, the height of the building pads, and related improvements to ensure the proposed development meets the FEMA requirements. Compliance with the City's Municipal Code, the City's Emergency Management Plan and grading improvement plan restrictions will ensure that the development will be adequately protected from flooding in a 100-year storm event.
3. Please see Response #2 above.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

September 12, 2012

Maria Parra
City of Garden Grove
11222 Acacia Parkway
P.O. Box 3070
Garden Grove, CA 92842

Subject: International West Hotel East (Site C)
SCH#: 2012081036

Dear Maria Parra:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 11, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(e) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012081036
Project Title International West Hotel East (Site C)
Lead Agency Garden Grove, City of

Type MND Mitigated Negative Declaration
Description The development of one full service hotel and two limited-service hotels that will offer a total of 769 rooms. The project also calls for the development of 39,000 sf of conference/meeting banquet space, and 45,000 sf of restaurant/entertainment space on free-standing pads, in addition to two parking structures that will provide 1,297 parking spaces. The project will be located on an approximately 5.2 acre site. The project includes the establishment of a Planned Unit Development zoning and corresponding development standards; a General Plan Amendment to change the General Plan Land Use designations of six existing residential properties from Low Density Residential to International West Mixed Use.

Lead Agency Contact

Name Maria Parra
Agency City of Garden Grove
Phone (714) 741-5312 **Fax**
email
Address 11222 Acacia Parkway
P.O. Box 3070
City Garden Grove **State** CA **Zip** 92842

Project Location

County Orange
City Garden Grove
Region
Lat / Long 33° 47' 3.15" N / 117° 54' 50.1" W
Cross Streets Northwest corner of Harbor Boulevard and Twintree Lane, west of Choisser Road
Parcel No.
Township 4S **Range** 10W **Section** 34 **Base**

Proximity to:

Highways SR 22
Airports
Railways
Waterways
Schools Yes
Land Use LU: International West Mixed Use and Low Density Residential
Z: HCSP-TZN and P-1

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; California Highway Patrol; Caltrans, District 12; Regional Water Quality Control Board, Region 8; Native American Heritage Commission

Date Received 08/13/2012 **Start of Review** 08/13/2012 **End of Review** 09/11/2012

5. RESPONSE TO COMMENT FROM SCOTT MORGAN, DIRECTOR, STATE CLEARINGHOUSE, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR), STATE OF CALIFORNIA

The comment acknowledges compliance with the CEQA MND public review requirements and requires no further response.



City of Anaheim
PLANNING DEPARTMENT

September 13, 2012

SENT BY E-MAIL & U.S. MAIL

Ms. Maria Parra, Urban Planner
 City of Garden Grove, Planning Division
 11222 Acacia Parkway
 Garden Grove, CA 92840

**RE: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE
 DECLARATION AND INITIAL STUDY FOR THE INTERNATIONAL
 WEST HOTEL PROJECT**

Dear Ms. Parra:

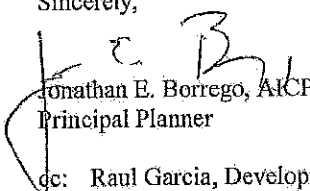
Thank you for providing the City of Anaheim an opportunity to review and comment on the above-referenced document. The City's Public Works Department offers the following comments:

- The traffic impact study used traffic counts from 2010 to reflect existing conditions. The City of Anaheim collected counts for all intersections in the study area on Chapman Avenue and to the north in early 2008, prior to the current economic recession. Traffic counts in 2008 are on average 25% higher than the 2010 counts that are used in this study. Caution should be used, since unforeseen impacts could occur when economic conditions return to normal. Please note that use of the pre-recession counts should not result in any significant impacts in the City of Anaheim, since the pre-recession counts show LOS B for existing conditions in the PM peak hour at the City of Anaheim intersections analyzed.
- The bike map appears to be in error when showing bike facilities. The County of Orange Bicycle Master Plan does not have bike lanes on Katella Avenue east of Jean Street, since current OCTA policy prohibits bike lanes on smart streets.

Should you have any questions regarding these Public Works related comments, please contact Raul Garcia, Principal Civil Engineer, at (714)765-5255.

We would again like to thank you for the opportunity to comment on the above-referenced project. Please forward any subsequent public notices and/or environmental documents regarding this project to my attention at the address listed at the bottom of the first page of this letter. If you have any questions regarding this response, please do not hesitate to contact me at (714) 765-5016.

Sincerely,


 Jonathan E. Borrego, AICP
 Principal Planner

cc: Raul Garcia, Development Services

200 South Anaheim Boulevard
 P.O. Box 3222
 Anaheim, California 92803
 TEL (714) 765-5139

6. RESPONSE TO COMMENT FROM JONATHAN E. BORREGO, AICP, PRINCIPAL
PLANNER, CITY OF ANAHEIM, PLANNING DEPARTMENT



transportation planning • traffic engineering
acoustical engineering • parking studies

September 21, 2012

Mr. Greg Blodgett
CITY OF GARDEN GROVE
11222 Acacia Parkway
Garden Grove, CA 92840

**Subject: Response to Comments Made by the City of Anaheim Pertaining to the
Garden Grove Site "C" Traffic Impact Study, City of Garden Grove**

Dear Mr. Blodgett:

RK ENGINEERING GROUP, INC. (RK) would provide the following clarifications in response to comments made by the City of Anaheim, in a letter dated September 13, 2012, pertaining to the analysis methodology of the Garden Grove Site "C" Hotel Traffic Impact Study:

COMMENT #1: The traffic impact study used traffic counts from 2010 to reflect existing conditions. The City of Anaheim collected counts for all intersections in the study area on Chapman Avenue and to the north in early 2008, prior to the current economic recession. Traffic counts in 2008 are on average 25% higher than the 2010 counts that are used in this study. Caution should be used, since unforeseen impacts could occur when economic conditions return to normal. Please note that use of the pre-recession counts should not result in any significant impacts in the City of Anaheim, since the pre-recession counts show LOS B for existing conditions in the PM peak hour at the City of Anaheim intersections analyzed.

RESPONSE #1: RK has also observed a general trend in reduced traffic volume throughout Southern California as a result of the economic recession. However, should economic conditions improve and traffic volumes begin to increase again, it is anticipated that the increase would occur moderately, and would be accounted for within the 1% annual growth rate that was applied to this study.

COMMENT #2: The bike map appears to be in error when showing bike facilities. The County of Orange Bicycle Master Plan does not have bike lanes on Katella Avenue east of Jean Street, since the current OCTA policy prohibits bike lanes on smart streets.

RESPONSE #2: The Class II proposed bikeway on Katella Avenue, shown on the Bikeway Facilities Map (Exhibit E-3), is consistent with the 2009 OCTA Commuter Bikeways Strategic

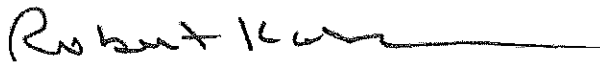
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JN:0762-2011-01

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
<http://www.rkengineer.com>

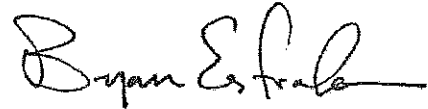
Plan. The OCTA Commuter Bikeways Strategic Plan, Map 1.1: Existing and Proposed Bikeways, indicates that Katella Avenue is proposed to have a Class II On Road Striped bikeway in the future.

RK Engineering Group, Inc. is pleased to assist the City of Garden Grove on the Garden Grove Site "C" Hotel and Restaurant and looks forward to working with you again in the future. RK's traffic impact study followed City of Garden Grove and OCTA standards. If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.
Principal



Bryan Estrada
Transportation Planner