

SPECIAL AND URGENT NOTICE ELIMINATING IN-PERSON PUBLIC PARTICIPATION AT CITY OF STANTON PLANNING COMMISSION MEETING

MEETING DATE: April 15, 2020

These are unprecedented times. The President, Governor, and the City of Stanton have declared a State of Emergency as a result of the threat of COVID-19 (aka the "Coronavirus"). The Governor also issued Executive Order N-25-20 that directs Californians to follow public health directives including cancelling all large gatherings. Governor Newsom also issued Executive Order N-29-20 which lifts the strict adherence to the Brown Act regarding teleconferencing requirements and allows local legislative bodies to hold their meetings without complying with the normal requirements of in-person public participation.

The health and well-being of our residents is the top priority for the City of Stanton and you are urged to take all appropriate health safety precautions. To that end, out of an abundance of caution members of the public wishing to participate will be able to do so telephonically*.

In order to join the meeting via telephone please follow the steps below:

- 1. Dial the following phone number +1 (669) 900-9128 US (San Jose).
- 2. Dial in the following **Meeting ID: (946-412-313)** to be connected to the meeting.

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT ON ITEMS 7A, 7B, AND 7C ON THE AGENDA MAY DO SO AS FOLLOWS:

E-mail a request to speak to CommunityDevelopment@ci.stanton.ca.us no later than 6:00 p.m. before the meeting (Wednesday, April 15, 2020) and, at the time of the requested public hearing item, the Clerk will place a phone call to the commenter and allow them to speak to the Commission via speaker phone during the live meeting. Please indicate the Agenda item you wish to address and provide a name and phone number in your e-mail.

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

E-Mail your comments to CommunityDevelopment@ci.stanton.ca.us no later than 6:00 p.m. before the meeting (Wednesday, April 15, 2020). Please identify the Agenda item you wish to address in your comments. Your comments will be read into the record.

The Stanton Planning Commission and staff thank you for your continued patience and corporation during these unprecedented times. Should you have any questions related to participation in the Planning Commission Meeting, please contact the Community Development Department at (714) 943-1959.

Thank you.



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

PLANNING COMMISSION REGULAR MEETING WEDNESDAY, APRIL 15, 2020, 6:30 P.M. AGENDA

SAFETY ALERT – NOTICE REGARDING COVID-19

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The Stanton Planning Commission and staff thank you for your continued patience and corporation during these unprecedented times. Should you have any questions related to participation in the Planning Commission Meeting, please contact the Community Development Department at (714) 943-1959.

In compliance with the American Disabilities Act, if you need special assistance to participate in this meeting, you should contact the Community Development Department at (714) 379-9222. Notification by noon on the Monday prior to the Commission meeting will enable the City to make the reasonable arrangements to assure accessibility to this meeting.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Chairman Frazier Vice Chairperson Grand Commissioner Marques Commissioner Moua Commissioner Ash

4. **SPECIAL PRESENTATION**

None.

5. APPROVAL OF MINUTES

The Planning Commission approve minutes of Regular Meetings:

- November 6, 2019 (Chairman Frazier and Commissioner Marques abstain)
- November 20, 2019 (Commission Ash abstain)
- December 18, 2019
- January 15, 2020

6. PUBLIC COMMENTS

At this time members of the public may address the Planning Commission regarding any items within the subject matter jurisdiction of the Planning Commission, for a maximum of three (3) minutes, provided that **NO** action may be taken on non-agenda items.

7. PUBLIC HEARINGS

7A. CONTINUED PUBLIC HEARING TO CONSIDER SITE PLAN AND DESIGN REVIEW (PPD)-803, TENTATIVE TRACT MAP (TM)19-04, PLANNED DEVELOPMENT PERMIT (PDP)19-03 AND DEVELOPMENT AGREEMENT (DA)19-02 TO SUBDIVIDE A 2.35 ACRE SITE FOR THE CONSTRUCTION OF 40 DETACHED CONDOMINIUM UNITS AND ASSOCIATED IMPROVEMENTS FOR THE PROPERTY LOCATED AT 10871 WESTERN AVENUE, IN THE HIGH DENSITY RESIDENTIAL (RH) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Adopt Resolution No. 2521 finding and recommending the City Council approve, as conditioned, Site Plan and Design Review (PPD)-803 Tentative Tract Map (TM)19-04, Planned Development Permit (PDP)19-03 and find that the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section 15332, Class 32 (Infill Development); and
- Adopt Resolution No. 2522 recommending the City Council approve a
 Development Agreement between the City of Stanton and KB Home Coastal, Inc.
 for certain real property located at 10871 Western Avenue, Stanton pursuant to
 California Government Code Section 65864 et seq. and find that the project is
 categorically exempt per California Environmental Quality Act, Public Resource
 Code Section 15332, Class 32 (Infill Development).
- 7B. PUBLIC HEARING TO CONSIDER CONDITIONAL USE PERMIT C20-02 TO ALLOW THE OPERATION OF A TATTOO PARLOR LOCATED AT 12885 BEACH BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE WITHIN THE SOUTH GATEWAY MIXED USE (SGMX) OVERLAY.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Find that the effects of the proposed project are Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15301, Class 1 (Existing Facility);
- Declare that the project is consistent with the approved Mitigated Negative Declaration (SCH#2017101007) for the original project; and
- Adopt Resolution No. 2524 approving Conditional Use Permit C20-02.

7C. A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ACZ20-01 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON ADDING REGULATIONS AND ZONING STANDARDS RELATING TO COMMERCIAL CANNABIS BUSINESSES TO CHAPTER 5.77 (COMMERCIAL CANNABIS BUSINESSES) AND AMENDING TITLE 20 (ZONING) OF THE STANTON MUNICIPAL CODE AND DETERMINING THE ORDINANCE TO BE EXEMPT FROM CEQA

RECOMMENDED ACTION

That the Planning Commission:

 Continue this item to May 6, 2020. This recommendation is based on information that was received from the Orange County Sheriff's Department following distribution of the public notice. The information was regarding revised verbiage for background checks. Staff will work with the Sheriff's Department to incorporate the appropriate verbiage in the ordinance and to clarify the application process for consistency with their direction.

8. <u>NEW BUSINESS</u>

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION COMMENTS

At this time Commissioners may report on items not specifically described in the agenda which are of interest to the Commission <u>provided no discussion or action may be taken</u> except to provide staff direction to report back or to place the item on a future agenda.

11. PLANNER'S REPORT

12. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, the foregoing agenda was posted at the Post Office, Stanton Community Services Center and City Hall, not less than 72 hours prior to the meeting. Dated this 9th day of April, 2020.

Amy Stonich, AICP

City Planner

DRAFT MINUTES OF THE PLANNING COMMISSION OF THE CITY OF STANTON REGULAR MEETING WEDNESDAY, NOVEMBER 6, 2019

1. CALL TO ORDER

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

2. PLEDGE OF ALLEGIANCE

Led by Commissioner Moua.

3. ROLL CALL

Present: Chairperson Ash, Commissioner Moua, Commissioner Grand.

Absent: Vice Chairman Frazier, Commissioner Marques.

Excused: None.

Also Present: Contract City Planner Amy Stonich and Senior Planner Rose Rivera

4. **SPECIAL PRESENTATION**

None.

5. APPROVAL OF MINUTES

The Planning Commission approved minutes for the Regular Meeting of April 3, 2019.

Motion/Second: Moua/Ash

Motion passed unanimously by the following vote:

AYES: Moua, Ash, Grand

NOES: None ABSTAIN: None

ABSENT: Frazier, Marques

6. PUBLIC COMMENTS

None.

PC Minutes – Regular Meeting – November 6, 2019 - Page 1
THESE MINUTES ARE ISSUED FOR INFORMATION ONLY AND ARE SUBJECT TO
AMENDMENT AND APPROVAL AT NEXT MEETING

7. PUBLIC HEARINGS

7A. PUBLIC HEARING TO CONSIDER PRECISE PLAN DEVELOPMENT PPD-797, TENTATIVE TRACT MAP TM19-02 AND PLANNED DEVELOPMENT PERMIT PDP19-01 TO SUBDIVIDE A 17,500 SQUARE FOOT SITE FOR THE CONSTRUCTION OF SIX TOWNHOME UNITS, A PRIVATE DRIVEWAY, AND COMMON OPEN SPACE FOR THE PROPERTY LOCATED AT 7320 KATELLA AVENUE, IN THE HIGH DENSITY RESIDENTIAL (RH) ZONE.

Senior Planner Rose Rivera presented the project. She noted that the 17,500 square foot parcel currently houses a single-family residence and the Applicant is proposing to demolish the residence in order to develop two buildings consisting of six townhomes requiring an application for a tentative parcel map, a precise plan of development, and a planned development permit.

Senior Planner Rivera stated that the property is in the high-density residential zone and carries a General Plan designation of high-density residential. Surrounding zoning and uses include a mobile home park to the north in the medium density residential zone, a condominium subdivision to the west and south in the high-density residential zone, and a Motel 6 to the east in the commercial neighborhood zone.

She provided a picture of the subject site and also of the surrounding uses.

Senior Planner Rivera outlined the proposed site plan and indicated the project site would have access to Katella Avenue from the common drive aisle which would provide access to all six units. She noted that the Zoning Code requires that each two-bedroom home provide three parking spaces, and one guest parking space is required for every three dwelling units. Due to this requirement, the Applicant is proposing a two-car garage with one additional parking space adjacent to each garage per unit. She noted the required two guest parking spaces are located adjacent to the open space area at the rear of the development.

Senior Planner Rivera noted that sufficient common and private open space is provided for each unit, the Zoning Code requires a minimum of 250 square feet of private open space for each residence which the applicant is providing for through a private yard and a balcony for each unit. The Zoning Code also requires 5% of the total site to be usable active and passive open space. In this case, 875 square feet is required for the proposed development and the applicant is providing 933 square feet of common open space.

Senior Planner Rivera also outlined the proposed floor plan and noted that the six units consist of three stories. The first floor consists of a main entry, bathroom, loft, garage and private yard whereas the second-floor consists of a living room, dining room, powder room, laundry space, and kitchen. Finally, the third-floor contains a master bedroom and master bathroom, a second bedroom, bathroom, and a den.

Senior Planner Rivera provided a snapshot of the elevations and stated that the proposed units feature modern architecture with an earth tone palette and elevations are enhanced with wall offsets, significant vertical and horizontal articulation and special architectural elements and materials. She stated each unit would provide a private outdoor fenced

yard/patio and two balconies on the third-floor level; she stated that the balconies face inward to the development. She also outlined the height limitations and details of the two buildings.

Senior Planner Rivera noted for the Commission that as part of the proposal, the Applicant is requesting a Planned Development Permit which would allow for greater flexibility from the Zoning Code in order to provide a high-quality development. She confirmed that the project meets the Planned Development Permit requirements by providing high quality architecture and enhanced landscape and open space elements. The Applicant is requesting to allow for modified setbacks and separation distance between the two buildings. The modifications requested are a 12 foot sideyard setback where the code requires a 15 foot setback and a separation distance between buildings of 25 feet instead of the 30 feet.

Senior Planner Rivera stated that City staff has reviewed the proposed project and has determined that based on environmental assessment, the project has been determined to be categorically exempt for an infill development.

As such, Senior Planner Rivera indicated the recommended action was that the Commission conduct a public hearing, declare that the effects of the proposed project are categorically exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32 (In-fill Development Projects), that the Commission adopt Resolution No. 2498 approving Precise Plan of Development PPD-797, adopt Resolution No. 2499 approving Tentative Map TM19-02, and adopt Resolution No. 2500 approving Planned Development Permit PDP19-01. She noted the Applicant is in attendance to answer any questions.

Chair Ash asked regarding the parking report which outlined the requirements. She confirmed whether there would be six off-street parking spaces provided.

Senior Planner Rivera clarified there would be a total of twenty off-street parking spaces provided.

Chair Ash opened the floor a public hearing on the project.

A neighboring resident [NAME AND ADDRESS WERE UNINTELLIGIBLE] spoke in opposition of the project due to on-street parking concerns and impacts of construction.

The Developer spoke during public comment. [PORTIONS OF HIS COMMENTS WERE UNINTELLIGIBLE]. He spoke of the history of the site and the existing condition of the property, and the impact the project would have on the site.

Commissioner Grand asked regarding the time frame of the project.

The Developer spoke about the entitlement process and the length of time that takes. Then a few months for the actual architectural plan design and acquiring permits. He also spoke about the tenants who are currently occupying the property and how they have been working and communicating with them.

Commissioner Moua asked about the proposed wall height and the noise during construction.

The Developer answered the wall height is six feet throughout and noted they would comply with every requirement.

Chair Ash commented that what the developer can and cannot do is very explicit and that the Stanton Municipal Code is very specific about requirements to minimize the negative impacts of construction to the surrounding properties.

Chair Ash closed the public hearing.

Commissioner Grand asked to see the site plan again and asked some questions regarding parking.

Senior Planner Rivera noted that might have been an earlier rendition of the site plan.

Chair Ash described the way in which the Commission considers new projects and makes decisions based on staff's recommendations and regulations of the Stanton Municipal Code.

Commissioner Grand also asked regarding the construction and timing requirements.

Senior Planner Rivera clarified that the standards condition is that no construction can begin before 8 a.m.

Motion/Second: Grand/Moua

Motion passed by the following vote:

AYES: Moua, Ash, Grand

NOES: None ABSTAIN: None

ABSENT: Frazier, Marques.

ACTION TAKEN:

The Planning Commission conducted a public hearing; found that the effects of the proposed project are Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32 (In-fill Development Projects); adopted Resolution No. 2498 approving Precise Plan of Development PPD-797; adopted Resolution No. 2499 approving Tentative Map TM19-02; and adopted Resolution No. 2500 approving Planned Development Permit PDP19-01.

Chair Ash announced the 10-day period during which the Planning Commission's decision on this matter may be appealed to the City Council via written appeal submitted to the City Clerk's Office.

7B. PUBLIC HEARING TO CONSIDER PRECISE PLAN DEVELOPMENT PPD-796, TENTATIVE PARCEL MAP TM19-01 AND VARIANCE V19-01 TO SUBDIVIDE A 0.51 ACRE SITE FOR THE DEVELOPMENT OF A HOUSING SUBDIVISION CONSISTING OF THE CONSTRUCTION OF FOUR CONDOMINIUM UNITS, A PRIVATE DRIVEWAY, COMMON OPEN SPACE AND A VARIANCE FOR THE REDUCTION OF THE MINIMUM PRIVATE DRIVEWAY LENGTH FOR THE PROPERTY LOCATED AT 7162 KERMORE LANE IN THE MEDIUM DENSITY RESIDENTIAL (RM) ZONE

Chair Ash would need to recuse herself for this item due to her proximity to the project and there weren't enough members of the Commission to reach quorum.

A motion was made to continue Agenda Item No. 7B to the next Planning Commission meeting on November 20, 2019.

Motion/Second: Grand/Moua

Motion passed unanimously by the following vote:

AYES: Moua, Ash, Grand

NOES: None ABSTAIN: None

ABSENT: Frazier, Marques

8. NEW BUSINESS

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION COMMENTS

None.

11. PLANNER'S REPORT

City Planner Amy Stonich noted that Kelly Hart had put tours together in the past and invited the Planning Commission to join Staff for a walking tour for the Active Transportation Plan, which will be open to the public.

Chair Ash welcomed City Planner Amy Stonich to the department.

12.	AD,	JOL	JRN	ME	NT
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Commission adjourned at 7:20 p.m.

Amy Stonich, AICP Contract City Planner

DRAFT MINUTES OF THE PLANNING COMMISSION OF THE CITY OF STANTON REGULAR MEETING WEDNESDAY, NOVEMBER 20, 2019

1. CALL TO ORDER

The members of the Planning Commission of the City of Stanton met in regular session in the City Council Chambers at 6:34 p.m., Vice Chairman Frazier presiding.

2. PLEDGE OF ALLEGIANCE

Led by Commissioner Moua.

3. ROLL CALL

Present: Vice Chairman Frazier, Commissioner Marques, Commissioner Moua,

Commissioner Grand.

Absent: Chairperson Ash.

Excused: None.

Also Present: Contract City Planner Amy Stonich and Senior Planner Rose Rivera

4. SPECIAL PRESENTATION

None.

5. APPROVAL OF MINUTES

None.

6. PUBLIC COMMENTS

None.

7. PUBLIC HEARING

7A. CONTINUED PUBLIC HEARING TO CONSIDER PRECISE PLAN DEVELOPMENT PPD-796, TENTATIVE PARCEL MAP TM19-01 AND VARIANCE V19-01 TO SUBDIVIDE A 0.51 ACRE SITE FOR THE DEVELOPMENT OF A HOUSING SUBDIVISION CONSISTING OF THE CONSTRUCTION OF FOUR CONDOMINIUM UNITS, A PRIVATE DRIVEWAY, COMMON OPEN SPACE AND A VARIANCE FOR THE REDUCTION OF THE MINIMUM PRIVATE DRIVEWAY LENGTH FOR THE PROPERTY LOCATED AT 7162 KERMORE LANE IN THE MEDIUM DENSITY RESIDENTIAL (RM) ZONE.

City Planner Amy Stonich introduced the item and invited Senior Planner Rose Rivera to PC Minutes – Regular Meeting – November 20, 2019 - Page 1

further present the item. Senior Planner Rivera introduced stated the Applicant is proposing to construct a residential subdivision on an existing .51-acre site that previously housed a dilapidated single-family dwelling but has recently been demolished due to code enforcement issues. She noted the proposed project would consist of the construction of four new residential townhome units and associated site improvements and an application for a precise plan of development, a tentative parcel map and a variance are proposed.

Senior Planner Rivera stated the project site is located on the south side of Kermore Lane between Knott Avenue and Lowden Street. She stated the site is in the (RM) Medium Density Residential Zone and carries a General Plan designation of Medium Density Residential. Surrounding zoning includes the Medium Density Residential Zone to the east, west and north, and Single-Family Residential to the south.

Senior Planner Rivera depicted images of the surrounding properties and noted to the north and south of the site, there are single-family residences. The Harmony subdivision is to the east and west.

Senior Planner Rivera showed the Commission the proposed site plan and noted the project site would have access to Kermore Lane from one common driveway along the eastern property line. She noted the Stanton Municipal Code requires that driveways serving ten or less dwelling units be a minimum of twenty-five feet in width for two-way traffic when adjacent to garages in order to accommodate vehicle maneuvering. In order to meet this requirement, the Applicant is requesting a variance to allow for a ten-inch reduction in the private driveway length due to the narrowness of the lot. This reduction would not create a hindrance as it would still maintain the minimum dimension standards required to safely perform vehicle maneuvers.

Senior Planner Rivera discussed that in regards to parking, the Stanton Municipal Code requires a three to four (3-4) bedroom dwelling to provide four parking spaces. In addition, one guest parking space is required for every three dwelling units. She noted the Applicant would meet this parking requirement by providing a two-car garage in addition to two parking spaces on the driveway of each unit. The required two guest parking spaces are also provided for the project.

Senior Planner Rivera continued that both private and common open space areas are provided for each unit. She noted the Zoning Code requires five percent of the total site to be usable open space therefore, 1,103 square feet of open space is required for the proposed development. She explained that the Applicant has provided 1,171 square foot private park between units three and four and would include extensive landscaping. She indicated private open space would also be provided for each unit ranging from 567 to 1,312 square feet.

Senior Planner Rivera also demonstrated the floor plan and noted the proposed project includes three floor plan options with similar layouts. She outlined the various layouts of each floor plan option.

Senior Planner Rivera displayed a snapshot of the proposed elevations and noted the elevations feature earth tone stucco and tile roofing. She stated the homes would provide

architectural enhancements such as shutters. Staff has worked with the Applicant to ensure that the proposed development provided an enhanced appearance and neighborhood atmosphere along Kermore Lane. To accomplish this, Lot 1 has been oriented towards Kermore Lane, and has been enhanced with the front entry porch that also faces towards Kermore Lane.

Senior Planner Rivera confirmed City staff has reviewed the proposed project and has determined that based on environmental assessment, the project has been determined to be categorically exempt for an infill development.

Senior Planner Rivera stated the recommended action was that the Commission conduct a public hearing, declare that the project is categorically exempt per the California Environmental Quality Act (CEQA), under Section 15332, Class 32 (In-Fill Development Projects); adopt Resolution Number 2495 approving Precise Plan of Development PPD-796; adopt Resolution Number 2496 approving Tentative Parcel Map TM19-01; and adopt Resolution Number 2497 approving Variance V19-01.

Senior Planner Rivera concluded her presentation and stated that the Applicant is present to answer and questions.

Commissioner Marques confirmed the variance numbers for the project were assigned correctly.

Commissioner Grand had questions regarding the driveway and whether it is twenty-five feet in width and whether the Fire Department approved that width.

Senior Planner Rivera stated that the Orange County Fire Authority (OCFA) reviewed the project and provided their comments. OCFA provided their particular conditions of approval, and the Applicant would be required to submit the plans to OCFA for approval prior to construction.

Commissioner Marques stated a correction needed to be noted regarding the variance requested for the width of the driveway, not the length.

Senior Planner Rivera discussed the width and length of the driveway. She explained a variance is requested for the private driveways.

Commissioner Moua asked regarding the capacity of the sewer system and if it will be able to support all the additional dwellings.

Senior Planner Rivera stated the City Engineer reviewed the plans and the adequacy for the sewer. She stated the City Engineer has provided conditions of approval for the project.

Vice Chairman Frazier inquired regarding guest parking spaces and ADA compliance.

Senior Planner Rivera responded that if the Applicant needs to provide ADA compliant parking spaces, the building plan checker would note that during the building plan check process.

Vice Chairman Frazier opened the floor a public hearing on the project.

Ms. Kimberly Miller, resident at 7171 Kermore Avenue, expressed her concerns whether the new home-buyers are aware there are two dog boarding kennels across the street from the development. She asked they be made aware.

Commissioner Grand stated she read in the report that it will be disclosed.

Senior Planner Rivera affirmed it is a condition of approval that the CC&R's disclose that information.

Vice Chairman Frazier closed the public hearing.

Commissioner Grand asked regarding the requirements for approval pertaining to solarready residences and charging stations.

City Planner Stonich clarified that this is a building code requirement in beginning in 2020.

Vice Chairman Frazier explained that since these are private residences, if they were to install charging stations they would have to be within the garage, not accessible to the public.

Motion/Second: Marques/Grand

Motion passed by the following vote:

AYES: Moua, Grand, Frazier, Marques.

NOES: None ABSTAIN: None ABSENT: Ash

ACTION TAKEN:

The Planning Commission conducted a public hearing; declared that the project is categorically exempt per the California Environmental Quality Act (CEQA), under Section 15332, Class 32 (In-Fill Development Projects); adopted Resolution No. 2495 approving Precise Plan of Development PPD-796; adopted Resolution No. 2496 approving Tentative Parcel Map TM19-01; and adopted Resolution No. 2497 approving Variance V19-01.

Vice Chairman Frazier announced the 10-day period during which the Planning Commission's decision on this matter may be appealed to the City Council via written appeal submitted to the City Clerk's Office.

8. NEW BUSINESS

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION COMMENTS

Commissioner Grand asked whether there would be a meeting in December.

City Planner Stonich responded there are no items on the schedule.

Commissioner Grand reminded everyone of the upcoming Tree Lighting Ceremony on December 5, 2019.

Commissioner Moua wished everyone a Happy Thanksgiving.

Commissioner Marques wished everyone Happy Holidays and welcomed Ms. Stonich to the City and commended Ms. Rivera for stepping in to the lead.

Vice Chairman Frazier thanked everyone for being present.

11. PLANNER'S REPORT

None.

14. ADJOURNMENT

Commission adjourned at 7:06 p.m.

Amy Stonich, AICP

Contract City Planner

DRAFT MINUTES OF THE PLANNING COMMISSION OF THE CITY OF STANTON REGULAR MEETING WEDNESDAY, DECEMBER 18, 2019

1. CALL TO ORDER

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

2. PLEDGE OF ALLEGIANCE

Led by Commissioner Marques.

3. ROLL CALL

Present: Chairperson Ash, Commissioner Moua, Commissioner Grand, Vice Chairman

Frazier, Commissioner Marques.

Absent: None.

Excused: None.

Also Present: Contract City Planner Amy Stonich

4. SPECIAL PRESENTATION

None.

5. APPROVAL OF MINUTES

None.

6. PUBLIC COMMENTS

Dwayne Norman, resident of the City of Stanton, thanked the Planning Commission for their work and for the help they provide the City. He wished everyone a Merry Christmas.

7. PUBLIC HEARING

7A. A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE AZC19-03 AND ADOPT BOTH (A) AN URGENCY ORDINANCE AND (B) A NON-URGENCY ORDINANCE AMENDING TITLE 20 OF THE STANTON MUNICIPAL CODE RELATING TO ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS AND DETERMINING THE ORDINANCE TO BE EXEMPT FROM CEQA.

City Planner Amy Stonich provided a background regarding the resolution approval. She PC Minutes – Regular Meeting – December 18, 2019 - Page 1

provided an executive summary regarding the purpose of Accessory Dwelling Units and Junior Accessory Dwelling Units and impending changes to the legislature regarding Accessory Dwelling Unit ordinances.

City Planner Stonich explained that an Accessory Dwelling Unit (ADU) is a secondary dwelling unit with complete independent living facilities for one or more persons.

City Planner Stonich outlined the three types of Accessory Dwelling Units: detached, attached, and repurposed existing spaces.

She also outlined the new changes that will affect Accessory Dwelling Unit ordinances. For example, changes in zoning, changes in permitted size, changes to the processing time, and changes regarding parking requirements.

City Planner Stonich stated the changes will allow the City to provide more flexibility with regards to the size, and parking for Accessory Dwelling Units. She stated the City will have some restriction with regards to the maximum size of the units and implementing specific requirements regarding lot coverage. Finally, she stated the City will be more restrictive regarding deed restrictions, permitting, requiring owner occupancy and sales of Accessory Dwelling Units.

City Planner Stonich noted the recommended action was that the Planning Commission adopt Resolution No. 2520 Entitled: "A resolution of the Planning Commission of the City of Stanton California, recommending that the City Council approve AZC19-03 and adopt both (a) an urgency ordinance and (b) a non-urgency ordinance amending Title 20 of the Stanton Municipal Code relating to Accessory Dwelling Units and Junior Accessory Dwelling Units and determining the ordinance to be exempt from CEQA.

Commissioner Grand asked what "FAR" means.

City Planner Stonich responded "FAR" means "floor area ratio." She explained that did not apply before but it will apply to Accessory Dwelling Units in mixed zones.

Commissioner Grand asked regarding Accessory Dwelling Unit zoning requirements in residential areas.

City Planner Stonich stated the law has now changed to require that cities allow multifamily residences that have a primary residence to allow for an Accessory Dwelling Unit. She stated that now Homeowner Associations cannot restrict Accessory Dwelling Units in their CC&R's

Commissioner Grand requested clarification of requirements regarding lot coverage.

City Planner Stonich noted the City of Stanton did incorporate lot coverage restrictions because now they have to be allowed in all residential zones. She stated the proposed regulation sets lot coverage restrictions at the highest level.

Commissioner Moua expressed his concerns regarding parking.

City Planner Stonich agreed converted garages will affect parking because now parking spaces from converted garages do not have to be replaced.

Commissioner Grand was surprised that now CC&R's cannot regulate the parking requirements.

Vice Chairman Frazier explained that Accessory Dwelling Units can only be converted if they can comply with Code and development standard requirements.

Commissioner Marques asked how these regulations will affect ownership and property rights for Homeowner Associations in condominiums.

City Planner Stonich noted some condos can have Junior Accessory Dwelling Units.

Vice Chair Frazier noted his concerns with parking.

Chair Ash asked City Planner Stonich to address what would happen if the City does not adopt the emergency ordinance.

City Planner Stonich stated the ordinance will take effect in January 2020 regardless of whether the City places additional requirements or not.

Commissioner Ash asked whether the cities are ever informed of planned legislative changes before they are made into law.

City Planner Stonich stated cities do have input and can cast their votes for the governors and other legislators before the bills are passed.

Chair Ash asked whether CC&R's that are already in place will be affected.

City Planner Stonich responded in the affirmative.

Commissioner Grand inquired about the requirements regarding visibility from the public right-of-way.

City Planner Stonich stated that design standard can be eliminated if the City does not want it.

Chair Ash opened the floor for public comment.

Dwayne Norman, resident, spoke about lot coverage and the way in which Accessory Dwelling Units have affected his street. He noted his concerns regarding converted garages and the implications it will have on parking. He spoke about the difference between Accessory Dwelling Units and room additions/conversions.

City Planner Stonich noted issues can be addressed by Code Enforcement. She stressed that unpermitted Accessory Dwelling Units can now be brought up to Code.

Jerry Ristrom, resident at 7922 Santa Barbara Avenue, stated he is concerned about the Vietnamese community and asked whether there will be restrictions regarding the numbers of Junior Accessory Dwelling Units.

City Planner Stonich explained that only one Junior Accessory Dwelling Unit is allowed per residence. She also noted they are restricted to 500 square feet.

Chairperson Ash closed the public hearing.

Chair Ash commented the law regarding ADU's would change whether the Commission approves this resolution or not. She noted that if the Commission does not pass the resolution, the State will not permit them to regulate the matter.

City Planner Stonich clarified that a primary residence may only have one Accessory Dwelling Unit and one Junior Accessory Dwelling Unit.

Commissioner Moua asked whether the City has a say in the matter for new houses.

Chair Ash noted the next step would be to take the Ordinance to the City Council for consideration.

Commissioner Grand noted that this will affect the parking spaces that have already been considered and approved.

Chair Ash again stressed this decision belongs to the City Council.

City Planner Stonich noted parking for new developments taken to City Council is a separate issue from this resolution that has been requested.

A motion was made to adopt Resolution No. 2520 as amended, to correct formatting.

Motion/Second: Frazier/Grand

Motion unanimously by the following vote:

AYES: Ash, Moua, Grand, Frazier, Marques.

NOES: None ABSTAIN: None ABSENT: None

ACTION TAKEN:

The Planning Commission conducted a public hearing and adopted Resolution No. 2520 recommending that the City Council approve AZC19-03 and adopt both (A) an urgency Ordinance and (B) a non-urgency Ordinance amending Title 20 of the Stanton Municipal Code relating to Accessory Dwelling Units and Junior Accessory Dwelling units and determining the Ordinance to be exempt from CEQA.

8. <u>NEW BUSINESS</u>

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION COMMENTS

Vice Chairman Frazier and Commissioner Marques wished everyone a wonderful Christmas and prosperous New Year.

11. PLANNER'S REPORT

City Planner Stonich provided an update regarding the walk audit for the Active Transportation Plan prior to the next meeting at 4:30 p.m.

City Planner Stonich stated City Hall Facility Holiday closures will be from December 24, 2019 through January 2, 2020, however emergency services and limited building inspections will be made available.

City Planner noted December 23, 2019 is the last day for submitting plans to review under the existing Building Codes.

14. ADJOURNMENT

Commission adjourned	at 7:11 p.m.
Amy Stonich, AICP	
Contract City Planner	

DRAFT MINUTES OF THE PLANNING COMMISSION OF THE CITY OF STANTON REGULAR MEETING WEDNESDAY, JANUARY 15, 2020

1. CALL TO ORDER

The members of the Planning Commission of the City of Stanton met in regular session in the City Council Chambers at 6:38 p.m., Chairperson Ash presiding.

2. PLEDGE OF ALLEGIANCE

Led by Chairperson Ash.

3. ROLL CALL

Present: Chairperson Ash, Vice Chairman Frazier, Commissioner Marques,

Commissioner Moua, Commissioner Grand.

Absent: None.

Excused: None.

Also Present: Contract City Planner Amy Stonich and Planning Specialist Izzak Mireles

4. SPECIAL PRESENTATION

None.

5. APPROVAL OF MINUTES

None.

6. PUBLIC COMMENTS

None.

7. PUBLIC HEARING

7A. PUBLIC HEARING TO CONSIDER CONDITIONAL USE PERMIT C19-07 AND PRECISE PLAN OF DEVELOPMENT PPD-801 TO ALLOW FOR THE CONSTRUCTION AND OPERATION OF A MAJOR UTILITY SERVICE FACILITY (STANTON BATTERY ENERGY STORAGE) LOCATED AT 8230 PACIFIC STREET IN THE IG (INDUSTRIAL GENERAL) ZONE.

Contract City Planner Amy Stonich introduced the item and invited Planning Specialist Izzak Mireles to further present the item.

Planning Specialist Mireles provided background on the project and noted the project is an application for a Precise Plan of Development and a Conditional Use Permit to construct and operate a new eleven thousand, five hundred-square-foot (11,500) major utility service facility. The proposed major utility service provided by the facility would be local and regional backup to the electric grid to benefit residents of Stanton and adjacent cities.

Planning Specialist Mireles noted the site is currently a paved yard used for temporary staging and storage for the construction of the adjacent Stanton Energy Reliability Center (SERC) but the project consists of the construction of a new building, with battery packs in individual storage containers and site improvements inclusive of landscaping and signage. He stated the proposed facility is designed for complete unmanned remote operations and the equipment will be housed within the proposed building.

According to Planning Specialist Mireles, the project site is located on the corner lot of Fern Avenue and Pacific Street in the Industrial General Zone and carries a General Plan designation of Industrial. Surrounding zones include the Industrial General Zone to the south, east, west and north. Planning Specialist Mireles showed some photographs of the surrounding properties. He noted there is a nonconforming residential neighborhood to the north of the project site along with other industrial uses. To the south, Planning Specialist Mireles explained there is a one-track railroad owned by Union Pacific. Further, the Stanton Energy Reliability Center abuts the property to the east and a City of Stanton Corporate Yard abuts the property to the west.

Planning Specialist Mireles showed the Commission the proposed site plan and noted the project site would have primary access on the northern part of the property on the corner of Fern Avenue and Pacific Street and additional access will be granted along a twenty-five-foot road abutting the Stanton Energy Reliability Center.

Planning Specialist Mireles indicated there are two proposed parking spots located outside of the structure on the northern part of the property and a portable bathroom facility and a trash enclosure are proposed on the site.

Planning Specialist Mireles explained that the Stanton Municipal Code allows industrial buildings to be built at a zero-lot line setback when adjacent to other non-residential zones; however, they must maintain a front and street side setback of twenty feet. He noted the building is proposed to be setback twenty-five feet from the front of the property line off Pacific Street and Fern Avenue and will provide a rear and side yard setback of five feet. Additionally, the new building is approximately two hundred and thirty-eight feet by fifty feet.

Planning Specialist Mireles indicated new block walls would be added on the northern, eastern, and southern boundaries of the property. The north and south walls will be six feet high and the east wall will be seven feet high. There is an existing wall to the west that is part of the City Yard.

Planning Specialist Mireles provided a view of the proposed elevations and noted the project has been designed to give the appearance of a warehouse and includes false windows along the north and west elevations. He stated the proposed building structure would be constructed of prefabricated panels with flat or slightly pebbled finish, and metal panels and

the exterior of the building is proposed to be painted with a palette of medium and light beige/tan, blue and grey color. He explained the proposed height of the new building is thirty-one feet, six inches, which is under the max allowable height of thirty-two feet in the industrial general zone.

Planning Specialist Mireles confirmed City staff has reviewed the proposed project and has determined that based on an environmental assessment, the project has been determined to be categorically exempt for an infill development. He stated an environmental document was conducted supporting a Class 32 CEQA exemption shows that the surrounding uses will not be significantly affecting as it relates to traffic, noise, air quality, or water.

Planning Specialist Mireles explained there is an amended resolution before the Commission which includes a revision to add a condition to address removal of the facility.

As such, Planning Specialist Mireles noted the recommended action was that the Planning Commission conduct a public hearing, declare the project is categorically exempt from CEQA, and adopt the resolution as identified for approval of the project as amended before the Commission.

Commissioner Grand asked Staff regarding some height dimensions of the project and regarding construction times. Commissioner Grand also asked regarding the distance from the project and the airport. She also noted the project notes it is a temporary facility and whether it is a porta potty.

City Planner Stonich explained various noise restrictions pursuant the Stanton noise ordinance and the exemptions pursuant construction noises.

Commissioner Marques asked whether the porta potty is a temporary structure at the facility maintained by an outside company and why the building does not have fixed sanitation.

Planning Specialist Mireles explained the facility is completely unmanned.

Commissioner Marques asked regarding the smell and traffic nuisance created by the porta potty. He also asked about fire hazard precautions given the nature of the purpose of the building. He voiced some concerns regarding delays in the event of an emergency. He spoke about the various guidelines in the Municipal Code.

Planning Specialist Mireles noted one of the conditions of approval are stationary battery systems pursuant to Orange County Fire requirements.

City Planner Stonich also noted the plans are routed to the appropriate Fire authority.

Commissioner Marques confirmed he refers to Code section 608. He noted that if the building is to be unoccupied, there is no need for fire extinguishers. He asked the applicant what kind of integrated fire system will be located at the building. He also noted a concerned regarding the neighboring facility and whether the bridge can structurally carry the weight of a fire engine.

City Planner Stonich explained all neighboring buildings are subject to the same Fire codes. She also clarified that from 7 a.m. to 8 p.m. they are allowed to do construction subject to the City's noise ordinance and their condition of approval. However, Saturdays are exempt from the Stanton Municipal Code limitations.

Chair Ash opened the floor for public comment. She noted the Commission was able to meet with the Applicant prior to the meeting.

Ms. Kara Miles, Applicant with W Power, explained she would investigate why the block wall on the eastern portion is seven feet tall and that seven-foot tall wall provides more visual screening. She explained a porta potty and wash station will be installed with routine maintenance because it is an unmanned site.

City Planner Stonich stated the applicant is complying with the City's request.

Ms. Miles explained that the Orange County Fire Authority asked them to install two fire hydrants and opined they are sufficient to service both projects. She also noted remote monitoring in the Sacramento office is 24 hours per day. She stated they have been doing this for twelve years and have never had experience with delays; they also have a backup facility in each of the cities. She further explained how Orange County Fire Authority is holding them to the same standard as other providers.

She explained she is excited to bring another project to the community.

Commissioner Moua noted the City produces a lot of heat and asked about any systems in place in case of a power outage.

Ms. Miles explained they do have a backup continuous power unit.

Commissioner Moua asked whether there is a system of monitoring if the system does not reach Sacramento.

Ms. Miles noted if any signal is not reached in Sacramento, Sacramento would immediately contact the local provider.

Commissioner Moua expressed some concerns with fires starting.

Ms. Miles noted the Samsung system that has been selected is state-of-the art technology with fire suppression systems. She also explained there is solar on the system.

Commissioner Marques asked whether they would provide information regarding the types of batteries that will be included in the project.

Ms. Miles stated there is nothing else that is public and not subject to confidentiality that can be provided.

Commissioner Grand asked for clarification on item number twenty-five.

City Planner Stonich noted that condition refers to the new condition that was added stating that should the facility end its life cycle, they would clean up and bring it back to the way it was before.

Chair Ash asked what the battery life is.

Ms. Miles stated it is about ten years but normally it takes about twenty-years for them to run out. She also spoke regarding the recycling of batteries.

Vice Chairman Frazier asked how high the fence and gate are next to the two parking stalls with the access gate and the porta potties. He also asked how high the trash enclosures are.

He was told by staff there is a six-foot high fence, eight-foot high gate.

Vice Chairman Frazier noted some concerns with the homeless jumping the gate and the fence and using the porta potty.

Planning Specialist Mireles noted condition number ten requires a security system for monitoring to provide security from the homeless.

Vice Chairman Frazier also noted his concern with the lack of a restroom.

Ms. Miles explained pursuant to industry standards, unmanned facilities typically only have porta potties and a wash station.

Vice Chairman Frazier noted his concern with the porta potty and the issue of homelessness and not complying with ADA.

Ms. Miles explained some porta potties are ADA compliant.

City Planner Stonich noted the plans will be routed to Building and Planning Divisions and if the site requires ADA compliance, they would require that the porta potty would comply with this.

Commissioner Moua asked how the facility will be secured given the eight-foot fence and that might not provide enough security.

Ms. Miles noted the 24-hour monitoring from Sacramento and motion detector will be employed.

City Planner Stonich confirmed the plans are routed to the Sheriff's department.

Jerry Ristrom, resident at 7922 Santa Barbara Avenue, spoke in support of W Power given his positive experience with them. He also spoke positively about the Commission and their work.

Chairperson Ash closed the public hearing.

Vice Chairman Frazier stated the project is a great idea.

Commissioner Marques stated he is thrilled to have the facility in the City of Stanton but he is troubled by not having a fixed restroom within the building or something connected to the sewer. He asked the applicant reconsider the temporary restroom. He noted he likes this is an all women owned company but he does not want to open a pandora box with others asking for a porta potty.

Commissioner Grand noted she does not have a concern with the porta potty given her knowledge and experience with the hand washing stations.

Commissioner Moua noted it is a great project but he is concerned about security. He did note that if the Fire and Sheriff's Department approve of the project, he does too.

Motion/Second: Grand/Marques

Motion passed unanimously by the following vote:

AYES: Ash, Moua, Grand, Frazier, Margues.

NOES: None ABSTAIN: None ABSENT: None

ACTION TAKEN:

The Planning Commission conducted a public hearing and adopted Resolution No.2513 approving Conditional Use Permit C19-07 and Precise Plan of Development PPD-801 to allow for the construction and operation of a major utility service facility (Stanton Battery Energy Storage) located at 8230 Pacific Street in the IG (Industrial General) zone and declared that the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section 15332, Class 32 (In-Fill Development).

8. <u>NEW BUSINESS</u>

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION REORGANIZATION

1. City Planner Amy Stonich accepted nominations for Chair.

Commissioner Grand nominated Commissioner Frazier for Chairperson.

Motion/Second: Grand/Ash

Motion passed unanimously by the following vote:

AYES: Ash, Moua, Grand, Frazier, Margues.

NOES: None ABSTAIN: None ABSENT: None

2. Chairman Frazier accepted nominations for Vice Chair.

Commissioner Ash nominated Commissioner Grand for Vice Chair.

Motion/Second: Ash/Moua

Motion passed unanimously by the following vote:

AYES: Ash, Moua, Grand, Frazier, Marques.

NOES: None ABSTAIN: None ABSENT: None

11. PLANNING COMMISSION COMMENTS

Commissioner Marques welcomed everyone and stated he is looking forward to the new year and asked the Commissioner look into adopting a new California Fire Code to keep pace with the Building Code.

Commissioner Ash noted her daughter who had not been in Stanton for a while commented on how good Stanton looks.

12. PLANNER'S REPORT

City Planner Amy Stonich thanked Vice Chair Grand for joining the audit walk.

13. ADJOURNMENT

Commission adjourned at 7:57 p.m.	
Amy Stonich, AICP	
City Planner	



TO: Chair and Members of the Planning Commission

DATE: April 15, 2020

SUBJECT: CONTINUED PUBLIC HEARING TO CONSIDER SITE PLAN AND

DESIGN REVIEW (PPD)-803, TENTATIVE TRACT MAP (TM)19-04, PLANNED DEVELOPMENT PERMIT (PDP)19-03 AND DEVELOPMENT AGREEMENT (DA)19-02 TO SUBDIVIDE A 2.35 ACRE SITE FOR THE CONSTRUCTION OF 40 DETACHED CONDOMINIUM UNITS AND ASSOCIATED IMPROVEMENTS FOR THE PROPERTY LOCATED AT 10871 WESTERN AVENUE, IN THE HIGH DENSITY RESIDENTIAL

(RH) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Adopt Resolution No. 2521 finding and recommending the City Council approve, as conditioned, Site Plan and Design Review (PPD)-803 Tentative Tract Map (TM)19-04, Planned Development Permit (PDP)19-03 and find that the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section 15332, Class 32 (Infill Development); and
- Adopt Resolution No. 2522 recommending the City Council approve a
 Development Agreement between the City of Stanton and KB Home Coastal, Inc.
 for certain real property located at 10871 Western Avenue, Stanton pursuant to
 California Government Code Section 65864 et seq. and find that the project is
 categorically exempt per California Environmental Quality Act, Public Resource
 Code Section 15332, Class 32 (Infill Development).

BACKGROUND

The project was presented to the Planning Commission at a Public Hearing held on March 4, 2020. At the hearing, the Planning Commission received comments from members of the public who expressed concerns regarding the project. The concerns that were discussed included: a deficiency in required parking spaces, insufficient private open space, reduced drive aisle width, and a reduction in certain setbacks. The item concluded with the Planning Commission continuing the public hearing to allow additional time to revise the proposal and address the comments received by members of the public. The staff report and all related documents from the March 4, 2020 Planning Commission meeting have been provided (Attachment C).

ANALYSIS

In response to the comments received from the public and the Planning Commission, the applicant has made revisions to the site plan and open space plan (Attachments D - F). Changes to the site plan include revision to the product mix which results in an increase to the number of parking spaces, increasing the main drive aisle width to meet code requirements, and increasing the private open space to meet the minimum code requirement of 250 square feet per unit. The table below provides a summary of the code modifications requested through the Planned Development Permit in comparison to the previous proposal.

Code Modification Previously Requested	Code Requirement	Previous Plan	Revised Plan	Code Modification Required
Parking	Previous plan: 165 spaces required Revised Plan: 161 spaces required	122 total spaces provided (26 guest spaces, 96 garage spaces) 43 spaces deficient	130 total spaces provided (26 guest spaces, 104 garage spaces) 31 space deficient	Yes
Private Open Space	250 sq. ft. per unit	145 sf to 265 sq. ft. per unit	Min. 250 sf/unit, 250-400 sf/unit proposed	No
Main Drive Aisle	25 feet	24 feet	25 feet	No
Setback Between Structures	15	6	6	Yes
Rear Setback	25 feet	16.6 feet to 17.3 feet	16.6 feet to 17.7 feet	Yes
South Side Setback	15 feet	10 feet	10 feet	Yes

<u>Parking</u>. Stanton Municipal Code (SMC) Section 20.320.030 requires three-bedroom dwellings to provide 3.5 parking spaces and four-bedroom dwellings provide for four parking spaces (with at least 2 enclosed) per dwelling unit. In addition, one guest parking space is required for every three dwelling units.

The original plan proposed 16 three-bedroom units (which provide three-car garages) and 24 four-bedroom units (which provide two-car garages). The revised plan now proposes 24 three-bedroom units and 16 four-bedroom units. An additional eight parking spaces were gained since the three-bedroom units provide three-car garages, bringing the total number of parking spaces from 122 to 130. The project also includes 26 open parking spaces. In total, there would be 130 off-street parking spaces provided, which would equate to 3.25 parking spaces provided per unit. The previous plan provided 3.05 parking spaces per unit and had a deficiency of 43 parking spaces whereas the revised plan has a lesser deficiency of 31 parking spaces as required by code.

<u>Private Open Space.</u> A minimum of 250 square feet of private open space is required per unit. The Applicant has revised the site plan to increase the private open space per unit from a range of 145 - 265 square feet to 250 - 400 square feet per unit thereby meeting the code requirement. The minimum 5% of the total site area dedicated to common open space is still met since the project provides for 6% of the total site.

<u>Setbacks</u>. In regards to setbacks, no changes were made to the site plan. The project conforms to the front setback and the side setback on the northern side. The buildings are set back significantly over what is required by code on the northern property line, with the intent of easing the transition between the project and the single-family residential uses to the north. However, the rear and south setback lines are proposed at five to nine feet less than the required setback to allow additional flexibility in the design. In regards to the distance between habitable structures, the units are proposed to range from six feet to 28 feet apart from one another. Although the SMC requires a minimum separation distance of 15 feet between habitable structures it would allow attached condominiums. However, the applicant has opted to provide detached condominiums which allow homeowners to have a side and rear yard rather than an attached firewall.

<u>Drive Aisle Width</u>. The main drive aisle was originally proposed at 24 feet in width but has been revised to meet the minimum 25-foot width as required by SMC. The drive aisle maintains the minimum drive width as specified by Orange County Fire Authority (OCFA). It would also be improved with decorative stamped concrete to enhance the entry point to the development.

In summary, the project has been revised to address many of the concerns raised at the March 4, 2020 Planning Commission. These revisions increased the number of parking spaces, increased the main drive aisle width to the minimum 25-foot requirement and increased the private open space area to meet the minimum code requirement of 250 square feet.

The applicant's request for a Planned Development Permit is proposed in order to allow modifications to the remaining code deficiencies which include the south side yard and rear setbacks, required distance between habitable structures and parking. The proposed project would meet the purpose of the Planned Development Permit by providing a development that exceeds site and design standards of normal developments that are created using strict application of the development standards found in the SMC. The project utilizes high quality architectural designs, extensive landscaping, enhanced paving, and landscaped edges that provide a sense of place within the development. With the incorporation of these features, the project provides an aesthetically pleasing housing development that is compatible with the overall neighborhood.

ENVIRONMENTAL IMPACT

Staff recommends that the Planning Commission find that the effects of the proposed project are Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32 (In-fill Development). Class 32 consists of projects characterized as infill development meeting the conditions described in Section 15332. These conditions include that the proposed project is (a) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services.

The Initial Study and CEQA Class 32 Analysis prepared by LSA, attached to this staff report as Attachment G, provides evidence that the proposed project meets these conditions. Pursuant to Section 15332 of Title 14 of the California Code of Regulations, there are no unusual circumstances in respect to the proposed project for which staff would anticipate a significant effect on the environment and, therefore, the proposed project is categorically exempt from the provisions of CEQA.

PUBLIC NOTIFICATION

Notice of Public Hearing was originally mailed to all property owners within a five hundred-foot radius of the subject property and posted at three public places and made public through the agenda-posting process on March 5, 2020. Due to the Covid-19 pandemic the original meeting scheduled for March18, 2020 was canceled and rescheduled for a date not certain. The Public Hearing was re-noticed for April 15, 2020.

Prepared by,

Rose Rivera

Rose Rivera Senior Planner Approved by,

Amy Stonich, AICP City Planner

ATTACHMENTS

- A. Draft Revised PC Resolution No. 2521
- B. Draft Revised PC Resolution No. 2522
- C. Planning Commission Staff Report dated March 4, 2020
- D. Revised Project Description
- E. Revised Site Plan
- F. Revised Open Space Plan
- G. Revised Landscape Plan
- H. Revised Elevations
- I. Revised Tentative Map
- J. Initial Study and CEQA Class 32 Analysis prepared by LSA

RESOLUTION NO. 2521

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON CALIFORNIA, RECOMMEND THAT THE CITY COUNCIL APPROVE SITE PLAN AND DESIGN REVIEW (PPD)-803, TENTATIVE TRACT MAP (TM) 19-04, AND PLANNED DEVELOPMENT PERMIT (PDP) 19-03 TO ALLOW THE CONSTRUCTION OF A 40-UNIT DETACHED CONDOMINIUM SUBDIVISION LOCATED AT 10871 WESTERN AVENUE IN THE HIGH RESIDENTIAL (RH) ZONE AND FIND THAT THE PROJECT IS CATEGORICALLY EXEMPT PER CALIFORNIA ENVIRONMENTAL QUALITY ACT, PUBLIC RESOURCE CODE SECTION 15332, CLASS 32 (INFILL DEVELOPMENT)

THE PLANNING COMMISSION OF THE CITY OF STANTON HEREBY RESOLVES AS FOLLOWS:

WHEREAS, on November 11, 2019, Kurt Bausback representing KB Home Coastal Inc., ("Applicant") filed applications for approval of a Site Plan and Design Review (also called a Precise Plan of Development) (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue ("Project Site") which will include the demolition of an church, and construction of 40 detached condominiums and associated site improvements;

WHEREAS, Section 20.520.030 of the Stanton Municipal Code (SMC) requires a Site Plan and Design Review ("Precise Plan of Development") for the construction of two (2) or more new dwelling units on a lot and for the subdivision of land;

WHEREAS, the Subdivision Map Act (Government Codes Section 66410 et. seq.) requires a tentative tract map for the creation of five (5) or more condominiums as defined in Civil Code Section 783:

WHEREAS, Applicant has filed for a Planned Development Permit (PDP), SMC Section 20.520.020, to allow modifications to applicable development standards regarding parking (reducing the required parking spaces to 130 spaces), setbacks between buildings (reducing the required setback been buildings from 15 feet to six feet), rear setback (reducing the required 25 foot setback to 16.6 to 17.7 feet); and side setback (reducing the required 15 foot setback to 10 feet);

WHEREAS, the subject property is zoned High Density Residential (RH) and the General Plan Land Use designation is High Density Residential. The Project is considered a multifamily residential use and is an allowable use under the RH zone and High Density Residential land use designation;

WHEREAS, on March 4, 2020 the Planning Commission conducted a duly noticed public hearing concerning the request to recommend to the City Council approval of Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP)

19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue in the High Density Residential (RH) zone;

WHEREAS, at the conclusion of the public hearing, the Planning Commission continued the item to a future Planning Commission hearing date to give the Applicant additional time to revise the plans in order to address concerns raised by members of the public;

WHEREAS, on April 15, 2020, the Planning Commission of the City of Stanton, after giving notice thereof as required by law, conducted a duly-noticed public hearing to consider recommendation of approval to the City Council of Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue in the High Density Residential (RH) zone;

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

WHEREAS, based on the Initial Study and Analysis prepared by LSA (attached hereto as Exhibit "A" and incorporated herein by this reference), the Planning Commission exercises its independent judgment and finds that the Project, as conditioned, is categorically exempt from environmental review under CEQA, Section 15332, Class 32 (In-fill Development Projects);

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

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

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND AND DETERMINE THAT:

SECTION 1: All of the facts, findings and conclusions set forth in this resolution are true and correct, and are incorporated herein by this reference.

SECTION 2: CEQA. Based upon its review of the entire record before it, including the Initial Study, the Parking Analysis, the Traffic Assessment, the Noise and Vibration Impact Analysis and the Air Quality and Greenhouse Technical Memorandum and the memorandum prepared by LSA attached hereto as Exhibit "A", the Planning Commission exercises its independent judgement and hereby finds and recommends to the City Council that the Project, as conditioned, is categorically exempt from environmental review under the CEQA pursuant to State CEQA Guidelines Section 15332, Class 32 (In-fill Development Projects).

The Class 32 exemption specifically exempts from further CEQA review projects characterized as in-fill development meeting each of the following conditions.

First, the project must be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The Project is consistent with the General Plan including Strategy LU 3.1.2, and Community Development Goal CD 1.2, and with approval of the Planned Development Permit, the Project is consistent with the Zoning Code as the Property is zoned High Density Residential (RH) which allows residential projects up to 30 dwelling units per acre. Additionally, the Project is consistent with the Municipal Code because the granting of the Planned Development Permit allows flexibility from the Development Code requirements. As such, the Project will be developed in a manner consistent with the Development Code.

Second, the proposed development must occur within city limits, on a project site of no more than five acres, and be substantially surrounded by urban uses. The Project Site is 2.34 acres in size and located in an urbanized area, surrounded by fully developed parcels, including single family homes, a mobile home park, apartments and condominiums.

Third, the project site must have no value as habitat for endangered, rare, or threatened species. There are no known endangered, rare or threatened species in the City, and the site in its current condition has not been identified as a designated site for any endangered, threatened or rare species.

Fourth, approval of the project must not result in any significant effects relating to traffic, noise, air quality, or water quality. The traffic analysis provided by the Applicant, identifies that the traffic generated by the Project would not create any significant impact on the traffic or level of service of Western Avenue. The noise and air quality will have no significant impact as a result of this Project beyond the temporary standard construction operations, and with the completion of a Water Quality Management Plan, the Project will not create any significant impact to the water quality on the site and in the vicinity.

Finally, the project site must be adequately served by all required utilities and public services. The Project Site is able to be adequately served by all required utilities and public services. Since the Project Site is located within an urbanized area, water, electrical, cable and phone, and sewer services are all established within the area, and the Project will be able to connect to all services. All emergency public services are also available and able to service the Project.

All required documentation has been completed for the Project in compliance with CEQA and the Project qualifies for the Class 32 exemption. Furthermore, none of the exceptions to the use of the Class 32 Categorical Exemption identified in State CEQA Guidelines section 15300.2 apply. The Project will not result in a cumulative impact from successive projects of the same type in the same place, over time. There are no unusual circumstances surrounding the Project that result in a reasonably possibility of a significant effect on the environment. The Project will not damage scenic resources, including trees, historic buildings, rock outcroppings, or similar resources. The Project does not include any hazardous waste sites, and the Project will not cause a substantial adverse change in the significance of a historical resource. Thus, the Class 32 Categorical Exemption applies, and no further environmental review is required.

SECTION 3: That in accordance with the requirements as set forth in Section 20.530.050 of the Stanton Municipal Code for Site Plan and Design Review application

A. The project is allowed within the subject zone.

The Project is for 40 detached condominium units within the High Density Residential (RH) zone. Section 20.210.020 of the Stanton Municipal Code states that multi-family dwellings in the RH zone are permitted, subject to approval of a site plan and design review. The applicant is also requesting approval of a PDP to modify development standards which include parking, setbacks between buildings, and rear and side setback. With approval of the associated applications, the Project would be in full conformance with the zoning code.

- B. The project is designed so that:
 - 1. The project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property;

The Project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property. The Project includes the demolition of an existing church and associated structures in order to develop 40 detached condominium units. Conditions of approval have been included to ensure that during the construction phase, appropriate measures are taken to minimize the impacts of the construction activities in the residential neighborhood. Therefore, potential impacts would be less than significant and will not constitute adverse effects.

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

The Project will use high quality architectural designs and materials, and incorporate varying architectural treatments including wall offsets, significant vertical and horizontal articulation and special architectural elements and materials on the elevations of the units. The Project provides private outdoor living areas for each unit, and common open space areas. The Project Site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the Project. The adjacent developments are single family homes, condominiums, apartments and a mobile home community, therefore, the Project is consistent and compatible with adjacent developments.

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

The structures are multi-family detached dwelling units and the uses of the structures are residential uses. The exterior of the structures are designed to be compatible with the existing neighborhood, and the residential use of the

property is consistent with the existing and future use of the neighborhood. Therefore, the Project is designed with adequate consideration of the existing and contemplated land and development.

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

The City does not currently have any adopted design guidelines. However, the Project is designed to be compatible with the existing and recent residential developments within the neighborhood and the city.

- C. Designed to address the following criteria, as applicable:
 - 1. Compliant with the Zoning Code, Municipal Code Title 16 (Buildings and Construction), and all other applicable City regulations and policies;

A planned development permit allows for modifications of some of the development standards. With approval of the Precise Plan of Development, Planned Development Permit, Tentative Map, and Development Agreement, the Project would be in full compliance with the Municipal Code and all other City regulations and policies. Therefore, the Project meets applicable land use and development standards.

2. Efficient site layout and design;

The Project will feature 3 and 4 bedroom condominium units, providing a mix of housing sizes on the property. All structures will be three (3) stories in height to provide a uniform design. The property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the existing infill site. Therefore, the Project is designed efficiently and adequately.

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

The Project consists of 40 detached condominium units. The Project provides landscaping and open space areas throughout the Project area with trees lining the perimeter of the Property. The Project would utilize existing perimeter walls which are provided along the Project. In regards to parking, the Project contains 130 parking spaces which is a deficiency of 31 spaces as required by code. A parking analysis was prepared and the analysis utilized the industry parking standard, the Institute of Transportation Engineers (ITE) parking rate, and the parking rate for neighboring cities to justify the parking shortage on site. The ITE rate, when applied resulted in low average peak period demands per dwelling unit and, when multi-family housing parking rate was applied, 52 parking spaces were required. This is far less than the City's requirement. The analysis also indicated that the neighboring cities' rates would result in parking requirements of 100 to 122, which is less than or the same as the Project. In summary, the analysis concluded that the Project would provide sufficient parking to accommodate the units.

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

A traffic analysis identified that the number of trips added as a result of this Project can be accommodated on the street without creating any significant impact on the traffic or level of service of Western Avenue.

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

The Project would be compatible with existing single and multi-family developments in the area. The height of the Project will not exceed three-stories which is allowable in the High Density Residential (RH) Zone. The Project's design provides a transition between the different densities and development types in the area. The Project will also include landscaping features throughout, which creates aesthetically pleasing spaces for residents and pedestrians and acts as a functional buffer for neighboring properties.

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

The Project Site would have access to Western Avenue from the 25-foot wide common drive aisle which provides access to open parking spaces along the drive aisle. It also provides a connection to four single driveways which serve as access points to the garages for each unit. Common spaces and paths for residents are incorporated into the design to ensure effective pedestrian circulation and safety.

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

The Project will feature both 3 bedroom and 4 bedroom condominium units, providing a mix of housing sizes on the Property. All structures will be three (3) stories in height to provide a uniform design. The Property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the space.

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

The construction and improvements at the Project Site are consistent with the existing residential uses. Further, the front setback is improved with an entry monument wall at the entrance to the Project, accent paving and extensive landscaping treatments along Western Avenue to soften the entrance view from the street. Therefore, the Project would not have a substantial adverse effect on the visual character of the area.

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

The Project meets utilizes and establishes physical and architectural features through the utilization of modern site planning. This Project provides additional housing opportunities on a large underutilized residential lot. The Project utilizes high quality architectural designs and materials, and incorporates varying architectural treatments including wall offsets, significant vertical and horizontal articulation on the elevations of the homes.

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

The design features of the Project are architecturally compatible with the newer developments within the neighborhood and City. The Project would utilize stucco as the main façade material and include architectural accents such as exposed wood paneling and large windows.

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

The Project provides architectural features to avoid design repetition, including the use of façade pop-outs to create articulation along the longer elevation and differing elevation heights to provide an expressive rooflines.

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

The units feature a modern architecture with an earth tone palette. Elevations are enhanced with wall offsets, horizontal articulation and special architectural elements and materials. Therefore, the Project is compatible in color, material and composition of the exterior elevations to neighboring visible structures.

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

The Project will incorporate exterior lighting that will be appropriate in scale and will provide for public safety. All exterior lighting will be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare.

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

The Project Site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the Project. With the incorporation of these features, the Project provides an aesthetically pleasing housing development that is compatible with the overall neighborhood. The Project is conditioned and required to comply with all outside agency permitting requirements to ensure the use does not adversely affect the surrounding air quality or water quality. Therefore, the Project is compatible with existing and future land uses.

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

Each unit will be provided with a private outdoor fenced yard in addition to common open space areas throughout the Project. The Project provides for extensive landscaping which would meet the adopted Water Efficient Ordinance Guidelines as required by Stanton Municipal Code.

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

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

- Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has been underutilized for numerous years. The Project would provide for 40 residential condominium units with open space areas. The Map would allow for the units to be sold separately, providing a more stable resident population. The Project is an infill development in an already established area and therefore will have access to existing public services and utilities.
- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The Project would provide extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.

SECTION 4: That in accordance with the requirements as set forth in Section 19.10.100 and 19.10.110 of the Stanton Municipal Code for subdivisions:

A. The proposed map is consistent with the city's general plan;

The Tentative Map is consistent with the City's General Plan designation of High Density Residential (RH), which allows for a density range of 11.1 to 18 units per acre.

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

The Tentative Map is consistent with the City's General Plan, specifically:

 Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has been underutilized for numerous years. The Project would provide for 40 detached condominium units with open space areas. The Tentative Map would allow for the units to be sold separately, providing a more stable resident population. The Project is an infill development in an already established area and therefore will have access to existing public services and utilities.

- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The Project would provide extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.
- C. The site is physically suitable for the proposed type of development;

The Project Site is physically suitable to accommodate the condominium subdivision - residential units, street access, turnaround radius, private and common open space areas, and emergency vehicle access.

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

As discussed above in Section 2 of this Resolution entitled CEQA, the Class 32 Categorical Exemption is applicable to this Project and none of the exceptions to the Categorical Exemption are applicable. As such, the requirements of CEQA have been satisfied.

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

The Project provides for multi-family detached condominiums which are permitted by right in the RH zone, along with street access, turnaround radius, emergency vehicle access and open space areas. The modifications allowed through the Planned Development Permit would help to create a high quality residential development that would otherwise not be possible through strict application of the development standards.

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

Design and improvement of the subdivision will not cause substantial environmental damage or substantial and avoidable injury to fish and game. Based on the environmental review completed for this Project, the Project would not cause substantial damage or substantial unavoidable injury to fish and wildlife. There is no recorded habitat or endangered species in the City, there are no waterways, canals, or streams in or within the surrounding area of the Project that would affect fish and wildlife, there are no known hazardous materials located within the Project Site, and the site is not registered as a Superfund Site with the EPA.

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

Based on an environmental analysis conducted by LSA, an environmental consulting firm, the Project was found to not have a significant impact to air and water quality. Specifically, the Property is located within an "urbanized area", as that term is defined in Section 15387 of the CEQA Guidelines, and meets the aforementioned conditions and will not cause a significant effect on the environment and is, therefore, categorically exempt from the provisions of CEQA. Therefore, the design and improvement of the proposed subdivision will not cause serious health problems.

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

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

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

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

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

- A. The Planned Development Permit will:
 - 1. Be allowed within the subject base zone;

The subject property is zoned High Density Residential (RH). The Project is for 40 detached condominiums, which is considered a multi-family residential use and is an allowable use under the RH zone.

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

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

 Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has been underutilized for numerous years. The Project would provide for 40 detached condominium units with open space areas. The Map would allow for the units to be sold separately, providing a more stable resident population. The Project is an infill development in an already established area and therefore will have access to existing public services and utilities.

- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The Project would provide extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.
- 3. Be generally in compliance with all of the applicable provisions of this Zoning Code relating to both on-site and off-site improvements that are necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this Chapter and the subject base zone, including prescribed development standards and applicable design guidelines, except for those provisions modified in compliance with this Chapter;

The Project conforms to the current Municipal Code requirements in terms of use, density, height, structure coverage and certain setbacks. Where the Project Site does not meet Municipal Code requirements, the Planned Development Permit (PDP) is used to ensure that high standards of design are met and that the Project is consistent with the intent of the Municipal Code. The Planned Development Permit would allow additional flexibility in the design to provide a development that exceeds site and design standards of normal developments that are created using strict application of the development standards found in the SMC.

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

The Project is allowed by right in the High Density Residential (RH) Zone. There are a variety of uses in the immediate vicinity of the property, including single family residential, condominiums, apartments and mobile home developments. The Project incorporates design features that respond to and are sensitive of these existing adjacent land uses.

B. The Project will produce a comprehensive development of superior quality and excellence of design (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high quality architectural design, significantly increased amounts of landscaping and improved open space, improved solutions to the design and placement of parking and loading facilities, incorporation

of a program of highly enhanced amenities (e.g., additional public art), LEED or other "green" related standards, etc.) than might otherwise occur from more typical development applications;

The Project will feature both 3 bedroom and 4 bedroom condominium units, providing a mix of housing sizes on the Property. All structures will be three (3) stories in height to provide a uniform design. The Property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the space. Landscaping is provided throughout the Project, enhancing the experience for residents, and providing buffers to the adjacent properties. The internal condominium units are linked by a common walkway, creating a place for interaction between residents. These walkways are lined with accent trees and landscaping elements to create an aesthetically pleasing space. Landscaping and trees are also scattered throughout the parking spaces on the northern portion of the site. This helps to break up the impervious surface and provides a buffer between the Project and the single-family residences to the north. Large street trees line Western Avenue, which mitigate for potential noise from traffic and add to the pedestrian environment. All parking for the Project is located on site for the use of residents and their guests. A parking analysis was conducted for this Project which supports the adequacy of the parking provided.

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

The Project has been designed in conformance with the California Building Code, the City of Stanton Municipal Code, the Planned Development Permit, and the intent of the General Plan. The Project is sensitive to the existing surrounding uses and is designed to a high standard that will contribute to the character of the surrounding community. The Project will not cause any adverse effects in terms of noise or pollutants to the surrounding communities or the general public. The Project is subject to all conditions of approval to ensure that any potential impacts are mitigated.

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

The Project site would have access to Western Avenue from the 25-foot wide common drive aisle. This drive aisle provides access to four single driveways which serve as access points to each unit. The drive aisle meets the minimum drive width as specified by Orange County Fire Authority (OCFA) and would be improved with decorative stamped concrete in order to enhance the entry point to the Project. The traffic analysis provided by the Applicant, identifies that the traffic generated by the Project would not create any significant impact on the traffic or level of service of Western Avenue.

E. The subject parcel is adequate in terms of size, shape, topography, and
Resolution No. 2521
April 15, 2020

circumstances to accommodate the proposed development;

The Project is an infill development and has access to existing utilities, roads and infrastructure. The Property is rectangular in shape and is accessed from Western Avenue. The Project complements the size and shape of the parcel and effectively makes use of the space available. The units are detached and designed in a way that creates separation but also provides common spaces between units which will promote interaction between residents of the development. The property is very flat and will remain relatively flat upon completion of the Project. There are no major grade changes which will lessen the impact on the surrounding properties.

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

The Project is an infill development in an already established area and, therefore, will have access to existing public services and utilities. The Project intends to connect to the existing utilities located along Western Avenue.

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

The Project is an allowable use under the current zoning and General Plan Land Use designation. The site will conform to the maximum height standards under the High Density Residential Zone and will have adequate on-site circulation, parking, and drainage. There will not be any adverse effects on the surrounding properties and their allowed uses.

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

The Project will not provide for a mix of residential and commercial as it is exclusively residential uses.

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

The Project will be compatible in terms of size with existing multi-family developments in the area. The height of the Project will not exceed 3-stories which is allowable in the High Density Residential Zone. The Project's design provides a transition between the different densities and development types in the area while also creating a unique alternative housing option to traditional multi-family

development. Common spaces and paths for residents are incorporated into the design to ensure effective pedestrian circulation and safety. The Project will also include landscaping features throughout, which creates aesthetically pleasing spaces for residents and pedestrians and acts as a functional buffer for neighboring properties.

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

Upon approval of the Project, the Applicant has advised staff that the Applicant would agree, in writing, to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit.

SECTION 6: That based upon the above findings, the Planning Commission hereby recommends that the City Council approve Precise Plan of Development (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03 which includes customized development in accordance with Exhibit "B" attached hereto and made a part of this Resolution for the development of a 2.35 acre site, located at 10871 Western Avenue which will include the demolition of an church, and construction of 40 detached condominiums and associated site improvements subject to the following Conditions of Approval:

A. That all conditions of the Planning Division be met, including the following:

1. The applicant shall indemnify, protect, defend, and hold the City, and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers, and instrumentalities thereof, harmless from any and all claims, demands, lawsuits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to arbitrations, mediations, and other such procedures), judgments, orders, and decisions (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City) for or concerning the Project, whether such Actions are brought under the Ralph M. Brown Act, California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Community Redevelopment Law, Code of Civil Procedure Sections 1085 or 1094.5, or any other federal, state, or local constitution, statute, law, ordinance, charter, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.

- 2. Precise Plan of Development (PPD)-803 shall terminate if Planned Development Permit (PDP) 19-03 and Tentative Tract Map 19062 (TM) 19-04 is allowed to expire or the Final Tract Map is not filed within 24 months.
- 3. The Project/use will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plan drawings submitted, and conditions imposed in this Resolution of Approval, the Resolution of Approval for Tentative Tract Map 19062 (TM19-04), and the Resolution of Approval for Planned Development Permit (PDP) 19-03.
- 4. The Project and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and Planned Development Permit (PDP) 19-03 and shall conform to the requirements of the Subdivision Map Act, as applicable.
- 5. All common area and HOA maintained landscaping areas as depicted in the approved Landscape Plan for each phase shall be installed and planted prior to the issuance of a certificate of occupancy for that particular phase. A final landscape, irrigation and lighting plan indicating the common area improvements, and to include the furniture and light standards in the private streets and in the common open space area. The landscape plan shall include all calculations and certifications as required by the Section 20.315.050 of the Stanton Municipal Code and the adopted Water Efficient Ordinance Guidelines.
- 6. A total of 26 open parking spaces shall be continually maintained on site. This shall be regulated by the homeowner's association and incorporated into the CC&Rs.
- 7. Garages shall remain clear and available for the parking of vehicles. This shall be regulated by the homeowner's association and incorporated into the CC&Rs.
- 8. All exterior lighting shall be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare. A certified lighting and photometric plan shall be approved by the Community Development Director or his/her designee prior to installation. The lighting shall be maintained by the homeowner's association and incorporated into the CC&Rs.
- 9. The south facing upper story windows of each residence shall be frosted or textured to obscure views of adjacent residential development while permitting natural light to enter the interior of the units.
- 10. Solid fencing within the front setback area shall be a maximum of 42 inches in height, unless within a traffic visibility area, at which point the maximum height shall be 30 inches.
- 11. Walls or fences shall comply with Chapter 20.310 of the SMC and material shall be approved by the Planning Division.
- 12. If any perimeter wall that is proposed to remain that is damaged by the Applicant(s)/Owners(s) during any portion of the demolition and construction process, the damaged property shall be repaired at the cost of the Applicant(s)/Owner(s).
- 13. All utilities located on the site that are unable to be placed underground shall be screened with decorative paneling, fencing, and landscaping to the satisfaction of the Community Development Director.

- 14. A will-serve letter from CR&R shall be submitted to the Planning Division prior to issuance of building permits.
- 15. CC&R's, Articles of Incorporation and By-Laws for the homeowner's association shall be reviewed and approved by City Staff, the City Attorney and the Department of Real Estate (DRE) prior to recordation and issuance of Certificate of Occupancy and shall include the following requirements:
 - a. CC&R's shall include a restriction which prohibits garage conversions and also requires that all garages be maintained for the parking of vehicles.
 - b. The Applicant shall provide the Planning Division proof of review and approval of the CC&R's by the DRE prior to recordation. A copy of the recorded CC&R's shall be submitted to the Planning Division prior to the release of utilities.
 - c. The CC&R's shall specifically dictate responsibilities between the homeowners association and private property owners for the maintenance, both interior and exterior, of all buildings, plumbing and electrical facilities.
 - d. The CC&R's shall specifically dictate responsibilities between the homeowners association and private property owners for the maintenance of the common and private open space areas.
 - e. The CC&R's shall prohibit the removal of the common open space areas, as approved on the Site Plan.
 - f. The CC&R's shall specifically identify any and all exclusive use easement areas and dictate the responsibilities between private property owners and the homeowners association.
 - g. CC&R's shall include a provision as to the use and maintenance of guest parking spaces, driveways, common open space and restrictive open space. Guest parking spaces are to be used by guests only and are not for use by residents. Long term parking of more than 72 hours is also prohibited in guest parking spaces. Movement of a vehicle directly from one guest parking space to another shall not constitute a break in the 72 hour regulation.
 - h. The CC&R's shall contain provisions prohibiting over night vehicular parking and/or storage of recreational vehicles on the site.
 - i. CC&R's shall prohibit parking and any type of obstruction of the required fire access lanes.
 - j. CC&R's shall prohibit the construction of additional entries/exists into individuals residences.
 - k. CC&R's cannot be amended in the future without City written approval.
- 16. No person on vehicle machinery related to the construction of the Project shall be on the property prior to 7:30 a.m. No construction shall occur until 8:00 a.m. The Public Works Director or the Community Development Director or his/her designee may further restrict the hours and days of construction based on substantiated complaints received from surrounding neighbors and/or require an onsite inspector to be paid for by the Applicant/Developer (1-4 hour minimum charge per day).

- 17. The Applicant/Owner shall acknowledge and agree to the conditions of approval as adopted by the City Council. Such acknowledgment and agreement shall be in writing and received by the City within 30 days of approval by the City Council. In addition, the Applicant shall record the Conditions of Approval in the Office of the County Recorder. Proof of recordation shall be provided to the Planning Division within 60 days of City Council Approval.
- 18. All utilities within the Project including electrical and/or cable TV service, shall be placed in an underground facility to the satisfaction of the City Engineer.
- 19. All required school impact fees shall be paid prior to issuance of building permits.
- 20. All required park In-lieu fees shall be paid prior to the issuance of building permits. The required fees for single family dwelling units (attached and detached) are \$11,173.00 per unit.
- 21. All required residential impact fees shall be paid prior to issuance of building permits. The required fee for high density dwelling units is \$1,049.00.
- 22. All required sewer connection fees shall be paid prior to the issuance of building permits.
- 23. There shall be no release of utilities in connection with this permit until all standard and/or special conditions have been completed to the satisfaction of the City of Stanton Community Development, Engineering, Building & Safety Departments and Orange County Fire Authority (OCFA).
- 24. Any changes to the approved plans which occur through the Building plan check must also be approved by authorized Planning Division Staff.
- 25. Any deviations to the approved Tract Map, Planned Development Permit, Site Plan, Floor Plans, Elevations and Landscape Plan must also be approved by the Planning Division. Any approval by the Building Division does not constitute approval by the Planning Division.
- 26. A Sign Application for entry monument signage must be submitted to and approved by the Community Development Department prior to issuance of building permits.

B. That all requirements of the Building Division be met, including the following:

- 1. Applicant shall furnish, three (3) complete sets of plans (Structural, Mechanical, Electrical, and Plumbing) designed and signed in ink by the required licensed professionals. Said plans submitted shall contain structural calculations. Mechanical plans shall include duct and equipment data. Plumbing plans shall include isometric drawing of drain vents and water system.
- 2. All plans shall meet the 2019 Title 24 Energy Code.
- 3. All plans shall be designed in conformance with the 2019 California Building Code, 2019 California Plumbing Code, 2019 California Mechanical Code, the 2019 California Electrical, the 2019 Green Building Standards, 2019 Title 24 Energy Code and Code as amended by City Ordinance.

- 4. Electrical plans shall include service, panel schedules and feeder size. Panel schedules and motors shall comply with requirements of the 2019 edition of the California Electrical Codes.
- 5. Provide approval by the Orange County Fire Authority.
- 6. The conditions of approval will be required to be copied on the approved set of plans prior to issuance of building permits. All the conditions must be completed prior to final approval and issuance of the last Certificate of Occupancy.
- 7. Applicant will be required to have all the contractors and sub-contractors recycle construction materials to the maximum extent possible. All recyclable construction materials are to be taken to an approved Transfer Station.
- 8. Applicant will be required to submit a Waste Management plan (WMP) for the demolition and new construction phases of the Project. All recyclable construction materials are to be taken to an approved Transfer Station.
- 9. A stamped soils investigation report shall be submitted with the plans for plans check. Report shall include soil bearing capacity, seismic study, in compliance with the Seismic Hazard Mapping Act of the State of California, grading, paving, sulfate test and other pertinent information under good engineering practice.
- 10. Compliance with mandatory California Green code requirements including but not limited to, recycling by occupants, solar ready for building, electric vehicle (EV) charging for new construction, and commissioning reports.
- 11. Prior to demolition, an asbestos report shall be submitted with a clearance letter from the South Coast Air Quality Management District (SCAQMD) prior to the issuance of a demolition permit.
- C. That all requirements of the Engineering Division be met, including the following:

General

- 1. Applicant shall submit Improvement Plans prepared by a Registered Civil Engineering for public works (off-site) improvements. Plan check fees shall be paid in advance.
- City public works encroachment permit shall be taken out for all work in the public right-of-way prior to start of work. All work shall be done in accordance with Orange County RDMD or APWA and City standards and to the satisfaction of the City Inspector and completed before issuance of Certificate of Occupancy.
- 3. All existing off-site improvements (sidewalk, curb & gutter, driveways, and street paving) at the Project Site which are in a damaged condition or demolished due to the proposed work shall be reconstructed to the satisfaction of the City Engineer. When reconstructing full width sidewalk, curb & gutter, and driveways shall be fully improved. Structural sections of the street pavement shall be reconstructed per the requirements of an approved pavement rehabilitation report prepared by a Registered Civil Engineer.

- 4. No construction materials or construction equipment shall be stored on public streets.
- 5. All trucks hauling materials in and out of the Project Site shall be subject to restricted time and days of operation and truck route as determined by the City Engineer.
- 6. Applicant shall pay sewer connection fees to the City for connection to the City/County sewer system, if applicable.

Specific

- 7. An on-site grading and drainage plan shall be prepared and submitted to the City Engineer for approval. Plan shall be 24" X 36", ink on Mylar, with elevations to nearest 0.01 foot, scale 1"=10'. Plan shall be prepared by Registered Civil Engineer. Public works improvements may be shown on this plan. Grading plan check fees must be paid in advance.
- 8. Pad certification by the Design Civil Engineer and Soil Engineer is required prior to the issuance of building permit.
- 9. Applicant shall properly maintain all BMPs installed on the site, as listed in the approved Water Quality Management Plan (WQMP), including requirements for vector control. The BMPs shall be maintained by the homeowner's association and incorporated into the CC&Rs.
- 10. Applicants shall identify parties responsible for the long-term maintenance and operation of the structural treatment control BMPs for the life of the Project and a funding mechanism for operation and maintenance. This shall be identified prior to approval of the WQMP.
- 11. Applicant shall submit a Water Quality Management Plan incorporating Best Management Practices (BMP) in conformance with the requirements of NPDES. Requirements of the WQMP will include construction of onsite water treatment, and maximization of infiltration.

Tract Subdivision Improvements

- 12. All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.
- 13. The private drive entrance, private drives, and end of private drive turn-around areas of the Property shall be approved by the Orange County Fire Authority.
- 14. All grading, drainage, storm drain construction, private street or drive improvements, utility installation, landscaping, irrigation, and all other Subdivision improvements shall meet the City of Stanton standards.
- 15. The Final Map, when submitted to the City for approval, shall be prepared by, or under the direction of, a California registered civil engineer licensed to survey or a licensed land surveyor.
- 16. At the time of filing of the Final Map with the City for approval the Subdivider shall provide a Preliminary Title Report dated not more than 30 days prior to the filing date. In addition to other items the Preliminary Title Report shall show in what name the ownership of the property is held, show all trust deeds including the name of the

trustees, show all easements and names of easement holders, show all fee interest holders, and show all interest holders whose interest could result in a fee ownership. The title company account for this title report shall remain open until the Final Map is recorder.

- 17. All right-of-way, easements, abandonments, and vacations shall be shown on the Final Map. Public right-of-way shall be dedicated to the City in fee simple absolute. The purpose, use, and holder of the easement rights for all easements shall clearly be stated on the final map.
- 18. At the time of filing the Final Map to the City for approval the Subdivider shall also submit for approval of the City a Subdivision Agreement between the Subdivider and the City properly executed by the Subdivider, including appropriate bonds and insurance, which sets forth the requirements and responsibilities of both the City and the Subdivider relative the subdivision being created.
- 19. Pursuant to the regulations of the Subdivision Map Act all required off-site and public improvements shall be completed prior to the recordation of the final map, or in lieu thereof, be financially secured by surety bonds, to be held by the City, issued to ensure that all the improvements will be completed in a timely manner. Bond amounts shall be determined by the City. Subdivider shall provide a 100% Performance Bond, a 50% Labor and Materials Bond, a 50% Warranty Bond, and insurance coverage per City requirements.
- 20. At the time of filing of the Final Map with the City for approval the Subdivider shall submit to the City plans and specifications and cost estimates for all improvements including, but not limited to, public and private street rights-of-way, drainage easements, culverts, drainage structures and drainage channels, water lines, sewer lines, utility lines, and other required and necessary improvements. All improvement plans, specifications, and cost estimates shall be approved by the City Engineer prior to submitting the Final Map to the City for approval.
- 21. Improvement plans shall include plans for all improvements related to the Subdivision including landscape plans, irrigation plans, and street lighting plans for all public right-of-way areas and all private areas.
- 22. Subdivider shall provide easements for public and private utilities as needed and as approved by the City.
- 23. Prior to the filing of the Final Map with the City for approval the Subdivider shall also provide to the City the proposed Covenants, Conditions, and Restrictions (CC&Rs) for the subdivision.
- 24. Prior to final acceptance of the Subdivision improvements all subdivision survey monuments shall be set, and Corner Records and center line ties shall be filed with the Orange County Surveyor, and if required by law, the filing and recording of Record of Survey with the Orange County Recorder.
- 25. Prior to final acceptance of the Subdivision improvements the Subdivider shall provide the City with As-Built Mylar and electronic copies of the all subdivision plans and improvements, in a format acceptable to the City.

- 26. Subdivider shall place a County Surveyor Statement certificate on the final map for the signature of the Orange County Surveyor stating that "I have examined this map and have found that all mapping provisions of the Subdivision Map Act have been complied with and I am satisfied said map is technically correct."
- 27. At the time of filing of the Final Map with the City for approval the Subdivider shall also provide to the Orange County Surveyor for boundary and technical plan check all Final Map documents required by the Orange County Surveyor. Subdivider shall notify the City in writing that the required Final Map documents have been submitted to the Orange County Surveyor for boundary and technical plan check.
- 28. All streets or drives shown on the Final Map shall show proposed street names which will be subject to approval of the City.
- 29. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City evidence that all utility providers with recorded title interest in the property have been informed of the of the pending filing of the Final Map with the City for approval, and also provide all utility provider's responses received.
- 30. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City with a preliminary soils report covering the Subdivision related area.
- 31. All improvements shall meet the City Flood Management requirements.
- 32. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City with a Hydrology Report, and a Hydraulics Report, including all necessary and required calculation, maps, exhibits, and reference material.
- 33. The subdivider and subdivision construction shall meet all of the City's Stormwater/NPDES Requirements, City Local Implementation Plan (LIP), California's General Permit for Stormwater Discharges Associated with Construction Activity, Notice of Intent (NOI) requirements of the State Water Resources Control Board and notification of the issuance of a Waste Discharge Identification (WDID) Number for Projects subject to this requirement, and shall provide a Water Quality Management Plan (WQMP), and a Stormwater Pollution Prevention Plan (SWPPP), and shall use Best Management Practices (BMP).
- 34. The applicant must provide the City with access rights to the property at least once per year to perform State mandated environmental inspections.

D. That all requirements of the Orange County Fire Authority be met including:

1. The applicant or responsible party shall submit plans to the Orange County Fire Authority for review and approval.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on April 15, 2020 by the following vote, to wit:

[SIGNATURES ON NEXT PAGE]

SIGNATURE PAGE FOR PLANNING COMMISSION RESOLUTION NO. 2521

AYES:	COMMISSIONERS:		
NOES:	COMMISSIONERS:		
ABSENT:	COMMISSIONERS:		
ABSTAIN:	COMMISSIONERS:		
		Thomas Frazier, Chairperson Stanton Planning Commission	_
		Amy Stonich, AICP Planning Commission Secretary	_

EXHIBIT "A"

LSA Letter dated March 11, 2020 re: California Environmental Quality Act Class 32 Categorical Exemption (CE) Support Letter for the Proposed Lighthouse Infill Residential Project

REFERENCED IN ATTACHMENT "J" TO THE STAFF REPORT DATED APRIL 15, 2020

Exhibit "B"

Planned Development Permit PDP19-03 10871 Western Avenue

- Complete project approval is contingent upon City Council approval of: Precise Plan of Development (PPD) -803, Tentative Tract Map (TM) 19-04, and Planned Development Permit (PDP) 19-03. Any associated conditions, related to the approval of the aforementioned entitlements, shall be integrated into the project plans or development.
- Development standards for this Planned Development shall comply with all regulations of Title 20 of the Stanton Municipal Code (SMC) and all other relevant regulations in the SMC unless otherwise stipulated herein and/or in an applicable development agreement, or identified on the approved development plan.

3. Setbacks:

- Front (Western Avenue): Minimum 20-foot building setback
- Side Setback along northern property line: Minimum 15-foot building setback
- Side Setback along southern property line: Minimum 10-foot building setback
- Rear Setback: Minimum 16-foot building setback

4. Parking

- The development shall maintain a total of 130 parking spaces. The 26 open parking spaces shall be continually maintained on site.
- Tandem parking may be permitted within an enclosed garage with the minimum dimension of 10 feet wide by 37 feet deep.

5. Separation Between Habitable Structures

• The minimum separation distance between 3-story habitable structures shall be six (6) feet.

RESOLUTION NO. 2522

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON RECOMMENDING THE CITY COUNCIL APPROVE A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF STANTON AND KB HOME COASTAL, INC. FOR CERTAIN REAL PROPERTY LOCATED AT 10871 WESTERN AVENUE, STANTON PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65864 ET SEQ. AND FIND THAT THE PROJECT IS CATEGORICALLY EXEMPT PER CALIFORNIA ENVIRONMENTAL QUALITY ACT, PUBLIC RESOURCE CODE SECTION 15332, CLASS 32 (INFILL DEVELOPMENT)

THE PLANNING COMMISSION OF THE CITY OF STANTON HEREBY RESOLVES AS FOLLOWS:

WHEREAS, on November 11, 2019, KB Home Coastal Inc., a California Corporation ("Developer") filed applications for approval of a Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site ("Project Site"), located at 10871 Western Avenue ("Project Site") which will include the demolition of an church, and construction of 40 detached condominiums and associated site improvements ("Project");

WHEREAS, the City of Stanton ("City") has found that development agreements strengthen the public planning process, encourage private participation in comprehensive planning by providing a greater degree of certainty in that process, reduce the economic costs of development, allow for the orderly planning of public improvements and services, allocate costs to achieve maximum utilization of public and private resources in the development process, and ensure that appropriate measures to enhance and protect the environment are achieved;

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

WHEREAS, the subject property is zoned High Density Residential (RH) and the General Plan Land Use designation is High Density Residential. The Project is considered a multi-family residential use and is an allowable use under the RH zone and High Density Residential land use designation;

WHEREAS, the Developer, proposes to develop the Project Site located in the City of Stanton, more particularly described in Exhibit "A", attached hereto and incorporated herein by this reference ("Property") for the Project;

WHEREAS, because of the logistics, magnitude of the expenditure and considerable lead time prerequisite to planning and developing the Project, the Developer has

proposed to enter into a development agreement concerning the Project ("Development Agreement") to provide assurances that the Project can proceed without disruption caused by a change in the City's planning policies and requirements except as provided in the Development Agreement, which assurance will thereby reduce the actual or perceived risk of planning for and proceeding with development of the Project;

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

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

WHEREAS, the Planning Commission has determined that by entering into the Development Agreement: (i) the City will promote orderly growth and quality development on the Property in accordance with the goals and policies set forth in the General Plan; (ii) significant benefits will be created for City residents and the public generally from increased housing opportunities created by the Project;

WHEREAS, it is the intent of the City and Developer to establish certain conditions and requirements related to review and development of the Project which are or will be the subject of subsequent development applications and land use entitlements for the Project as well as the Development Agreement;

WHEREAS, the City and Developer have reached mutual agreement and desire to voluntarily enter into the Development Agreement to facilitate development of the Project subject to the conditions and requirements set forth therein;

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

WHEREAS, based on the Initial Study and Analysis prepared by LSA (attached here to as Exhibit "B" and incorporated herein by this reference), the Planning Commission exercises its independent judgement and finds that the Project, as conditioned, is categorically exempt from environmental review under the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development Projects);

WHEREAS, on March 4, 2020, the Planning Commission conducted a duly-noticed public hearing to consider Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and the Development Agreement, at which hearing members of the public were afforded an opportunity to comment upon the Development Agreement;

WHEREAS, at the conclusion of the public hearing, the Planning Commission continued the item to a future Planning Commission hearing date to give the Developer additional time to revise the plans in order to address concerns raised by members of the public;

WHEREAS, on April 15, 2020, the Planning Commission of the City of Stanton, after giving notice thereof as required by law, conducted a duly-noticed public hearing to consider recommendation of approval to the City Council of Site Plan and Design Review (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue in the High Density Residential (RH) zone;

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

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

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND:

<u>SECTION 1:</u> Recitals. The Planning Commission hereby finds that the fact, findings and conclusions set forth above are true and correct, and are incorporated herein by this reference.

<u>SECTION 2:</u> <u>CEQA.</u> Based upon its review of the entire record before it, including the Initial Study, the Parking Analysis, the Traffic Assessment, the Noise and Vibration Impact Analysis and the Air Quality and Greenhouse Technical Memorandum and the memorandum prepared by LSA attached hereto as Exhibit "A", the Planning Commission exercises its independent judgement and hereby finds and recommends to the City Council that the Project, as conditioned, is categorically exempt from environmental review under the CEQA pursuant to State CEQA Guidelines Section 15332, Class 32 (In-fill Development Projects).

The Class 32 exemption specifically exempts from further CEQA review projects characterized as in-fill development meeting each of the following conditions.

First, the project must be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The Project is consistent with the General Plan including Strategy LU 3.1.2, and Community Development Goal CD 1.2, and with approval of the Planned Development Permit, the Project is consistent with the Zoning Code as the Property is zoned High Density Residential (RH) which allows residential projects up to 30 dwelling units per acre. Additionally, the Project is consistent with the Municipal Code because the granting of the Planned Development Permit allows flexibility from the Development

Code requirements. As such, the Project will be developed in a manner consistent with the Development Code.

Second, the proposed development must occur within city limits, on a project site of no more than five acres, and be substantially surrounded by urban uses. The Project Site is 2.35 acres in size and located in an urbanized area, surrounded by fully developed parcels, including single family homes, a mobile home park, apartments and condominiums.

Third, the project site must have no value as habitat for endangered, rare, or threatened species. There are no known endangered, rare or threatened species in the City, and the site in its current condition has not been identified as a designated site for any endangered, threatened or rare species.

Fourth, approval of the project must not result in any significant effects relating to traffic, noise, air quality, or water quality. The traffic analysis provided by the Developer, identifies that the traffic generated by the Project would not create any significant impact on the traffic or level of service of Western Avenue. The noise and air quality will have no significant impact as a result of this Project beyond the temporary standard construction operations, and with the completion of a Water Quality Management Plan, the Project will not create any significant impact to the water quality on the site and in the vicinity.

Finally, the project site must be adequately served by all required utilities and public services. The Project Site is able to be adequately served by all required utilities and public services. Since the Project Site is located within an urbanized area, water, electrical, cable and phone, and sewer services are all established within the area, and the Project will be able to connect to all services. All emergency public services are also available and able to service the Project.

All required documentation has been completed for the Project in compliance with CEQA and the Project qualifies for the Class 32 exemption. Furthermore, none of the exceptions to the use of the Class 32 Categorical Exemption identified in State CEQA Guidelines section 15300.2 apply. The Project will not result in a cumulative impact from successive projects of the same type in the same place, over time. There are no unusual circumstances surrounding the Project that result in a reasonably possibility of a significant effect on the environment. The Project will not damage scenic resources, including trees, historic buildings, rock outcroppings, or similar resources. The Project does not include any hazardous waste sites, and the Project will not cause a substantial adverse change in the significance of a historical resource. Thus, the Class 32 Categorical Exemption applies, and no further environmental review is required.

<u>SECTION 3:</u> <u>Planning Commission Findings.</u> Pursuant to Government Code Section 65867.5(b) and Stanton Municipal Code Section 20.510.050(D), and based on

the entire record before the Planning Commission, the Planning Commission hereby makes the following findings:

- 1. <u>Public Benefit</u>: The Development Agreement provides benefit to the City because the Project contemplated in the Development Agreement includes improvement of an underutilized residential lot to provide housing opportunities for City residents. Moreover, the Development Agreement requires the Developer to provide substantial improvements to the Project Site and provide a financial benefit for the improvement of public facilities throughout the City.
- 2. <u>General Plan, Specific Plan, and Zoning Code Consistency</u>: The Development Agreement is consistent with the purpose, intent, goals, policies, programs, and land use designations of the General Plan and any applicable Specific Plan, and this Zoning Code because the Project Site is in the High Density Residential (RH) Zoning District which allows for single family detached dwelling units. The Project meets the following General Plan Goals and Strategies:

Strategy LU-3.1.2: To encourage infill and mixed use development within feasible development sites. The Project would be developed on an underutilized property that houses a church. As such, the Project would remove the blighted conditions with an infill development, and is therefore consistent with the stated strategy.

Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The architectural details, complementary building materials and colors of the homes are appropriate for the Project's location on Western Avenue which is identified in the General Plan as a secondary corridor. In addition, the Project provides street trees, extensive landscape treatment and decorative fencing in the front yard setback area to enhance the visual corridor along Western Avenue.

The Project meets the Zoning Code standards, with exception of the parking, setbacks between buildings, and rear and side setback requirements. However, with approval of a Planned Development Permit in conjunction with the development proposal, and the making of the required findings, the Project would be permitted within the High Density Residential (RH) zone. There is no Specific Plan applicable to the Project Site.

3. <u>Compliance with Development Agreement Statute</u>. The Development Agreement complies with the requirements of Government Code Sections 65864 through 65869.5 because the Agreement provides assurance to the Developer for the development of the Project, which consists of 40-unit detached homes. The Development Agreement specifies the duration of the agreement, permitted uses of the property, density and intensity of use, the maximum height and size of the structures and provision of public benefits to the City. Specifically, the Development Agreement provides a three-year term in which the Developer has a vested right to develop the

residential subdivision on the Project Site in accordance to existing City regulations and Planned Development Permit (PDP19-04). In exchange, the Project will provide housing opportunities for Stanton residents, and opportunities for improvements to public facilities throughout the City. Moreover, the Developer will provide a high quality, aesthetically appealing homes with substantial improvements to the site including a park area with amenities including a BBQ, a picnic table and enhanced landscaping.

SECTION 4: Council Body to Approve. As provided in the Development Agreement and pursuant to Stanton Municipal Code Section 20.500.050, the City Council shall be the approving body for the precise plans of development, tentative map and planned development permit for the Project addressed by the Development Agreement.

<u>SECTION 5:</u> <u>Planning Commission Recommendation:</u> The Planning Commission hereby recommends that the City Council approve and adopt the Development Agreement attached hereto as Exhibit "C", entitled, "Development Agreement between the City of Stanton, a California municipal corporation and KB Home Coastal Inc., A California Corporation".

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

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

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

ADOPTED, SIGNED, AND APPROVED by the Planning Commission of the City of Stanton at a meeting held on April 15, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	
NOES:	COMMISSIONERS:	
ABSENT:	COMMISSIONERS:	
	COMMISSIONERS:	
ABOTAIII.	COMMISSIONEING.	

[SIGNATURES ON NEXT PAGE]

SIGNATURE PAGE FOR RESOLUTION NO. 2522

Thomas Frazier
Stanton Planning Commission

Amy Stonich, AICP Planning Commission Secretary

EXHIBIT "A"

LEGAL DESCRIPTION

Real property in the City of Stanton, County of Orange, State of California, described as follows:

THAT PORTION OF THE NORTH 5 ACRES OF THE EAST 10 ACRES OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, AS SHOWN ON A MAP RECORDED IN BOOK 51, PAGE 11, MISCELLANEOUS MAPS, RECORDS OF SAID ORANGE COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THE LAND DESCRIBED IN DEED TO JOSEPH SHUMWAY AND WIFE, RECORDED APRIL 6, 1953, IN BOOK 2482, PAGE 99, OFFICIAL RECORDS.

EXCEPT THE SOUTH 145.00 FEET THEREOF.

APN: 079-371-17

EXHIBIT "B"

LSA Letter dated March 11, 2020 re: California Environmental Quality Act Class 32 Categorical Exemption (CE) Support Letter for the Proposed Lighthouse Infill Residential Project

REFERENCED IN ATTACHMENT "J" TO THE STAFF REPORT DATED APRIL 15, 2020

EXHIBIT "C"

CITY OF STANTON AND KB HOME COASTAL INC., A CALIFORNIA CORPORATION

DEVELOPMENT AGREEMENT

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

Exempt from filing fees pursuant to Government Code §6103

DEVELOPMENT AGREEMENT NO. [____]

A DEVELOPMENT AGREEMENT BETWEEN

CITY OF STANTON

and

KB HOME COASTAL INC., A CALIFORNIA CORPORATION

DEVELOPMENT AGREEMENT NO. [____]

This Development Agreement (hereinafter "Agreement") is entered into as of this ____ day of December, 2019 by and between the City of Stanton, California (hereinafter "CITY"), and KB Home Coastal Inc., a California corporation (hereinafter "OWNER"):

RECITALS

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

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

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

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

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

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

WHEREAS, the physical effects, if any, of the Project and this Agreement have been analyzed pursuant to CEQA and the project has been determined to be categorically exempt from CEQA pursuant to Section 15332, Class 32 (Infill Development Projects); and

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

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

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

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

COVENANTS

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

1. DEFINITIONS AND EXHIBITS.

- 1.1 <u>Definitions</u>. The following terms when used in this Agreement shall be defined as follows:
 - 1.1.1 "Agreement" means this Development Agreement.
 - 1.1.2 "CITY" means the City of Stanton, a California municipal corporation.
 - 1.1.3 "City Council" means the duly elected city council of the City of Stanton.
- 1.1.4 "Commencement Date" means the date the Term of this Agreement commences.
- 1.1.5 "Development" means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project as specified in the Development Approvals (defined below), including, but not limited to: grading; the construction of infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. "Development" does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.
- 1.1.6 "Development Approvals" means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:
 - (a) specific plans and specific plan amendments;
 - (b) tentative and final subdivision and parcel maps;

- (c) conditional use permits, public use permits and plot plans;
- (d) zoning;
- (e) grading and building permits; and
- (f) variances.
- 1.1.7 "Development Exaction" means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.
- 1.1.8 "Development Impact Fee" a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, including but not limited to park "in lieu" fees specified in Government Code Section 66477, fees for processing applications for governmental regulatory actions or approvals, or fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4.
- 1.1.9 "Development Plan" means the plan for development of the Property as set forth in Exhibit "C".
- 1.1.10 "Effective Date" means the date the ordinance approving and authorizing this Agreement becomes effective.
- 1.1.11 "Land Use Regulations" means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property which are in effect as of the Effective Date. "Land Use Regulations" does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:
 - (a) the conduct of businesses, professions, and occupations;
 - (b) taxes (special or general) and assessments;
 - (c) the control and abatement of nuisances;

- (d) the granting of encroachment permits and the conveyance of rights and interests that provide for the use of or the entry upon public property; or
 - (e) the exercise of the power of eminent domain.
- 1.1.12 "OWNER" means the persons and entities listed as OWNER on page 1 of this Agreement and their successors in interest to all or any part of the Property.
- 1.1.13 "Mortgagee" means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.
- 1.1.14 "Project" means the development of the Property contemplated by the Development Plan as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.
- 1.1.15 "Property" means the real property described on Exhibit "A" and shown on Exhibit "B" to this Agreement.
- 1.1.16 "Public Benefit" refers to those benefits provided to the CITY and the community by Owner pursuant to Section 4 below.
- 1.1.17 "Reservation of Rights" means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.3 of this Agreement.
- 1.2 <u>Exhibits</u>. The following documents are attached to, and by this reference made a part of, this Agreement:
 - Exhibit "A" Legal Description of the Property.
 - Exhibit "B" Map showing Property and its location.
 - Exhibit "C" Development Plan.
 - Exhibit "D" Development Impact Fees.

2. GENERAL PROVISIONS.

- 2.1 <u>Binding Effect of Agreement.</u> The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out in accordance with the terms of the Development Plan and this Agreement.
- 2.2 <u>Ownership of Property</u>. OWNER represents and covenants that it is the owner of the fee simple title to, or has an equitable interest in, the Property or a portion thereof.

- 2.3 City Council Findings. The City Council finds that:
 - 2.3.1 This Agreement is consistent with the CITY's General Plan.
- 2.3.2 This Agreement ensures a desirable and functional community environment, provides effective and efficient development of public facilities, infrastructure, and services appropriate for the development of the Project, and enhances effective utilization of resources within the CITY.
- 2.3.3 This Agreement provides public benefits beyond those which are necessary to mitigate the development of the Project.
- 2.3.4 This Agreement strengthens the public planning process, encourages private participation in comprehensive planning and reduces costs of development and government.
- 2.3.5 The best interests of the citizens of the CITY and the public health, safety, and welfare will be served by entering into this Agreement.
- 2.4 <u>Term.</u> The term of this Agreement shall commence on the date (the "Commencement Date") that is the Effective Date, and shall continue for a period which shall expire on the first to occur of (i) five (5) years thereafter or (ii) three (3) years after the issuance a grading permit for the Project, unless this term is modified or extended pursuant to the provisions of this Agreement. Thereafter, the OWNER shall have no vested right under this Agreement, regardless of whether or not OWNER has paid any Development Impact Fee.

2.5 <u>Assignment</u>.

- 2.5.1 <u>Right to Assign</u>. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, <u>et seq.</u>) to any person, partnership, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement and be made in strict compliance with the following conditions precedent:
- (a) No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property.
- (b) Concurrent with any such sale, transfer or assignment, OWNER shall notify CITY, in writing, of such sale, transfer or assignment and shall provide CITY with an executed agreement ("Assignment and Assumption Agreement"), in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties, obligations, agreements, covenants, waivers of OWNER under this Agreement, including,

without limitation, the covenants not to sue and waivers contained in Sections 7.2 and 8.4 hereof.

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

- 2.5.2 <u>Release of Transferring Owner</u>. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement with respect to the transferred Property or any transferred portion thereof, unless such transferring OWNER is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring OWNER of the following conditions:
- (a) OWNER no longer has a legal or equitable interest in all or any part of the Property subject to the transfer.
 - (b) OWNER is not then in default under this Agreement.
- (c) OWNER has provided CITY with the notice and executed agreement required under Paragraph (b) of Subsection 2.5.1 above.
- (d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER to secure performance of its obligations hereunder.
- 2.5.3 <u>Subsequent Assignment</u>. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section 2.5.
- 2.5.4 <u>Utilities</u>. The Project shall be connected to all utilities necessary to provide adequate water, sewer, gas, electric, and other utility service to the Project, prior to the issuance of a certificate of occupancy for any portion of the Project.
- 2.5.5 <u>Sale to Public and Completion of Construction</u>. The provisions of Subsection 2.5.1 shall not apply to the sale or lease (for a period longer than one year) of any lot that has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user. This Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:
- (a) The lot has been finally subdivided and individually (and not in "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and

(b) A certificate of occupancy has been issued for a building on the lot.

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

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

2.6.1 Minor Changes.

- (i) The provisions of this Agreement require a close degree of cooperation between the Parties and "Minor Changes" to the Project may be required from time to time to accommodate design changes, engineering changes, and other refinements related to the details of the Parties' performance. "Minor Changes" shall mean changes to the Project that are otherwise consistent with the Development Plan, and which do not result in a change in the type of use, an increase in density or intensity of use, significant new or increased environmental impacts that cannot be mitigated, or violations of any applicable health and safety regulations in effect on the Effective Date.
- (ii) Accordingly, the Parties may mutually consent to adopting "Minor Changes" through their signing of an "Operating Memorandum" reflecting the Minor Changes. Neither the Minor Changes nor any Operating Memorandum shall require public notice or hearing. The City Attorney and City Manager shall be authorized to determine whether proposed modifications and refinements are "Minor Changes" subject to this Section 2.6.1 or more significant changes requiring amendment of this Agreement. The City Manager may execute any Operating Memorandum without City Council action.
- 2.7 <u>Termination</u>. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:
 - (a) Expiration of the stated term of this Agreement as set forth in Section 2.4.
- (b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.
- (c) The adoption of a timely initiated referendum measure overriding or repealing the ordinance approving this Agreement.
 - (d) Completion of the Project in accordance with the terms of this Agreement

including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

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

2.8 Notices.

- (a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.
- (b) All notices shall be in writing and shall be considered given either: (i) when delivered in person to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below; or (iii) on the date of delivery shown in the records of the transmitting party after transmission by email to the recipient named below. All notices shall be addressed as follows:

If to CITY: City of Stanton Housing Authority

7800 Katella Ave. Stanton, CA 90680 Attn: Jarad Hildenbrand

Email: jhildenbrand@ci.stanton.ca.us

Copy to: Best Best & Krieger LLP

18101 Van Karman Ave., Suite 1000

Irvine, CA 92614

Attn: Elizabeth W. Hull, Esq. Email: Elizabeth.hull@bbklaw.com

If to OWNER: KB Home Coastal Inc.

36310 Inland Valley Drive Wildomar, California 92595

Attn: Steve Ruffner and Lori Schmid

Email: sruffner@kbhome.com; lschmid@kbhome.com

Copy to: KB Home

10990 Wilshire Blvd., 7th Floor Los Angeles, California 90024

Attn: Phil Darrow and Helene Pappas

Email: pdarrow@kbhome.com; hpappas@kbhome.com

and

Green Steel & Albrecht, LLP 19800 MacArthur Blvd., Suite 1000 Irvine, CA 92612-2433

Attn: Joseph M. Manisco, Esq.

Email: <u>jmanisco@gsaaattorneys.com</u>

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

- Reservation of Rights, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, this Agreement. Except as expressly provided otherwise herein, the Project shall remain subject to all Land Use Regulations and Development Approvals, which are in effect on the Effective Date including, without limitation, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Land Use Regulations and Development Approvals. Except as expressly provided herein and the Land Use Regulations and Development Approval as of the Effective Date, City shall not impose any additional conditions, fees, or exactions on the Project or increase any fees or exactions. Notwithstanding the foregoing, the City may charge processing fees and increase processing fees in accordance with applicable law.
- 3.2 <u>Effect of Agreement on Land Use Regulations</u>. Except as otherwise provided under the terms of this Agreement including the Reservation of Rights, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Land Use Regulations and Development Approvals in effect on the Effective Date.

3.3 Reservation of Rights.

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

- (a) Processing fees and charges of every kind and nature imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued, which shall be those in effect as of the Effective Date.
- (b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure, so long as the same are not inconsistent with those in effect as of the Effective Date.
- (c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including, without limitation, all uniform codes adopted by the CITY and any local amendments to those codes adopted by the CITY, including, without limitation, the CITY's Building Code, Plumbing Code, Mechanical Code, Electrical Code, and Grading Ordinance.
- (d) Regulations that may be in conflict with this Agreement but that are reasonably necessary to protect the residents of the project or the immediate community from a condition perilous to their health or safety. To the extent possible, any such regulations shall be applied and construed so as to provide OWNER with the rights and assurances provided under this Agreement.
- (f) Regulations that are not in conflict with this Agreement or the Development Plan. Any regulation, whether adopted by initiative or otherwise, limiting the rate or timing of development of the Property shall be deemed to conflict with the Development Plan and shall therefore not be applicable to the development of the Property.
- (g) Regulations that are in conflict with the Development Plan; provided OWNER has, in its sole and absolute discretion, given written consent to the application of such regulations to development of that Property in which the OWNER has a legal or equitable interest.
- (h) Regulations that impose, levy, alter or amend fees, charges, or Land Use Regulations relating to consumers or end users, including, without limitation, trash can placement, service charges and limitations on vehicle parking.
- (i) Regulations of other public agencies, including Development Impact Fees adopted or imposed by such other public agencies, although collected by CITY.
- 3.3.2 <u>Subsequent Development Approvals</u>. This Agreement shall not prevent CITY, in acting on subsequent development approvals and to the same extent it would otherwise be authorized to do so absent this Agreement, from applying subsequently adopted or amended Land Use Regulations that do not conflict with this Agreement. CITY shall grant all subsequent permits so long as they are consistent with the Land Use Regulations and Development Approvals.

- 3.3.3 <u>Modification or Suspension by State or Federal Law.</u> In the event that State, County or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State, County or Federal laws or regulations; provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce. If, in the Owner's reasonable determination, the effect of such changes renders the Project financially infeasible, OWNER may terminate is Agreement.
- 3.3.4 <u>Intent</u>. The parties acknowledge and agree that CITY is restricted in its authority to limit certain aspects of its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power that cannot be or are not expressly so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority that cannot be or is not by this Agreement's express terms so restricted.
- 3.4 <u>Regulation by Other Public Agencies</u>. It is acknowledged by the parties that other public agencies not within the control of CITY may possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies.
- 3.5 <u>Water Supply Planning</u>. To the extent the Development Plan includes one or more tentative maps totaling more than 500 dwelling units, and to the extent the Project, or any part thereof, is not exempt under Government Code Section 66473.7(i), each such tentative map shall comply with the provisions of Government Code Section 66473.7.
- 3.6 <u>Timing of Development</u>. Because the California Supreme Court held in Pardee Construction Co. v. City of Camarillo, 37 Cal. 3d 465 (1984), that the failure of the parties in that case to provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over the parties' agreement, it is the specific intent of the Parties to provide for the timing of the Project in this Agreement. To do so, the Parties acknowledge and provide that Owner shall have the right, but not the obligation, to complete the Project in such order, at such rate, at such times, and in as many development phases and subphases as Owner deems appropriate in its sole subjective business judgment
- 3.7 <u>Conditions, Covenants and Restrictions</u>. Owner shall have the ability to reserve and record such covenants, conditions, and restrictions (CC&Rs) against the Property as Owner deems appropriate, in its sole and absolute discretion. Such CC&Rs may not conflict with this Agreement or the General Plan. Before recording any CC&Rs, Owner shall provide a copy of the CC&Rs to the CITY for review and approval by the City Attorney. The City Attorney's review shall be limited to determining if the CC&Rs substantially comply with this Agreement. Within thirty (30) days after receiving a copy of the proposed CC&Rs from Owner, the City Attorney shall provide Owner with either (i) a statement that the CC&Rs comply with this Agreement ("CC&R Approval") or (ii) written comments identifying each aspect of the CC&Rs which the City Attorney believes not to be in compliance with this Agreement (a "Statement of

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

- 3.8 <u>Approvals and Permits</u>. CITY shall diligently and in good faith comply with the Permit Streamlining Act and shall use its diligent and good faith efforts to cooperate in and expedite the review, comment and approval of plans and the securing of permits.
- 3.9 <u>Eminent Domain</u>. In the event that, notwithstanding its diligent and good faith efforts, OWNER cannot acquire land necessary for the completion of public improvements or completion of mitigation measures (e.g., street widening, utilities or other off-site improvements) or cannot eliminate any interests of others in the property which is the subject of the Project (e.g., internal rights of way, easements, or diverse property ownerships) which interfere with the completion of such public improvements or mitigation measures, OWNER may request CITY consider utilizing its eminent domain powers to effectuate any needed acquisition. If CITY chooses to proceed, all costs associated with the eminent domain proceedings, including attorney fees and the cost of the acquisition shall be borne by OWNER.
- 3.9.1 Notwithstanding a request by OWNER for City to utilize its power of eminent domain, CITY hereby retains its sole and unfettered discretion as the use of its eminent domain powers. Nothing in this Agreement shall require CITY to adopt a resolution of necessity regarding the acquisition of property or to acquire any properties by exercise of CITY's power of eminent domain. If CITY considers adoption of a resolution of necessity regarding the acquisition of property and does not adopt such a resolution, OWNER may terminate this Agreement upon seven (7) days' Notice to the CITY, and neither Party shall have liability to the other or any other Person.
- 3.9.2 Reservation of City Discretion. It is expressly acknowledged, understood and agreed by the Parties that CITY undertakes no obligation to adopt any resolution of necessity, and does not prejudge or commit to any Person regarding the findings and determinations to be made by CITY with respect to any resolution of necessity. In the event of termination, neither OWNER nor CITY shall be in Default under this Agreement and OWNER

may terminate this Agreement upon seven (7) days' Notice to CITY, and neither Party shall have liability to the other or any other Person.

- 3.9.3 No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.
- 3.10 <u>Tentative Maps</u>. Pursuant to Government Code Section 66452.6, the duration of all tentative tract maps within the Project approved by the CITY shall be extended to the earlier of ten (10) years after approval by the CITY or the expiration of the term of this Agreement.

4. PUBLIC BENEFITS.

- 4.1 <u>Intent</u>. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.
- 4.2 <u>Public Benefits.</u> In addition to complying with the Project conditions of approval which are designed to mitigate the significant environmental impacts of the Project, OWNER has committed by this Agreement to contribute to the acquisition, construction and maintenance of certain "Public Benefits." The Public Benefits consist of contributions toward the "Public Facilities" which may include but are not limited to park maintenance, rehabilitation and improvements, public facility upgrades and improvements, street maintenance and improvements, or any other improvement to the public facilities as the CITY deems necessary to provide appropriate facilities and services to the residents of this community and the CITY at large. CITY shall have no obligation to construct the Public Facilities in any particular order or sequence.
- 4.2.1 <u>CITY Facilities</u>. OWNER shall make contributions towards the acquisition, construction and maintenance of the CITY Facilities, as follows:
- (i) Public Benefit Fee. OWNER shall pay a fee in the amount of ten thousand dollars (\$10,000.00) (the "City Facilities Fee") for each residential unit ("Unit") constructed as part of the Project. The City Facilities Fee shall be due at the time a building permit is requested for each Unit, unless a different schedule is mutually agreed upon by the CITY and OWNER.
- (ii) Neighborhood Preservation Fee. OWNER shall pay a fee in the amount of one thousand five hundred dollars (\$1,500) (the "Neighborhood Preservation Fee") for each residential unit ("Unit") constructed as part of the Project. The Neighborhood Preservation Fee shall be due at the time a building permit is requested for each Unit, unless a different schedule is mutually agreed upon by the CITY and OWNER.

4.3 <u>Development Impact Fees</u>.

- 4.3.1 <u>Amount of Fee</u>. The Development Impact Fees set forth in Exhibit "D" shall be charged to the Project.
- 4.3.2 <u>Time of Payment</u>. The fees required pursuant to Subsection 4.3.1 shall be paid to CITY prior to the issuance of building permits for each residential Unit. No fees shall be payable for building permits issued prior to the Effective Date of this Agreement, but the fees required pursuant to Subsection 4.3.1 shall be paid prior to the re-issuance or extension of any building permit for a residential Unit for which such fees have not previously been paid.
- 4.3.3 <u>Development Impact Fees; No Increases.</u> The Parties hereby agree that, except as expressly set forth in Exhibit "D", during the term of this Agreement, the Project shall not be subject to the imposition of any City imposed Development Impact Fee that becomes effective after the Effective Date. Notwithstanding anything to the contrary in the Agreement, the OWNER acknowledges that OWNER shall be responsible for the payment of development impact fees imposed or required by other public agencies, including County or regional agencies.
- 4.3.4 Prepayment. In no event shall the prepayment of any Development Impact Fees required hereunder establish a vested right on the part of OWNER or any other owner of the Property or any person or entity with an interest therein to develop the Project or the Property following the expiration, cancellation or termination of the Term of this Agreement, provided, however the prepayment of any Development Impact Fees required hereunder for any particular Unit shall satisfy in full OWNER's obligation to pay such Development Impact Fees for such Unit and any subsequent increase in the amount of such Development Impact Fees as to such Unit shall not be applicable to it. Following the expiration, cancellation or termination of this Agreement, unless Development Impact Fees have been previously paid by OWNER as to any particular Unit, in which event OWNER's obligation to pay such Development Impact Fees as to such Unit shall be satisfied in full, all Development Impact Fees then in effect shall be applicable to the Project and Property notwithstanding any provision of this Agreement and any increase or amendment of any Development Impact Fee, or any combination thereof. Nothing contained in this Subsection 4.3.5 shall be construed as limiting the right of OWNER to a credit against any Development Impact Fees as set forth in Section 4.3.3 hereof.
- 4.4 <u>Dedication of On-Site Easements and Rights of Way</u>. OWNER shall dedicate to CITY all on-site rights of way and easements deemed necessary for public improvements, in CITY's reasonable discretion, within 15 days of receipt of written demand from CITY.
- 4.5 <u>Timing of Construction of Off-Site Infrastructure</u>. Approval of any building permits on the Property shall be conditioned upon CITY's determination, in its reasonable discretion, that sufficient progress is being made on construction of off-site infrastructure serving development of OWNER's Property.
- 4.6 OWNER acknowledges and agrees that the amount of the fees set forth in Sections 4.2 and 4.3 are negotiated fees and not adopted as part of a greater fee program within the City. OWNER waives any right to challenge the mode of imposition of these fees, the amount of these fees or application of these fees to this Project. OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which

is set forth below:

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

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

Owner's Initials

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

6. REVIEW FOR COMPLIANCE.

- 6.1 <u>Periodic Review</u>. The CITY shall review this Agreement annually, on or before the anniversary of the Effective Date, in order to ascertain the compliance by OWNER with the terms of the Agreement. OWNER shall submit an Annual Monitoring Report, in a form acceptable to the City Manager, within thirty (30) days after written notice from the City Manager. The Annual Monitoring Report shall be accompanied by an annual review and administration fee sufficient to defray the estimated costs of review and administration of the Agreement during the succeeding year. The amount of the annual review and administration fee shall be set annually by resolution of the City Council.
- 6.2 <u>Special Review</u>. The City Council may order a special review of compliance with this Agreement at any time. The City Manager, or his or her designee, shall conduct such special reviews.

6.3 Procedure.

(a) During either a periodic review or a special review, OWNER shall be

required to demonstrate good faith compliance with the terms of the Agreement. The burden of proof on this issue shall be on OWNER.

- (b) Upon completion of a periodic review or a special review, the City Manager, or his or her designee, shall submit a report to the Planning Commission setting forth the evidence concerning good faith compliance by OWNER with the terms of this Agreement and his or her recommended finding on that issue.
- (c) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has complied in good faith with the terms and conditions of this Agreement, the review shall be concluded.
- (d) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has not complied in good faith with the terms and conditions of this Agreement, the Commission may recommend to the City Council modification or termination of this Agreement. OWNER may appeal a Planning Commission determination pursuant to this Section 6.3(d) pursuant to CITY's rules for consideration of appeals in zoning matters then in effect. Notice of default as provided under Section 7.3 of this Agreement shall be given to OWNER prior to or concurrent with proceedings under Section 6.4 and Section 6.5.
- 6.4 <u>Proceedings Upon Modification or Termination</u>. If, upon a finding under Section 6.3, CITY determines to proceed with modification or termination of this Agreement, CITY shall give written notice to OWNER of its intention so to do. The notice shall be given at least ten (10) calendar days prior to the scheduled hearing and shall contain:
 - (a) The time and place of the hearing;
- (b) A statement as to whether or not CITY proposes to terminate or to modify the Agreement; and,
- (c) Such other information that the CITY considers necessary to inform OWNER of the nature of the proceeding.
- 6.5 <u>Hearing on Modification or Termination</u>. At the time and place set for the hearing on modification or termination, OWNER shall be given an opportunity to be heard. OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on OWNER. If the City Council finds, based upon substantial evidence, that OWNER has not complied in good faith with the terms or conditions of the Agreement, the City Council may terminate this Agreement or modify this Agreement and impose such conditions as are reasonably necessary to protect the interests of the CITY. The decision of the City Council shall be final.
- 6.6 <u>Certificate of Agreement Compliance</u>. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER

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

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

7. DEFAULT AND REMEDIES.

- 7.1 Remedies in General. It is acknowledged by the parties that neither CITY nor OWNER would have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER and OWNER shall not be liable in damages to CITY, or to any successor in interest of OWNER, CITY, or to any other person or entity, and OWNER and CITY covenant not to sue for damages or claim any damages:
- (a) For any breach of this Agreement or for any cause of action that arises out of this Agreement; or
- (b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or
- (c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.
- (d) Notwithstanding the foregoing, each Party may sue for specific performance under this Agreement and in the event of an action or proceeding for a declaration of the rights of the parties under this Agreement, for injunctive relief, for an alleged breach or default of, or any other action arising out of, this Agreement, or the transactions contemplated hereby, the non-defaulting party or prevailing party shall be entitled to its actual attorneys' fees and to any court costs incurred, in addition to any other relief awarded.
- 7.2 Release. Except for non-monetary remedies and as set forth in the preceding Section 7.1(d), OWNER and CITY, each for itself, its successors and assignees, hereby releases the other, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, including, any claim or liability of CITY based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth and Fourteenth

Amendments to the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon CITY because it entered into this Agreement or because of the terms of this Agreement. OWNER and CITY each hereby acknowledge that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

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

By initialing	below, OWNER and CITY hereby waive the provisions of Se	ction
1542 in connection with the	matters that are the subject of the foregoing waivers and relea	ses.
Owner's Initials	City's Initials	

- 7.3 Termination or Modification of Agreement for Default of OWNER. CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default"); provided, however, CITY may terminate or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.
- 7.4 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default (as defined in Section 7.3 above) by CITY (and only after providing written notice to CITY of default setting forth the nature of the default and the actions, if any, required by CITY to cure such default and, where the default can be cured, CITY has failed to take such actions and cure such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.

8. <u>LITIGATION</u>.

8.1 <u>Third Party Litigation Concerning Agreement</u>. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and

employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement, the approval of any permit granted pursuant to this Agreement, and any claim, action, proceeding or determination arising from the land use entitlements relating to this Project, including this Development Agreement and in connection with the remediation of any oil well that may be located on the Property. CITY shall promptly notify OWNER of any claim, action, proceeding or determination included within this Section 8.1, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action, proceeding or determination, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action, proceeding or determination.

- 8.2 Environmental Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission, including the remediation of any oil well that may be located on the Property. CITY may in its discretion participate in the defense of any such action. The foregoing defense and indemnity obligations, however, shall not apply to any condition of the Property which existed prior to OWNER's acquisition of it unless exacerbated by any act or omission of OWNER.
- 8.3 Reservation of Rights. With respect to Section 8.1 and Section 8.2 herein, CITY reserves, the right to either (1) approve the attorney(s) that the indemnifying party selects, hires or otherwise engages to defend the indemnified party hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense; provided, however, that the indemnifying party shall reimburse the indemnified party forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.
- Agreement, OWNER, on behalf of itself and its successors in interest, hereby expressly agrees and covenants not to sue or otherwise challenge any land use approval affecting the Property and in effect as of the Effective Date. Such agreement and covenant includes, without limitation, the covenant against any direct suit by OWNER or its successor in interest, or any participation, encouragement or involvement whatsoever that is adverse to CITY by OWNER or its successor in interest, other than as part of required response to lawful orders of a court or other body of competent jurisdiction. OWNER hereby expressly waives, on behalf of itself and its successors in interest, any claim or challenge to any land use approval affecting the Property and in effect as of the Effective Date. In the event of any breach of the covenant or waiver contained herein, CITY shall, in addition to any other remedies provided for at law or in equity, be entitled to:
 - (a) unless previously paid as to any particular Units, impose and recover (at any time, including after sale to a member of the public or other ultimate user) from the

party breaching such covenant or waiver, the full amount of Development Impact Fees that the breaching party would have been required to pay in the absence of this Development Agreement; and

(b) impose any subsequently adopted land use regulation on those land use approvals for which the breaching party had not, as of the time of such breach, obtained a building permit.

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

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

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

Owner's Initials

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

9. <u>MORTGAGEE PROTECTION</u>.

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

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

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

- (c) If CITY timely receives a request from a mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.
- (d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.5 of this Agreement.

10. MISCELLANEOUS PROVISIONS.

- 10.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the Orange County Recorder by the Clerk of the City Council within ten (10) days after the CITY enters into the Agreement, in accordance with Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement, or if the CITY terminates or modifies this Agreement as provided herein for failure of the OWNER to comply in good faith with the terms and conditions of this Agreement, the City Clerk shall have notice of such action recorded with the Orange County Recorder.
- 10.2 <u>Entire Agreement</u>. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements that are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.
- 10.3 <u>Severability</u>. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement, including the payment

of the Development Impact Fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

- 10.4 <u>Interpretation and Governing Law.</u> This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.
- 10.5 <u>Section Headings</u>. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.
 - 10.6 Singular and Plural. As used herein, the singular of any word includes the plural.
- 10.7 <u>Joint and Several Obligations</u>. If at any time during the Term of this Agreement the Property is owned, in whole or in part, by more than one OWNER, all obligations of such OWNERS under this Agreement shall be joint and several, and the default of any such OWNER shall be the default of all such OWNERS. Notwithstanding the foregoing, no OWNER of a single lot that has been finally subdivided and sold to such OWNER as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as expressly provided for herein.
- 10.8 <u>Time of Essence</u>. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.
- 10.9 <u>Waiver</u>. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.
- 10.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.
- 10.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes, walk-outs, boycotts, similar obstructive actions or other labor difficulties beyond the party's control, government regulations, court actions (such as restraining orders or injunctions), market wide shortages of labor, materials or supplies, delays caused by the CITY, any utility company, or other governmental or quasi-governmental entities in approving entitlements, permits, and other authorizations as well as conducting inspections needed for timely completion of a party's

obligations, provided that neither the ordinary and customary processing time shall not be considered a delay; and other similar matters or causes beyond the reasonable control of a party but excluding such party's financial inability to perform the obligation. If any such events shall occur, the Term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the Term of this Agreement shall not be extended for more than five (5) additional years under any circumstances.

- 10.12 <u>Mutual Covenants</u>. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.
- 10.13 <u>Successors in Interest</u>. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.
- 10.14 <u>Counterparts</u>. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.
- 10.15 <u>Jurisdiction and Venue</u>. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Orange, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.
- 10.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.
- 10.17 <u>Further Actions and Instruments</u>. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the

provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

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

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

SIGNATURE PAGE FOLLOWS

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

OWNER

KB HOME COASTAL INC.,

a California corporation
By:
Dated:
CITY
CITY OF STANTON, a California municipal corporation
By:
Mayor
Dated:
ATTEST:
By:
City Clerk
APPROVED AS TO LEGAL FORM:
BEST BEST & KRIEGER LLP
City Attorney

EXHIBIT "A"

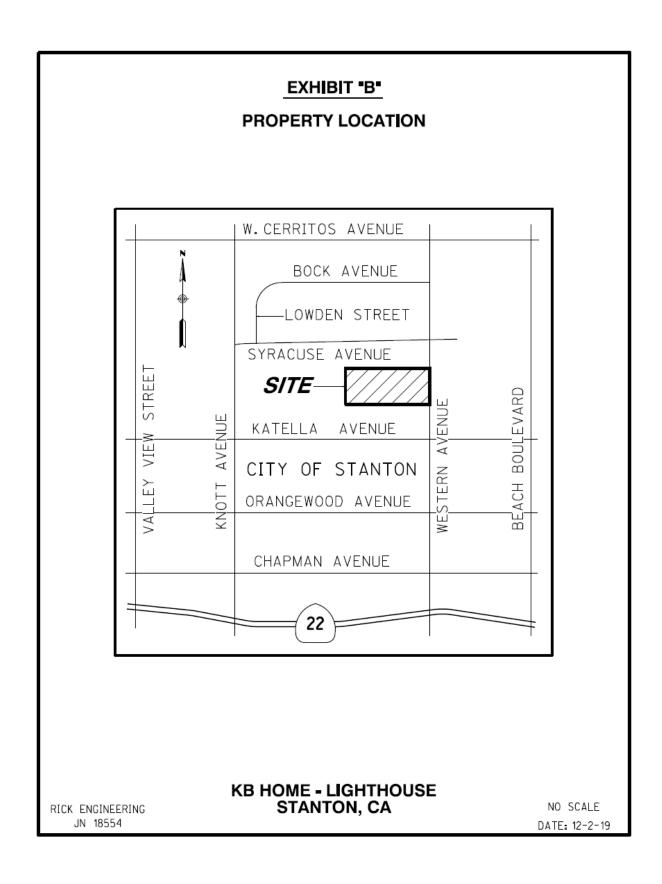
(Legal Description of the Property)

Real property in the City of Stanton, County of Orange, State of California, described as follows:

THAT PORTION OF THE NORTH 5 ACRES OF THE EAST 10 ACRES OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, AS SHOWN ON A MAP RECORDED IN <u>BOOK 51, PAGE 11</u>, MISCELLANEOUS MAPS, RECORDS OF SAID ORANGE COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THE LAND DESCRIBED IN DEED TO JOSEPH SHUMWAY AND WIFE, RECORDED APRIL 6, 1953, IN <u>BOOK 2482, PAGE 99</u>, OFFICIAL RECORDS.

EXCEPT THE SOUTH 145.00 FEET THEREOF.

APN: 079-371-17



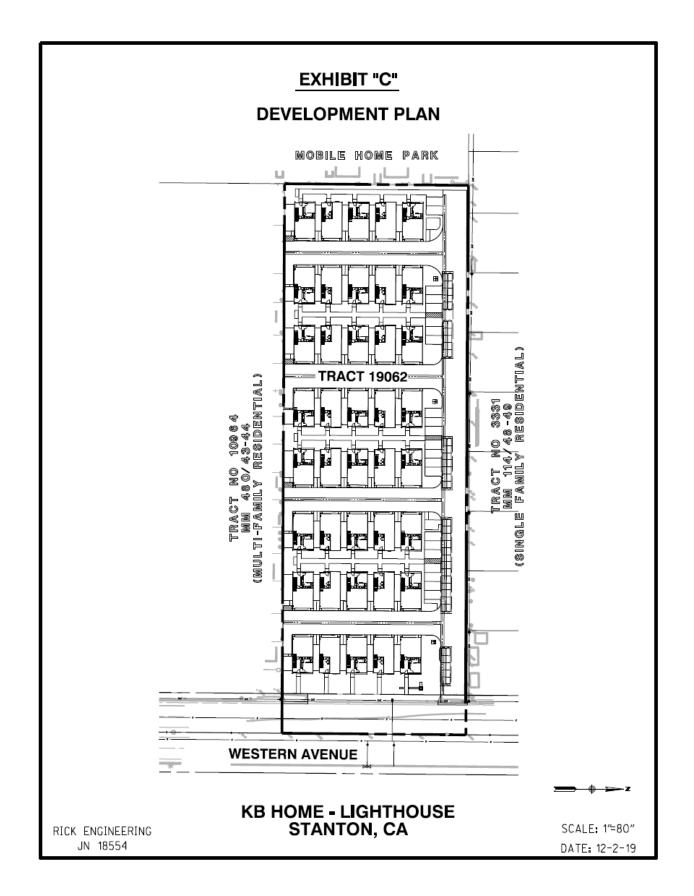


EXHIBIT "D"

(Development Impact Fees)

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



TO:

Chairperson and Members of the Planning Commission

DATE:

March 4, 2020

SUBJECT:

PUBLIC HEARING TO CONSIDER PRECISE PLAN OF DEVELOPMENT (PPD)-803, TENTATIVE TRACT MAP (TM)19-04, PLANNED DEVELOPMENT PERMIT (PDP)19-03 AND DEVELOPMENT AGREEMENT (DA)19-02 TO SUBDIVIDE A 2.35 ACRE SITE FOR THE CONSTRUCTION OF 40 DETACHED CONDOMINIUM UNITS AND ASSOCIATED IMPROVEMENTS FOR THE PROPERTY LOCATED AT 10871 WESTERN AVENUE, IN THE HIGH DENSITY RESIDENTIAL (RH) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- · Conduct a public hearing;
- Find that the effects of the proposed project are Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32 (In-fill Development Projects);
- Adopt Resolution No. 2521 recommending the City Council approve Precise Plan
 of Development (PPD)-803 Tentative Tract Map (TM)19-04, Planned
 Development Permit (PDP)19-03; and
- Adopt Resolution No. 2522 recommending the City Council approve Development Agreement DA19-02.

BACKGROUND

The applicant, Kurt Bausback representing KB Homes Coastal Inc, is proposing to demolish an existing church and associated structures in order to develop 40 detached

condominium units. To accommodate this proposed project, the Applicant has requested the following Planning entitlements:

- Precise Plan of Development PPD-803 20.530.030 of the Stanton Municipal Code (SMC) requires a site permit for the construction of two or more new dwelling units on a lot or in conjunction with the submittal of a subdivision;
- Tentative Tract Map (TM19-04) The California Subdivision Map Act requires a Tentative Tract Map for condominium purposes to develop 40 detached condominium units for individual ownership;
- Planned Development Permit (PDP19-03) 20.520.020 of the SMC requires a Planned Development Permit to allow modifications to applicable development standards; and
- Development Agreement (DA) 19-02 In exchange for the development of the property, the developer is agreeing to provide a public benefit to the City. Section 20.510.050 of the Stanton Municipal Code (SMC) requires the Planning Commission hold a public hearing to consider the Development Agreement and render a recommendation to the City Council.

ANALYSIS/JUSTIFICATION

PROJECT LOCATION - The project site is located on the east side of Western Avenue, between Syracuse and Katella Avenues. The subject site is a 2.35 acre parcel that currently houses the Lighthouse Community Church. The property is in the High Density Residential (RH) zone and carries a General Plan designation of High Density Residential. Surrounding zoning and uses are as follows:

North	Single family homes	Single Family Residential (RL) Zone
South	Condominium subdivision known as Western Meadows	High Density Residential (RH) Zone
East	Apartment community known as Briarwood Square	High Density Residential (RH) Zone
West	Mobile home community	Medium Density Residential (RM) Zone

PROJECT DESCRIPTION - The Applicant is proposing to construct a new residential subdivision on an existing 2.35 acre site (Assessor's Parcel Number: 079-371-17). The project consists of 40 detached condominium, units, a private common drive aisle, and common and private open space. The Applicant is proposing two different home plans which would consist of three-story homes ranging in size from 1,771 – 1,931 square feet.

In terms of density, the proposed project would be constructed at a ratio of 18 dwelling units per acre. This density is consistent with the General Plan, which allows up to 18

dwelling units per acre. The RH zone allows a net density of 18 dwelling units per acre (du/ac). In terms of setbacks, a 20-foot setback is provided along the front property line along Western Avenue; a 10-foot side yard setback is provided along the south property line, a 45-foot side yard setback is provided along the northern property line; and a setback ranging from 16.67 – 17.3 feet is provided along the rear property line. As indicated in the table below, the setbacks along the south property line and the rear property line do not meet the minimum required as specified in Table 2-3 of SMC Section 20.210.030. In order to modify to development standards, a Planned Development Permit is required.

<u>Setback</u>	<u>Required</u>	<u>Provided</u>
Front	20 feet	20 feet
Rear	25 feet	Varying 16.67 – 17.3 feet
Side (South Property Line)	15 feet	10 feet
Side (North Property Line)	15 feet	45 feet

PLANNED DEVELOPMENT PERMIT – The applicant is requesting a Planned Development Permit (PDP) which allows greater flexibility from the strict application of the SMC. The intent of the PDP is to encourage a high quality development which incorporates enhanced amenities while still meeting the goals and intent of the General Plan. The proposed project conforms to the municipal code requirements in terms of density, height, structure coverage and certain setbacks. Where the site does not meet code requirements, the PDP is used to ensure that high standards of design are met and that the project is consistent with the intent of the Code. Therefore, the applicant is requesting approval of a Planned Development Permit to allow modifications to certain development standards which include south side yard and rear setbacks, required drive aisle width, required distance between habitable structures, parking and private open space. The following analysis provides justification to support the PDP.

<u>Setbacks</u>. The project conforms to the front setback and the side setback on the northern side. The buildings are set back significantly over what is required by code on the northern property line, with the intent of easing the transition between the project and the single-family residential uses to the north. However, the rear and south setback lines are proposed at five to nine feet less than the required setback to allow additional flexibility in the design. In regards to the distance between habitable structures, the units are proposed to range from six feet to 28 feet apart from one another. SMC requires a minimum separation distance of 15 feet between habitable structures.

<u>Drive Aisle Width</u>. The main drive aisle is proposed to be a 24-foot width rather than the required 25-foot width per SMC. However, the drive aisle maintains the minimum drive width as specified by Orange County Fire Authority (OCFA). It would also be improved with decorative stamped concrete to enhance the entry point to the development.

The applicant has incorporated measures to address the deficiencies. First, enhanced landscaping elements have been incorporated throughout the project to create separation between the project and the surrounding uses. For example, along the southern property line, 24-inch box trees will be planted to screen the proposed dwelling units from the adjacent development. Second, upper story windows in the proposed dwelling units that face the adjacent development to the south incorporate frosted/textured glass to obscure the views of the neighboring properties. Third, trees are proposed along the boundary between the project and the existing condominium subdivision to the south to ensure privacy. These landscaping elements have been incorporated throughout the project to create separation between the project and the surrounding uses. Additionally, to further enhance the quality of the development, the Applicant proposes an entry monument wall at the entrance to the development to create an enhanced entry to the new community. Finally, accent paving and extensive landscaping treatments are proposed along Western Avenue to soften the entrance view from the street.

With the inclusion of these measures, the project efficiently incorporates modern site planning techniques, thereby resulting in a more efficient use of land that would otherwise not be possible through strict application of the development standards. The adjustments allowed by the PDP to the development standards mentioned above enable the property to be developed effectively and thoughtfully and may encourage infill development in the City of Stanton.

PARKING/CIRCULATION - The project site would have access to Western Avenue from the 24foot wide common drive aisle which provides access to open parking spaces along the drive aisle. It also connects to four single driveways which serve as access points to the garages for each unit.

In regard to parking, Table 3-6 in Section 20.320.030 of the SMC requires three-bedroom dwellings to provide for 3.5 parking spaces and four-bedroom dwellings provide for four parking spaces (at least 2 enclosed) per dwelling unit. In addition, one guest parking space is required for every three dwelling units. A total of 165 spaces are required for the project.

The Applicant is proposing 16 three-bedroom units which provide three-car garages and 24 four-bedroom units which provide two-car garages. The project also includes 26 open parking spaces. In total, there would be 122 off-street parking spaces provided, which would equate to 3.05 parking spaces provided per unit. This is a deficiency of 43 spaces as required by code.

Parking Requirement	Number of units with Bedrooms	Parking Required	Parking Provided
Three bedroom: 3.5 spaces	16 three-bedroom	56	48
Four bedroom: 4 spaces	24 four-bedroom	96	48
Guest Parking	1 space per 3 units	13	26
	<u> </u>	165	122

A parking analysis was required to be commissioned to demonstrate that the proposed parking configuration would be sufficient for the type of units provided. The analysis utilized the industry parking standard, the Institute of Transportation Engineers (ITE) parking rate, and the parking rate for neighboring cities to justify the proposed parking shortage on site. The ITE rate, when applied resulted in low average peak period demands per dwelling unit and, when multi-family housing parking rate was applied, 52 parking spaces were required. This is far less than the City's requirement. The analysis also indicated that the neighboring cities' rates would result in parking requirements of 100 to 122, which is less than or the same as the project proposal. In summary, the analysis concluded that the proposal would provide sufficient parking to accommodate the units. The parking study has been included in Attachment G for reference.

FLOOR PLANS - The 40 units consist of three stories with two different plan options. Plan One offers three bedrooms while Plan Two offers four bedrooms. For Plan One, the first floor consists of a main entry and a three-car garage while Plan Two provides for a bedroom and a two-car garage. For both plans, the second floor plan consists of a kitchen, a great room, a powder room, and laundry space and the third floor consists of a master bedroom and master bathroom, two additional bedrooms, and a bathroom.

DESIGN AND ARCHITECTURE- The proposed units feature a modern architecture with an earth tone palette. Elevations are enhanced with wall offsets, significant vertical and horizontal articulation and special architectural elements and materials. Each unit will be provided with a private outdoor fenced yard/patio.

OPEN SPACE –Per SMC Section 20.420.050, a minimum of 5% of the total site area is required to be dedicated to common open space. In total, the Applicant is proposing 7,434 square feet of common open space area which equates to 8% of the total site. This exceeds the minimum established in the SMC. The development has been designed to meet the minimum five percent (5%) of the lot area by providing open space areas between the rows of homes which will be enhanced with trees, groundcover, shrubs, walkways and benches. Additionally, the Applicant is proposing a small open space area in the northwest portion of the site which would provide for a barbecue and picnic table amenity for the residents.

In regards to private open space, per SMC Section 20.420.050 a minimum of 250 square feet of private open space is required per unit. The Applicant is proposing a range from 145 - 265 square feet in size for each unit. This makes some of the units deficient on private open space.

The applicant has justified that, with the close proximity to Stanton Central Park which is located approximately a quarter mile north of the property, residents would be able to utilize the park. This park offers a greater range of amenities, including interactive water play area, tennis courts, playgrounds, a skate park, and sports fields. Further, the project includes an improved barbecue and picnic amenity which is accessible to all residents.

In conclusion, the project meets the purpose of the Planned Development Permit by providing a development that exceeds site and design standards of normal developments that are created using strict application of the development standards found in the SMC. The utilization of modern site planning provides additional housing opportunities on a large underutilized residential lot. The development utilizes high quality architectural designs and materials, and incorporates varying architectural treatments including wall offsets, significant vertical and horizontal articulation on the elevations of the homes. The project site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the development. With the incorporation of these features, the project provides an aesthetically pleasing housing development that is compatible with the overall neighborhood.

TENTATIVE TRACT MAP - The California Subdivision Map Act requires a Tentative Tract Map for a condominium subdivision. Tentative Parcel Map 19062 proposes to subdivide the existing parcel in order to allow for the construction of the 40 detached condominium units for individual ownership. The design of Tentative Parcel Map 19062, as conditioned, conforms to the design guidelines and standards of the Stanton General Plan and Municipal Code. Staff has conditioned the proposal to submit Conditions, Covenants and Restrictions (CC&R's) to the city for review of the proposed maintenance provisions for the homeowner's association.

DEVELOPMENT AGREEMENT - As part of the entitlement process, the City Council authorized staff to enter into negotiations for a Development Agreement for this project. The Development Agreement would vest the Applicant with the authority to develop the residential subdivision in accordance with the existing land use laws, regulations, and ordinances. In other words, if the land use laws, regulations, and ordinances change during the life of the Development Agreement, the applicant would still be able to develop the project according the Agreement. In exchange, the developer has agreed to provide substantial improvements to the infill site by offering a high quality subdivision consisting of detached condominium units as a public benefit, along with a financial contribution for the improvement of public facilities throughout the City. As part of the Planning Commission consideration, the Commission's authority over the Development Agreement is limited to consideration of land use. All other considerations within the Development Agreement are to be considered by the City Council.

ENVIRONMENTAL IMPACT

Staff recommends that the Planning Commission find that the effects of the proposed project are Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32 (In-fill Development). Class 32 consists of projects characterized as infill development meeting the conditions described in Section 15332. These conditions include that the proposed project is (a) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) the project

site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services.

The CEQA Class 32 letter, attached to this staff report as Attachment G, provides evidence that the proposed project meets these conditions. Pursuant to Section 15300.02 (c) and Section 15332 of Title 14 of the California Code of Regulations, there are no unusual circumstances in respect to the proposed project for which staff would anticipate a significant effect on the environment and, therefore, the proposed project is categorically exempt from the provisions of CEQA.

PUBLIC NOTIFICATION

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

Prepared by,

Rose Rivera Senior Planner

Pase Pivera

Approved by,

Amy Stonich, AICP Contract City Planner

ATTACHMENTS

- Α. PC Resolution No. 2521
- PC Resolution No. 2522 В.
- C. Applicant's Narrative
- D. Vicinity Map
- Site Plan/Landscape Plan/Floor Plans/Elevations E.
- F. **Tentative Tract Map**
- G. **Environmental Documents including Parking Analysis**

RESOLUTION NO. 2521

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON CALIFORNIA, RECOMMEND THAT THE CITY COUNCIL APPROVE PRECISE PLAN OF DEVELOPMENT (PPD)-803, TENTATIVE TRACT MAP (TM) 19-04, AND PLANNED DEVELOPMENT PERMIT (PDP) 19-03 TO ALLOW FOR THE CONSTRUCTION OF A 40-UNIT CONDOMINIUM SUDBIVISION LOCATED AT 10871 WESTERN AVENUE IN THE HIGH RESIDENTIAL (RH) ZONE AND FIND THAT THE PROJECT IS CATEGORICALLY EXEMPT PER CALIFORNIA ENVIRONMENTAL QUALITY ACT, PUBLIC RESOURCE CODE SECTION 15332, CLASS 32 (INFILL DEVELOPMENT)

THE PLANNING COMMISSION OF THE CITY OF STANTON HEREBY RESOLVE AS FOLLOWS:

WHEREAS, Section 20.520.030 of the Stanton Municipal Code (SMC) requires a precise plan of development and tentative tract map for the construction of two or more new dwelling units on a lot or in conjunction with the submittal of a subdivision and Section 20.520.020 of the SMC requires a Planned Development Permit to allow modifications to applicable development standards;

WHEREAS, on November 11, 2019, Kurt Bausback representing KB Home Coastal Inc., ("Applicant") filed applications for approval of a Precise Plan of Development (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue which will include the demolition of an church, and construction of 40 detached condominiums and associated site improvements;

WHEREAS, on March 4, 2020 the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Precise Plan of Development (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site, located at 10871 Western Avenue in the High Density Residential (RH) zone;

WHEREAS, the Planning Commission finds and determines that the Project is within that class of projects (*i.e.*, Class 32 – In-fill Development projects) which consists of in-fill development meeting the conditions described in Section 15332 of the CEQA Guidelines; that is, (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services. The Planning Commission finds and determines that the Property is located within an "urbanized area", as that term is defined in Section 15387 of the CEQA Guidelines, and meets the aforementioned conditions and will not cause a significant effect on the environment and is,

therefore, categorically exempt from the provisions of CEQA staff has reviewed the environmental form submitted by the applicant in accordance with the City's procedures. Based upon the information received and staff's additional analysis, the project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development);

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

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

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FINDS AND DETERMINES THAT:

SECTION 1: All of the facts, findings and conclusions set forth in this resolution are true and correct.

SECTION 2: The Project is within that class of projects (*i.e.*, Class 32 – In-fill Development projects) which consists of in-fill development meeting the conditions described in Section 15332 of the CEQA Guidelines; that is, (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services. The Planning Commission finds and determines that the Property is located within an "urbanized area", as that term is defined in Section 15387 of the CEQA Guidelines, and meets the aforementioned conditions and will not cause a significant effect on the environment and is, therefore, categorically exempt from the provisions of CEQA:

SECTION 3: That in accordance with the requirements as set forth in Section 20.530.050 of the Stanton Municipal Code for Site Plan and Design Review application:

A. The project is allowed within the subject zone.

The proposed project is for 40 detached condominium units within the High Density Residential (RH) zone. Section 20.210.020 of the Stanton Municipal Code states that multi-family dwellings in the RH zone are permitted, subject to approval of a site plan and design review. The applicant is also requesting approval of a planned development permit to modify development standards which include the south side yard and rear setbacks, required drive aisle width, required distance between habitable structures, parking and private open space. With approval of the associated applications, the project would be in full conformance with the zoning code.

- B. The project is designed so that:
 - 1. The project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property;

The project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property. The project includes the proposing to demolish an existing church and associated structures in order to develop 40 detached condominium units. Conditions of approval have been included to ensure that during the construction phase, appropriate measures are taken to minimize the impacts of the construction activities in the residential neighborhood. Therefore, potential impacts would be less than significant and will not constitute adverse affects.

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

The project will use high quality architectural designs and materials, and incorporate varying architectural treatments including wall offsets, significant vertical and horizontal articulation and special architectural elements and materials on the elevations of the units. The project provides private outdoor living areas for each unit, and common open space areas. The site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the project. Therefore, the project is consistent and compatible with adjacent developments.

- 3. Structures and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site; and The proposed structures are multi-family detached dwelling units and the proposed uses of the structures are residential uses. The exterior of the structures are designed to be compatible with the existing neighborhood, and the residential use of the property is consistent with the existing and future use of the neighborhood. Therefore, the project is designed with adequate consideration of the existing and contemplated land and development.
- 4. The project's site plan and design is consistent with the City's Design Standards and Guidelines, if any.

The City does not currently have any adopted design guidelines. However, the project is designed to be compatible with the existing and recent residential developments within the neighborhood and the city.

- C. Designed to address the following criteria, as applicable:
 - 1. Compliant with the Zoning Code, Municipal Code Title 16 (Buildings and Construction), and all other applicable City regulations and policies;

A planned development permit is proposed to allow for modifications of some of the development standards. With approval of the precise plan of development, planned development permit, tentative map, and development agreement, the development would be in full compliance with the municipal code and all other city regulations and policies. Therefore, the project meets applicable land use and development standards.

2. Efficient site layout and design;

The proposed project will feature 3 and 4 bedroom condominium units, providing a mix of housing sizes on the property. All structures will be three (3) stories in height to provide a uniform design. The property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the existing infill site. Therefore, the project is designed efficiently and adequately.

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

The development consists of 40 detached condominium units. The development provides landscaping and open space areas throughout the project area with trees lining the perimeter of the property. The development would utilize existing perimeter walls which are provided along the development. In regards to parking, the development proposes 122 parking spaces which is a deficiency of 43 spaces as required by code. A parking analysis was required to be commissioned to demonstrate that the proposed parking configuration would be sufficient for the type of units provided. The analysis utilized the industry parking standard, the Institute of Transportation Engineers (ITE) parking rate, and the parking rate for neighboring cities to justify the proposed parking shortage on site. The ITE rate, when applied resulted in low average peak period demands per dwelling unit and, when multi-family housing parking rate was applied. 52 parking spaces were required. This is far less than the City's requirement. The analysis also indicated that the neighboring cities' rates would result in parking requirements of 100 to 122, which is less than or the same as the project proposal. In summary, the analysis concluded that the proposal would provide sufficient parking to accommodate the units.

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

A traffic analysis identified that the number of trips added as a result of this project can be accommodated on the street without creating any significant impact on the traffic or level of service of Western Avenue.

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

The proposed project would be compatible with existing multi-family developments in the area. The height of the development will not exceed three-stories which is allowable in the High Density Residential (RH) Zone. The

Resolution No. 2521 March 4, 2020 project's design provides a transition between the different densities and development types in the area. The proposed project will also include landscaping features throughout, which creates aesthetically pleasing spaces for residents and pedestrians and acts as a functional buffer for neighboring properties.

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

The project site would have access to Western Avenue from the 24-foot wide common drive aisle which provides access to open parking spaces along the drive aisle. It also provides a connection to four single driveways which serve as access points to the garages for each unit. Common spaces and paths for residents are incorporated into the design to ensure effective pedestrian circulation and safety.

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

The proposed project will feature both 3 bedroom and 4 bedroom condominium units, providing a mix of housing sizes on the property. All structures will be three (3) stories in height to provide a uniform design. The property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the space.

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

The construction and improvements proposed at the project site are consistent with the existing residential uses. Further, the front setback is improved with an entry monument wall at the entrance to the development, accent paving and extensive landscaping treatments along Western Avenue to soften the entrance view from the street. Therefore, the proposed project would not have a substantial adverse effect on the visual character of the area.

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

The project meets utilizes and establishes physical and architectural features through the utilization of modern site planning. This provides additional housing opportunities on a large underutilized residential lot. The development utilizes high quality architectural designs and materials, and incorporates varying architectural treatments including wall offsets, significant vertical and horizontal articulation on the elevations of the homes.

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

Resolution No. 2521 March 4, 2020 Page 5 The design features of the development are architecturally compatible with the newer developments within the neighborhood and city. The project would utilize stucco as the main façade material and include architectural accents such as exposed wood paneling and large windows.

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

The project provides architectural features to avoid design repetition, including the use of façade pop-outs to create articulation along the longer elevation and differing elevation heights to provide an expressive rooflines.

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

The proposed units feature a modern architecture with an earth tone palette. Elevations are enhanced with wall offsets, horizontal articulation and special architectural elements and materials. Therefore, the project is compatible in color, material and composition of the exterior elevations to neighboring visible structures.

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

The development will incorporate exterior lighting that will be appropriate in scale and will provide for public safety. All exterior lighting will be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare.

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

The project site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the development. With the incorporation of these features, the project provides an aesthetically pleasing housing development that is compatible with the overall neighborhood. The project is conditioned and required to comply with all outside agency permitting requirements to ensure the use does not adversely affect the surrounding air quality or water quality. Therefore, the project is compatible with existing and future land uses.

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

Each unit will be provided with a private outdoor fenced yard in addition to common open space areas throughout the development. The development provides for extensive landscaping which would meet the adopted Water Efficient Ordinance Guidelines as required by Stanton Municipal Code.

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

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

- Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has been underutilized for numerous years. The Project would phase would provide for 40 residential condominium units with open space areas. The Map would allow for the units to be sold separately, providing a more stable resident population. The proposed project is an infill development in an already established area and therefore will have access to existing public services and utilities.
- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The proposed project would provide extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features proposed on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.

SECTION 4: That in accordance with the requirements as set forth in Section 19.10.100 and 19.10.110 of the Stanton Municipal Code for subdivisions:

- A. The proposed map is consistent with the city's general plan;

 The proposed map is consistent with the City's General Plan designation of High Density Residential (RH), which allows for a density range of 11.1 to 18 units per acre.
- The design and improvement of the proposed subdivision is consistent with the city's general plan;

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

- Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has been underutilized for numerous years. The Project would phase would provide for 40 detached condominium units with open space areas. The Map would allow for the units to be sold separately, providing a more stable resident population. The proposed project is an infill development in an already established area and therefore will have access to existing public services and utilities.
- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The proposed project would provide

Resolution No. 2521

extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features proposed on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.

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

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

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

The requirements of CEQA have been satisfied. Based on the environmental assessment, the subject property is less than five acres in size, within the City limits, and is substantially surrounded by urban uses. The project is also consistent with the General Plan and SMC. The project would not result in any significant effects relating to traffic, noise, air quality or water quality and has no value as habitat for endangered, rare or threatened species. The project site can be adequately served by all required utilities and public services. All required documentation has been completed for the project in compliance with CEQA. As such, the project is considered categorically exempt.

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

The development provides for multi-family detached condominiums which are permitted by right in the RH zone, along with street access, turnaround radius, emergency vehicle access and open space areas. The modifications allowed through the PDP would help to create a high quality residential development that would otherwise not be possible through strict application of the development standards.

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

Design and improvement of the proposed subdivision will not cause substantial environmental damage or substantial and avoidable injury to fish and game. Based on the environmental review completed for this development, the project would not cause substantial damage or substantial unavoidable injury to fish and wildlife. There is no recorded habitat or endangered species in the City, there are no waterways, canals, or streams in or within the surrounding area of the project that would affect fish and wildlife, there are no known hazardous materials located within the project site, and the site is not registered as a Superfund Site with the EPA.

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

Resolution No. 2521 March 4, 2020 Page 8 Based on an environmental analysis conducted by LSA, an environmental consulting firm, the project was found to not have a significant impact to air and water quality. Specifically, the Property is located within an "urbanized area", as that term is defined in Section 15387 of the CEQA Guidelines, and meets the aforementioned conditions and will not cause a significant effect on the environment and is, therefore, categorically exempt from the provisions of CEQA. Therefore, the design and improvement of the proposed subdivision are not likely to cause serious health problems.

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

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

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

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

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

- A. The Planned Development Permit will:
 - 1. Be allowed within the subject base zone;

The subject property is zoned High Density Residential (RH). The proposed project is for 40 detached condominiums, which is considered a multi-family residential use and is an allowable use under the RH zone.

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

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

Resolution No. 2521 March 4, 2020 Page 9

- Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The residentially zoned lot has been underutilized for numerous years. The Project would provide for 40 detached condominium units with open space areas. The Map would allow for the units to be sold separately, providing a more stable resident population. The proposed project is an infill development in an already established area and therefore will have access to existing public services and utilities.
- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The proposed project would provide extensive landscaping for an enhanced pedestrian atmosphere along Western Avenue. In addition, the elevations of the units along Western Avenue is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features proposed on the second and third floors of the buildings to ensure the improvements are visible from Western Avenue.
- 3. Be generally in compliance with all of the applicable provisions of this Zoning Code relating to both on-site and off-site improvements that are necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this Chapter and the subject base zone, including prescribed development standards and applicable design guidelines, except for those provisions modified in compliance with this Chapter:
 - The proposed project conforms to the current Municipal Code requirements in terms of use, density, height, structure coverage and certain setbacks. Where the site does not meet Municipal Code requirements, the Planned Development Permit (PDP) is used to ensure that high standards of design are met and that the project is consistent with the intent of the Code. The PDP would allow additional flexibility in the design to provide a development that exceeds site and design standards of normal developments that are created using strict application of the development standards found in the SMC.
- 4. Ensure compatibility of property uses within the zone and general neighborhood of the proposed development;
 - The proposed project is allowed by right in the High Density Residential (RH) Zone. There are a variety of uses in the immediate vicinity of the property, including single family residential, condominiums, apartments and mobile home developments. The proposed project incorporates design features that respond to and are sensitive of these existing adjacent land uses.
- The proposed project will produce a comprehensive development of superior quality B. and excellence of design (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high quality architectural

Resolution No. 2521

March 4, 2020

design, significantly increased amounts of landscaping and improved open space, improved solutions to the design and placement of parking and loading facilities, incorporation of a program of highly enhanced amenities (e.g., additional public art), LEED or other "green" related standards, etc.) than might otherwise occur from more typical development applications;

The proposed project will feature both 3 bedroom and 4 bedroom condominium units, providing a mix of housing sizes on the property. All structures will be three (3) stories in height to provide a uniform design. The property is rectangular in shape and therefore the individual structures face east-west to most efficiently utilize the space. Landscaping is provided throughout the project, enhancing the experience for residents, and providing buffers to the adjacent properties. The internal condominium units are linked by a common walkway, creating a place for interaction between residents. These walkways are lined with accent trees and landscaping elements to create an aesthetically pleasing space. Landscaping and trees are also scattered throughout the parking spaces on the northern portion of the site. This helps to break up the impervious surface and provides a buffer between the project and the single-family residences to the north. Large street trees line Western Avenue, which mitigate for potential noise from traffic and add to the pedestrian environment. All parking for the project is located on site for the use of residents and their guests. A parking analysis was conducted for this project which supports the adequacy of the parking provided.

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

The proposed project has been designed in conformance with the California Building Code, the City of Stanton Municipal Code, the proposed PDP, and the intent of the General Plan. The project is sensitive to the existing surrounding uses and is designed to a high standard that will contribute to the character of the surrounding community. It is not anticipated that the project will cause any adverse effects in terms of noise or pollutants to the surrounding communities or the general public. The project is subject to all conditions of approval to ensure that any potential impacts are mitigated.

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

The project site would have access to Western Avenue from the 24-foot wide common drive aisle. This drive aisle provides access to four single driveways which serve as access points to each unit. While the main drive aisle is proposed to be a 24-foot width rather than the required 25-foot width per SMC, the drive aisle still maintains the minimum drive width as specified by Orange County Fire Authority (OCFA) and would be improved with decorative stamped concrete in order to enhance the entry point to the development. The traffic analysis provided by the

Resolution No. 2521

Applicant, identifies that the traffic generated by the development would not create any significant impact on the traffic or level of service of Western Avenue.

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

The proposed project is an infill development and has access to existing utilities, roads and infrastructure. The property is rectangular in shape and is accessed from Western Avenue. The project complements the size and shape of the parcel and effectively makes use of the space available. The units are detached and designed in a way that creates separation but also provides common spaces between units which will promote interaction between residents of the development. The property is very flat and will remain relatively flat upon completion of the project. There are no major grade changes proposed, which will lessen the impact on the surrounding properties.

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

The proposed project is an infill development in an already established area and, therefore, will have access to existing public services and utilities. The proposed project intends to connect to the existing utilities located along Western Avenue.

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

The proposed project is an allowable use under the current zoning and General Plan Land Use designation. The site will conform to the maximum height standards under the High Density Residential Zone and will have adequate on-site circulation, parking, and drainage. It is not anticipated that there will be any adverse effects on the surrounding properties and their allowed uses.

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

The proposed project will not provide for a mix of residential and commercial as it is exclusively residential uses.

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

 The proposed project will be compatible in terms of size with existing multi-family developments in the area. The height of the development will not exceed 3-stories which is allowable in the High Density Residential Zone. The project's design provides a transition between the different densities and development types in the area while also creating a unique alternative housing option to traditional multi-family development. Common spaces and paths for residents are incorporated into the design to ensure effective pedestrian circulation and safety. The proposed project will also include landscaping features throughout, which creates aesthetically pleasing spaces for residents and pedestrians and acts as a functional buffer for neighboring properties.
- J. The applicant agrees in writing to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit;

If the development is approved, the applicant would agree, in writing, to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit.

SECTION 6: That based upon the above findings, the Planning Commission hereby recommends that the City Council approve Precise Plan of Development (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03 which includes customized development in accordance with Exhibit "A" attached hereto and made a part of this Resolution for the development of a 2.35 acre site, located at 10871 Western Avenue which will include the demolition of an church, and construction of 40 detached condominiums and associated site improvements subject to the following Conditions of Approval:

A. That all conditions of the Planning Division be met, including the following:

- 1. Precise Plan of Development PPD-803 shall terminate if Planned Development Permit PDP19-03 and Tentative Tract Map 19062 (TM19-04) is allowed to expire or the Final Tract Map is not filed within 24 months.
- 2. The project/use will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plan drawings submitted, and conditions imposed in this Resolution of Approval, the Resolution of Approval for Tentative Tract Map 19062 (TM19-04), and the Resolution of Approval for Planned Development Permit PDP19-03.
- 3. The development and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and Planned Development Permit PDP19-03 and shall conform to the requirements of the Subdivision Map Act, as applicable.
- 4. All common area and HOA maintained landscaping areas as depicted in the approved Landscape Plan for each phase must be installed and planted prior to the issuance of a certificate of occupancy for that particular phase. A final landscape,

Resolution No. 2521

March 4, 2020

irrigation and lighting plan indicating the common area improvements, and to include the furniture and light standards in the private streets and in the common open space area. The landscape plan shall include all calculations and certifications as required by the Section 20.315.050 of the Stanton Municipal Code and the adopted Water Efficient Ordinance Guidelines.

- 5. A total of 26 open parking spaces shall be continually maintained on site. This shall be regulated by the homeowner's association and incorporated into the CC&Rs.
- 6. Garages shall remain clear and available for the parking of vehicles. This shall be regulated by the homeowner's association and incorporated into the CC&Rs.
- 7. All exterior lighting shall be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare. A lighting and photometric plan certified shall be approved by the Community Development Director or his/her designee prior to installation.
- 8. The south facing upper story windows of each residence shall be frosted or textured to obscure views of adjacent residential development while permitting natural light to enter the interior of the proposed units.
- 9. Solid fencing within the front setback area shall be a maximum of 42 inches in height, unless within a traffic visibility area, at which point the maximum height shall be 30 inches.
- 10. Proposed walls or fences shall comply with Chapter 20.310 of the SMC and material shall be approved by the Planning Division.
- 11. If any perimeter wall that is proposed to remain that is damaged by the Applicant(s)/Owners(s) during any portion of the demolition and construction process, the damaged property must be repaired at the cost of the Applicant(s)/Owner(s).
- 12. All utilities located on the site that are unable to be placed underground shall be screened with decorative paneling, fencing, and landscaping to the satisfaction of the Community Development Director.
- 13. A will-serve letter from CR&R shall be submitted to the Planning Division prior to issuance of building permits.
- 14. CC&R's, Articles of Incorporation and By-Laws for the homeowner's association shall be reviewed and approved by City Staff, the City Attorney and the Department of Real Estate (DRE) prior to recordation and issuance of Certificate of Occupancy and shall include the following requirements:
 - a. CC&R's shall include a restriction which prohibits garage conversions and also requires that all garages be maintained for the parking of vehicles.
 - b. The Applicant shall provide the Planning Division proof of review and approval of the CC&R's by the DRE prior to recordation. A copy of the recorded CC&R's shall be submitted to the Planning Division prior to the release of utilities.

- c. The CC&R's shall specifically dictate responsibilities between the homeowners association and private property owners for the maintenance, both interior and exterior, of all buildings, plumbing and electrical facilities.
- d. The CC&R's shall specifically dictate responsibilities between the homeowners association and private property owners for the maintenance of the common and private open space areas.
- e. The CC&R's shall prohibit the removal of the common open space areas, as approved on the Site Plan.
- f. The CC&R's shall specifically identify any and all exclusive use easement areas and dictate the responsibilities between private property owners and the homeowners association.
- g. CC&R's shall include a provision as to the use and maintenance of guest parking spaces, driveways, common open space and restrictive open space. Guest parking spaces are to be used by guests only and are not for use by residents. Long term parking of more than 72 hours is also prohibited in guest parking spaces. Movement of a vehicle directly from one guest parking space to another shall not constitute a break in the 72 hour regulation.
- h. The CC&R's shall contain provisions prohibiting over night vehicular parking and/or storage of recreational vehicles on the site.
- i. CC&R's shall prohibit parking and any type of obstruction of the required fire access lanes.
- j. CC&R's shall prohibit the construction of additional entries/exists into individuals residences.
- 15. No person on vehicle machinery related to the construction of the project shall be on the property prior to 7:30 a.m. No construction shall occur until 8:00 a.m. The Public Works Director or the Community Development Director or his/her designee may further restrict the hours and days of construction based on substantiated complaints received from surrounding neighbors and/or require an onsite inspector to be paid for by the Applicant/Developer (1-4 hour minimum charge per day).
- 16. The Applicant/Owner shall acknowledge the conditions of approval as adopted by the City Council. Such acknowledgment shall be in writing and received by the City within 30 days of approval by the City Council. In addition, the Applicant shall record the Conditions of Approval in the Office of the County Recorder. Proof of recordation shall be provided to the Planning Division prior to Certificate of Occupancy.
- 17. All utilities within the development including electrical and/or cable TV service, shall be placed in an underground facility to the satisfaction of the City Engineer.
- 18. All required school impact fees shall be paid prior to issuance of building permits.
- 19. All required park In-lieu fees shall be paid prior to the issuance of building permits. The required fees for single family dwelling units (attached and detached) are \$11,173.00 per unit.

- 20. All required residential impact fees shall be paid prior to issuance of building permits. The required fee for high density dwelling units is \$1,049.00.
- 21. All required sewer connection fees shall be paid prior to the issuance of building permits.
- 22. There shall be no release of utilities in connection with this permit until all standard and/or special planning, engineering, building, and fire conditions have been completed to the satisfaction of the City of Stanton.
- Any changes to the approved plans which occur through the Building plan check 23. must also be approved by authorized Planning Division Staff.
- Any deviations to the approved Tract Map, Planned Development Permit, Site Plan, 24. Floor Plans, Elevations and Landscape Plan must also be approved by the Planning Division. Any approval by the Building Division does not constitute approval by the Planning Division.
- 25. A Sign Application for entry monument signage must be submitted to and approved by the Community Development Department prior to issuance of building permits.

В. That all requirements of the Building Division be met, including the following:

- Applicant shall furnish, three (3) complete sets of plans (Structural, Mechanical, 1. Electrical, and Plumbing) designed and signed in ink by the required licensed Said plans submitted shall contain structural calculations. professionals. Mechanical plans shall include duct and equipment data. Plumbing plans shall include isometric drawing of drain vents and water system.
- 2. All plans shall meet the 2019 Title 24 Energy Code.
- 3. All plans shall be designed in conformance with the 2019 California Building Code. 2019 California Plumbing Code, 2019 California Mechanical Code, the 2019 California Electrical, the 2019 Green Building Standards, 2019 Title 24 Energy Code and Code as amended by City Ordinance.
- 4. Electrical plans shall include service, panel schedules and feeder size. Panel schedules and motors shall comply with requirements of the 2019 edition of the California Electrical Codes.
- 5. Provide approval by the Orange County Fire Authority.
- 7. The conditions of approval will be required to be copied on the approved set of plans prior to issuance of building permits. All the conditions must be completed prior to final approval and issuance of the Certificate of Occupancy.
- Applicant will be required to have all the contractors and sub-contractors recycle 8. construction materials to the maximum extent possible. All recyclable construction materials are to be taken to an approved Transfer Station.
- Applicant will be required to submit a Waste Management plan (WMP) for the 9. demolition and new construction phases of the project. All recyclable construction materials are to be taken to an approved Transfer Station.

Resolution No. 2521 March 4, 2020 Page 16

- 10. A stamped soils investigation report shall be submitted with the plans for plans check. Report shall include soil bearing capacity, seismic study, in compliance with the Seismic Hazard Mapping Act of the State of California, grading, paving, sulfate test and other pertinent information under good engineering practice.
- 11. Compliance with mandatory California Green code requirements including but not limited to, recycling by occupants, solar ready for building, electric vehicle (EV) charging for new construction, and commissioning reports.
- 12. Prior to demolition, an asbestos report shall be submitted with a clearance letter from the South Coast Air Quality Management District (SCAQMD) prior to the issuance of a demolition permit.
- C. That all requirements of the Engineering Division be met, including the following:

General

- 1. Applicant shall submit Improvement Plans prepared by a Registered Civil Engineering for public works (off-site) improvements. Plan check fees shall be paid in advance.
- City public works encroachment permit shall be taken out for all work in the public right-of-way prior to start of work. All work shall be done in accordance with Orange County RDMD or APWA and City standards and to the satisfaction of the City Inspector and completed before issuance of Certificate of Occupancy.
- 3. All existing off-site improvements (sidewalk, curb & gutter, driveways, and street paving) at the development site which are in a damaged condition or demolished due to the proposed work shall be reconstructed to the satisfaction of the City Engineer. When reconstructing full width sidewalk, curb & gutter, and driveways shall be fully improved. Structural sections of the street pavement shall be reconstructed per the requirements of an approved pavement rehabilitation report prepared by a Registered Civil Engineer.
- 4. No construction materials or construction equipment shall be stored on public streets.
- 5. All trucks hauling materials in and out of the project site shall be subject to restricted time and days of operation and truck route as determined by the City Engineer.
- 6. Applicant shall pay sewer connection fees to the City for connection to the City/County sewer system, if applicable.

Specific

7. An on-site grading and drainage plan shall be prepared and submitted to the City Engineer for approval. Plan shall be 24" X 36", ink on Mylar, with elevations to nearest 0.01 foot, scale 1"=10". Plan shall be prepared by Registered Civil Engineer. Public works improvements may be shown on this plan. Grading plan check fees must be paid in advance.

- 8. Pad certification by the Design Civil Engineer and Soil Engineer is required prior to the issuance of building permit.
- Applicant shall properly maintain all BMPs installed on the site, as listed in the approved Water Quality Management Plan (WQMP), including requirements for vector control.
- 10. Applicants shall identify parties responsible for the long-term maintenance and operation of the structural treatment control BMPs for the life of the project and a funding mechanism for operation and maintenance. This shall be identified prior to approval of the WQMP.
- 11. Applicant shall submit a Water Quality Management Plan incorporating Best Management Practices (BMP) in conformance with the requirements of NPDES. Requirements of the WQMP will include construction of onsite water treatment, and maximization of infiltration.

Tract Subdivision Improvements

- 12. All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.
- 13. The private drive entrance, private drives, and end of private drive turn-around areas of the Property shall be approved by the Orange County Fire Authority.
- 14. All grading, drainage, storm drain construction, private street or drive improvements, utility installation, landscaping, irrigation, and all other Subdivision improvements shall meet the City of Stanton standards.
- 15. The Final Map, when submitted to the City for approval, shall be prepared by, or under the direction of, a California registered civil engineer licensed to survey or a licensed land surveyor.
- 16. At the time of filing of the Final Map with the City for approval the Subdivider shall provide a Preliminary Title Report dated not more than 30 days prior to the filing date. In addition to other items the Preliminary Title Report shall show in what name the ownership of the property is held, show all trust deeds including the name of the trustees, show all easements and names of easement holders, show all fee interest holders, and show all interest holders whose interest could result in a fee ownership. The title company account for this title report shall remain open until the Final Map is recorder.
- 17. All right-of-way, easements, abandonments, and vacations shall be shown on the Final Map. Public right-of-way shall be dedicated to the City in fee simple absolute. The purpose, use, and holder of the easement rights for all easements shall clearly be stated on the final map.
- 18. At the time of filing the Final Map to the City for approval the Subdivider shall also submit for approval of the City a Subdivision Agreement between the Subdivider and the City properly executed by the Subdivider, including appropriate bonds and insurance, which sets forth the requirements and responsibilities of both the City and the Subdivider relative the subdivision being created.

Resolution No. 2521 March 4, 2020 Page 18

- 19. Pursuant to the regulations of the Subdivision Map Act all required off-site and public improvements shall be completed prior to the recordation of the final map, or in lieu thereof, be financially secured by surety bonds, to be held by the City, issued to ensure that all the improvements will be completed in a timely manner. Bond amounts shall be determined by the City. Subdivider shall provide a 100% Performance Bond, a 50% Labor and Materials Bond, a 50% Warranty Bond, and insurance coverage per City requirements.
- 20. At the time of filing of the Final Map with the City for approval the Subdivider shall submit to the City plans and specifications and cost estimates for all improvements including, but not limited to, public and private street rights-of-way, drainage easements, culverts, drainage structures and drainage channels, water lines, sewer lines, utility lines, and other required and necessary improvements. All improvement plans, specifications, and cost estimates shall be approved by the City Engineer prior to submitting the Final Map to the City for approval.
- 21. Improvement plans shall include plans for all improvements related to the Subdivision including landscape plans, irrigation plans, and street lighting plans for all public right-of-way areas and all private areas.
- 22. Subdivider shall provide easements for public and private utilities as needed and as approved by the City.
- 23. At the time of filing of the Final Map with the City for approval the Subdivider shall also provide to the City the proposed Covenants, Conditions, and Restrictions (CC&Rs) for the subdivision.
- 24. Prior to final acceptance of the Subdivision improvements all subdivision survey monuments shall be set, and Corner Records and center line ties shall be filed with the Orange County Surveyor, and if required by law, the filing and recording of Record of Survey with the Orange County Recorder.
- 25. Prior to final acceptance of the Subdivision improvements the Subdivider shall provide the City with As-Built Mylar and electronic copies of the all subdivision plans and improvements, in a format acceptable to the City.
- 26. Subdivider shall place a County Surveyor Statement certificate on the final map for the signature of the Orange County Surveyor stating that "I have examined this map and have found that all mapping provisions of the Subdivision Map Act have been complied with and I am satisfied said map is technically correct."
- 27. At the time of filing of the Final Map with the City for approval the Subdivider shall also provide to the Orange County Surveyor for boundary and technical plan check all Final Map documents required by the Orange County Surveyor. Subdivider shall notify the City in writing that the required Final Map documents have been submitted to the Orange County Surveyor for boundary and technical plan check.
- 28. All streets or drives shown on the Final Map shall show proposed street names which will be subject to approval of the City.
- 29. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City evidence that all utility providers with recorded title interest in the

- property have been informed of the of the pending filing of the Final Map with the City for approval, and also provide all utility provider's responses received.
- 30. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City with a preliminary soils report covering the Subdivision related area.
- 31. All improvements shall meet the City Flood Management requirements.
- At the time of filing of the Final Map with the City for approval the Subdivider shall 32. provide to the City with a Hydrology Report, and a Hydraulics Report, including all necessary and required calculation, maps, exhibits, and reference material.
- 33. The subdivider and subdivision construction shall meet all of the City's Stormwater/NPDES Requirements, City Local Implementation Plan (LIP), California's General Permit for Stormwater Discharges Associated with Construction Activity, Notice of Intent (NOI) requirements of the State Water Resources Control Board and notification of the issuance of a Waste Discharge Identification (WDID) Number for Projects subject to this requirement, and shall provide a Water Quality Management Plan (WQMP), and a Stormwater Pollution Prevention Plan (SWPPP), and shall use Best Management Practices (BMP).
- 34. The applicant must provide the City with access rights to the property at least once per year to perform State mandated environmental inspections.
- D. That all requirements of the Orange County Fire Authority be met.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on March 4, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	-	
NOES:	COMMISSIONERS:		
ABSENT:	COMMISSIONERS:		
ABSTAIN:	COMMISSIONERS:		_
		Thomas Frazier, Chairperson Stanton Planning Commission	
		•	
		Amy Stonich, AICP	_
		Planning Commission Secretary	

Resolution No. 2521 March 4, 2020

Exhibit "A"

Planned Development Permit PDP19-03

- 1. Complete project approval is contingent upon City Council approval of: Precise Plan of Development (PPD) -803, Tentative Tract Map (TM) 19-04, and Planned Development Permit (PDP) 19-03. Any associated conditions, related to the approval of the aforementioned entitlements, shall be integrated into the project plans or development.
- Development standards for this Planned Development shall comply with all regulations of Title 20 of the Stanton Municipal Code (SMC) and all other relevant regulations in the SMC unless otherwise stipulated herein and/or in an applicable development agreement, or identified on the approved development plan.

3. Setbacks:

- Front (Western Avenue): Minimum 20-foot building setback
- Side Setback along northern property line: Minimum 15-foot building setback
- Side Setback along southern property line: Minimum 10-foot building setback
- Rear Setback: Minimum 16-foot building setback

4. Drive Apron

• The minimum drive aisle width shall be 24 feet. The drive aisle entrance shall be enhanced with stamped concrete or decorative papers to a minimum length of 25 feet.

5. Parking

- The development shall maintain a total of 122 parking spaces. The 26 open parking spaces shall be continually maintained on site.
- Tandem parking may be permitted within an enclosed garage with the minimum dimension of 10 feet wide by 37 feet deep.

6. Separation Between Habitable Structures

 The minimum separation distance between 3-story habitable structures shall be six (6) feet.

7. Private Open Space

 Each dwelling unit shall provide for a minimum of 145 square feet of private open space. A maximum of four (4) dwelling units may provide for the minimum of 145 square foot private open space.

RESOLUTION NO. 2522

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON RECOMMENDING THE CITY COUNCIL APPROVE A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF STANTON AND KB HOME COASTAL, INC. FOR CERTAIN REAL PROPERTY LOCATED AT 10871 WESTERN AVENUE WITHIN THE CITY OF STANTON PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65864 ET SEQ. AND MAKING CEQA FINDINGS IN CONNECTION THEREWITH.

THE PLANNING COMMISSION OF THE CITY OF STANTON HEREBY RESOLVE AS FOLLOWS:

WHEREAS, on November 11, 2019, KB Home Coastal Inc., A California Corporation ("Applicant") filed applications for approval of a Precise Plan of Development (PPD)-803, Tentative Map (TM) 19-04, Planned Development Permit (PDP) 19-03, and Development Agreement (DA) 19-02 for the development of a 2.35 acre site ("Project Site"), located at 10871 Western Avenue which will include the demolition of an church, and construction of 40 detached condominiums and associated site improvements ("Project");

WHEREAS, the City of Stanton ("City") has found that the development agreement strengthens the public planning process, encourages private participation in comprehensive planning by providing a greater degree of certainty in that process, reduces the economic costs of development, allows for the orderly planning of public improvements and services, allocates costs to achieve maximum utilization of public and private resources in the development process, and ensures that appropriate measures to enhance and protect the environment are achieved;

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

WHEREAS, the Applicant, proposes to develop the Project Site located in the City of Stanton, more particularly described in Exhibit "A", attached hereto and incorporated herein by this reference ("Property") for the Project;

WHEREAS, because of the logistics, magnitude of the expenditure and considerable lead time prerequisite to planning and developing the Project, the Applicant has proposed to enter into a development agreement concerning the Project ("Development Agreement") to provide assurances that the Project can proceed without disruption caused by a change in the City's planning policies and requirements except as provided in the Development Agreement, which assurance will thereby reduce the actual or perceived risk of planning for and proceeding with development of the Project;

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

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

WHEREAS, the Planning Commission has determined that by entering into the Development Agreement: (i) the City will promote orderly growth and quality development on the Property in accordance with the goals and policies set forth in the General Plan; (ii) significant benefits will be created for City residents and the public generally from increased housing opportunities created by the Project;

WHEREAS, it is the intent of the City and Developer to establish certain conditions and requirements related to review and development of the Project which are or will be the subject of subsequent development applications and land use entitlements for the Project as well as the Development Agreement;

WHEREAS, the City and Developer have reached mutual agreement and desire to voluntarily enter into the Development Agreement to facilitate development of the Project subject to the conditions and requirements set forth therein;

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

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, the City has determined approval of the Project is exempt from the requirements of CEQA and the State CEQA Guidelines pursuant to State CEQA Guidelines section 15332, Class 32 (In-fill Development Projects); and

WHEREAS, on February 20, 2020, the City gave public notice of the Planning Commission meeting to conduct a public hearing to consider Precise Plan of Development (PPD)-803, Tentative Map (TM)19-04, Planned Development Permit (PDP)19-03, and the Development Agreement for the Project, by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500 foot radius of the subject property, posting the notice on the City's webpage, and was made available through the agenda posting process;

WHEREAS, on March 4, 2020, the Planning Commission conducted a duly-noticed public hearing to consider Precise Plan of Development (PPD)-803, Tentative Map (TM)19-04, Planned Development Permit (PDP)19-03, and the Development

Agreement, at which hearing members of the public were afforded an opportunity to comment upon the Development Agreement;

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

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

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND:

SECTION 1: Recitals. The Planning Commission hereby finds that the fact, findings and conclusions set forth above are true and correct.

SECTION 2: CEQA. Based upon its review of the entire record before it, including the Initial Study and Traffic Analysis, the Planning Commission finds and recommends to the City Council that the Project, as conditioned herein, is categorically exempt from environmental review under the CEQA pursuant to State CEQA Guidelines Section 15332, Class 32 (In-fill Development Projects). The Class 32 exemption specifically exempts from further CEQA review projects characterized as in-fill development meeting each of the following conditions. First, the Project must be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The project is consistent with the general plan including Strategy LU 3.1.2, and Community Development Goal CD 1.2. and with approval of the Planned Development Permit, the project is consistent with the Zoning Code. Second, the proposed development must occur within city limits, on a project site of no more than five acres, and be substantially surrounded by urban uses. The site is 2.34 acres in size and located in an urbanized area, surrounded by fully developed parcels, including single family homes, a mobile home park, apartments and condominiums. Third, the Project site must have no value has habitat for endangered. rare, or threatened species. There are no known endangered, rare or threatened species in the City, and the site in its current condition has not been identified as a designated site for any endangered, threatened or rare species. Fourth, approval of the Project must not result in any significant effects relating to traffic, noise, air quality, or water quality. The traffic analysis provided by the Applicant, , identifies that the traffic generated by the development would not create any significant impact on the traffic or level of service of Western Avenue. The noise and air quality will have no significant impact as a result of this project beyond the temporary standard construction operations, and with the completion of a Water Quality Management Plan, the project will not create any significant impact to the water quality on the site and in the vicinity. Finally, the Project site must be adequately served by all required utilities and public services. The site is also able to be adequately served by all required utilities and public services. As the site is located within an urbanized area, water, electrical, cable and phone, and sewer services are all established within the area, and the site will be

> Resolution No. 2522 March 4, 2020

able to connect to all services. All emergency public services are also available and able to service the site. All required documentation has been completed for the project in compliance with CEQA and the Project qualifies for the Class 32 exemption.

Furthermore, none of the exceptions to the use of the Class 32 categorical exemption identified in State CEQA Guidelines section 15300.2 apply. The Project will not result in a cumulative impact from successive projects of the same type in the same place, over time. There are no unusual circumstances surrounding the Project that result in a reasonably possibility of a significant effect on the environment. The Project will not damage scenic resources, including trees, historic buildings, rock outcroppings, or similar resources. The Project does not include any hazardous waste sites, and the project will not cause a substantial adverse change in the significance of a historical resource. Thus, the Class 32 exemption applies, and no further environmental review is required.

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

- 1. <u>Public Benefit</u>: The Development Agreement provides benefit to the City because the Project contemplated in the Development Agreement includes improvement of an underutilized residential lot to provide housing opportunities for City residents. Moreover, the Development Agreement requires the Applicant to provide substantial improvements to the site and provide a financial benefit for the improvement of public facilities throughout the city.
- 2. General Plan, Specific Plan, and Zoning Code Consistency: The Development Agreement is consistent with the purpose, intent, goals, policies, programs, and land use designations of the General Plan and any applicable Specific Plan, and this Zoning Code because the Project Site is in the High Density Residential (RH) Zoning District which allows for single family detached dwelling units. The Project meets those General Plan and Zoning Code standards, with exception of the rear setback, and driveway apron width requirements. However, with approval of a Planned Development Permit in conjunction with the development proposal, and the making of the required findings, the project would be permitted within the High Density Residential (RH) zone. There is no Specific Plan applicable to the Project Site. The proposed Project meets the following General Plan Goals and Strategies:

Strategy LU-3.1.2: To encourage infill and mixed use development within feasible development sites. The project would be developed on an underutilized property that houses a church. As such, the project would remove the blighted conditions with an infill development, and is therefore consistent with the stated strategy.

- Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton. The architectural details, complementary building materials and colors of the homes are appropriate for the project's location on Western Avenue which is identified in the General Plan as a secondary corridor. In addition, the project provides street trees, extensive landscape treatment and decorative fencing in the front yard setback area to enhance the visual corridor along Western Avenue.
- 3. Compliance with Development Agreement Statute. The Development Agreement complies with the requirements of Government Code Sections 65864 through 65869.5 because the Agreement provides assurance to the applicant for the development of the Project, which consists of 40-unit detached homes. The Development Agreement specifies the duration of the agreement, permitted uses of the property, density and intensity of use, and provision of public benefits to the City. Specifically, the Development Agreement provides a three-year term in which the Applicant has a vested right to develop the residential subdivision on the Project Site in accordance to existing City regulations and Planned Development Permit PDP19-04. In exchange, the Project will provide housing opportunities for Stanton residents, and opportunities for improvements to public facilities throughout the city. Moreover, the Applicant will provide a high quality, aesthetically appealing homes with substantial improvements to the site including a park area with amenities including a BBQ, a picnic table and enhanced landscaping.
- SECTION 4: Council Body to Approve. As provided in the Development Agreement and pursuant to Stanton Municipal Code Section 20.500.030, the City Council shall be the approving body for the precise plans of development, tentative map and planned development permit for the project addressed by the Development Agreement.
- <u>SECTION 5:</u> <u>Planning Commission Recommendation:</u> The Planning Commission hereby recommends that the City Council approve and adopt the Development Agreement attached hereto as Exhibit "B", entitled, "Development Agreement between the City of Stanton, a California municipal corporation and KB Home Coastal Inc., A California Corporation".
- SECTION 6: Custodian and Location of Records. The documents related to this Ordinance are on file and available for public review at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680. The Community Development Director is the custodian of these documents.
- <u>SECTION 7:</u> <u>Severability.</u> If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Resolution for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution.

SECTION 8:	Certification.	The Planning	Commission	Secretary	shall certif	y to	the
adoption of thi	s Resolution an	d cause a copy	to be transm	itted to the	City Clerk.		

ADOPTED, SIGNED, AND APPROVED by the Planning Commission of the City of Stanton at a meeting held on March 4, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	
NOES:	COMMISSIONERS:	
ABSENT:	COMMISSIONERS:	
ABSTAIN:	COMMISSIONERS:	
		Thomas Frazier Stanton Planning Commission
		Amy Stonich, AICP

EXHIBIT "A"

LEGAL DESCRIPTION

Real property in the City of Stanton, County of Orange, State of California, described as follows:

THAT PORTION OF THE NORTH 5 ACRES OF THE EAST 10 ACRES OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, AS SHOWN ON A MAP RECORDED IN BOOK 51, PAGE 11, MISCELLANEOUS MAPS, RECORDS OF SAID ORANGE COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THE LAND DESCRIBED IN DEED TO JOSEPH SHUMWAY AND WIFE, RECORDED APRIL 6, 1953, IN BOOK 2482, PAGE 99, OFFICIAL RECORDS.

EXCEPT THE SOUTH 145.00 FEET THEREOF.

APN: 079-371-17

EXHIBIT "B"

CITY OF STANTON AND KB HOME COASTAL INC., A CALIFORNIA CORPORATION

DEVELOPMENT AGREEMENT

Recorded at request of:)			
City Clerk)			
City of Stanton)			
) .			
When recorded return to:)			
City of Stanton)			
7800 Katella Ave.)			
Stanton, CA 90680	ý		•	
Attention: City Clerk)			
•)	•		
	-			

Exempt from filing fees pursuant to Government Code §6103

DEVELOPMENT AGREEMENT NO. [____]

A DEVELOPMENT AGREEMENT BETWEEN **CITY OF STANTON**

and

KB HOME COASTAL INC., A CALIFORNIA CORPORATION

12-9-19

DEVELOPMENT AGREEMENT NO. [____]

This Development Agreement (hereinafter "Agreement") is entered into as of this day of December, 2019 by and between the City of Stanton, California (hereinafter "CITY"), and KB Home Coastal Inc., a California corporation (hereinafter "OWNER"):

RECITALS

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

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

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

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

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

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

WHEREAS, the physical effects, if any, of the Project and this Agreement have been analyzed pursuant to CEQA and the project has been determined to be categorically exempt from CEQA pursuant to Section 15332, Class 32 (Infill Development Projects); and

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

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

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

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

COVENANTS

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

1. <u>DEFINITIONS AND EXHIBITS.</u>

- 1.1 <u>Definitions</u>. The following terms when used in this Agreement shall be defined as follows:
 - 1.1.1 "Agreement" means this Development Agreement.
 - 1.1.2 "CITY" means the City of Stanton, a California municipal corporation.
 - 1.1.3 "City Council" means the duly elected city council of the City of Stanton.
- 1.1.4 "Commencement Date" means the date the Term of this Agreement commences.
- 1.1.5 "Development" means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project as specified in the Development Approvals (defined below), including, but not limited to: grading; the construction of infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. "Development" does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.
- 1.1.6 "Development Approvals" means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:
 - (a) specific plans and specific plan amendments;
 - (b) tentative and final subdivision and parcel maps;

-2-

- conditional use permits, public use permits and plot plans; (c)
- zoning; (d)
- grading and building permits; and (e)
- (f) variances.
- "Development Exaction" means any requirement of CITY in connection 1.1.7 with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.
- "Development Impact Fee" a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, including but not limited to park "in lieu" fees specified in Government Code Section 66477, fees for processing applications for governmental regulatory actions or approvals, or fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4.
- 1.1.9 "Development Plan" means the plan for development of the Property as set forth in Exhibit "C".
- 1.1.10 "Effective Date" means the date the ordinance approving and authorizing this Agreement becomes effective.
- 1.1.11 "Land Use Regulations" means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property which are in effect as of the Effective Date. "Land Use Regulations" does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:
 - the conduct of businesses, professions, and occupations; (a)
 - taxes (special or general) and assessments; (b)
 - the control and abatement of nuisances; (c)

- the granting of encroachment permits and the conveyance of rights and interests that provide for the use of or the entry upon public property; or
 - (e) the exercise of the power of eminent domain.
- 1.1.12 "OWNER" means the persons and entities listed as OWNER on page 1 of this Agreement and their successors in interest to all or any part of the Property.
- 1.1.13 "Mortgagee" means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.
- 1.1.14 "Project" means the development of the Property contemplated by the Development Plan as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.
- 1.1.15 "Property" means the real property described on Exhibit "A" and shown on Exhibit "B" to this Agreement.
- 1.1.16 "Public Benefit" refers to those benefits provided to the CITY and the community by Owner pursuant to Section 4 below.
- 1.1.17 "Reservation of Rights" means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.3 of this Agreement.
- Exhibits. The following documents are attached to, and by this reference made a 1.2 part of, this Agreement:

Exhibit "A" – Legal Description of the Property.

Exhibit "B" – Map showing Property and its location.

Exhibit "C" – Development Plan.

Exhibit "D" – Development Impact Fees.

2. GENERAL PROVISIONS.

- 2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out in accordance with the terms of the Development Plan and this Agreement.
- Ownership of Property. OWNER represents and covenants that it is the owner of 2.2 the fee simple title to, or has an equitable interest in, the Property or a portion thereof.

- City Council Findings. The City Council finds that: 2.3
 - This Agreement is consistent with the CITY's General Plan.
- This Agreement ensures a desirable and functional community environment, provides effective and efficient development of public facilities, infrastructure, and services appropriate for the development of the Project, and enhances effective utilization of resources within the CITY.
- 2.3.3 This Agreement provides public benefits beyond those which are necessary to mitigate the development of the Project.
- 2.3.4 This Agreement strengthens the public planning process, encourages private participation in comprehensive planning and reduces costs of development and government.
- 2.3.5 The best interests of the citizens of the CITY and the public health, safety, and welfare will be served by entering into this Agreement.
- The term of this Agreement shall commence on the date (the 2.4 Term. "Commencement Date") that is the Effective Date, and shall continue for a period which shall expire on the first to occur of (i) five (5) years thereafter or (ii) three (3) years after the issuance a grading permit for the Project, unless this term is modified or extended pursuant to the provisions of this Agreement. Thereafter, the OWNER shall have no vested right under this Agreement, regardless of whether or not OWNER has paid any Development Impact Fee.

2.5 Assignment.

- 2.5.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, et seq.) to any person, partnership, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement and be made in strict compliance with the following conditions precedent:
- No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property.
- Concurrent with any such sale, transfer or assignment, OWNER (b) shall notify CITY, in writing, of such sale, transfer or assignment and shall provide CITY with an executed agreement ("Assignment and Assumption Agreement"), in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties, obligations, agreements, covenants, waivers of OWNER under this Agreement, including,

without limitation, the covenants not to sue and waivers contained in Sections 7.2 and 8.4 hereof.

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

- 2.5.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement with respect to the transferred Property or any transferred portion thereof, unless such transferring OWNER is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring OWNER of the following conditions:
- OWNER no longer has a legal or equitable interest in all or any part of the Property subject to the transfer.
 - (b) OWNER is not then in default under this Agreement.
- OWNER has provided CITY with the notice and executed agreement required under Paragraph (b) of Subsection 2.5.1 above.
- The purchaser, transferee or assignee provides CITY with security (d) equivalent to any security previously provided by OWNER to secure performance of its obligations hereunder.
- 2.5.3 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section 2.5.
- 2.5.4 <u>Utilities</u>. The Project shall be connected to all utilities necessary to provide adequate water, sewer, gas, electric, and other utility service to the Project, prior to the issuance of a certificate of occupancy for any portion of the Project.
- 2.5.5 Sale to Public and Completion of Construction. The provisions of Subsection 2.5.1 shall not apply to the sale or lease (for a period longer than one year) of any lot that has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user. This Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:
- The lot has been finally subdivided and individually (and not in (a) "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and

A certificate of occupancy has been issued for a building on the (b)

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

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

2.6.1 Minor Changes.

- The provisions of this Agreement require a close degree of (i) cooperation between the Parties and "Minor Changes" to the Project may be required from time to time to accommodate design changes, engineering changes, and other refinements related to the details of the Parties' performance. "Minor Changes" shall mean changes to the Project that are otherwise consistent with the Development Plan, and which do not result in a change in the type of use, an increase in density or intensity of use, significant new or increased environmental impacts that cannot be mitigated, or violations of any applicable health and safety regulations in effect on the Effective Date.
- Accordingly, the Parties may mutually consent to adopting "Minor Changes" through their signing of an "Operating Memorandum" reflecting the Minor Changes. Neither the Minor Changes nor any Operating Memorandum shall require public notice or The City Attorney and City Manager shall be authorized to determine whether proposed modifications and refinements are "Minor Changes" subject to this Section 2.6.1 or more significant changes requiring amendment of this Agreement. The City Manager may execute any Operating Memorandum without City Council action.
- Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:
 - Expiration of the stated term of this Agreement as set forth in Section 2.4. (a)
- Entry of a final judgment setting aside, voiding or annulling the adoption (b) of the ordinance approving this Agreement.
- The adoption of a timely initiated referendum measure overriding or repealing the ordinance approving this Agreement.
 - Completion of the Project in accordance with the terms of this Agreement (d)

lot.

including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

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

2.8 Notices.

- (a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.
- (b) All notices shall be in writing and shall be considered given either: (i) when delivered in person to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below; or (iii) on the date of delivery shown in the records of the transmitting party after transmission by email to the recipient named below. All notices shall be addressed as follows:

If to CITY:

City of Stanton Housing Authority

7800 Katella Ave. Stanton, CA 90680 Attn: Jarad Hildenbrand

Email: jhildenbrand@ci.stanton.ca.us

Copy to:

Best Best & Krieger LLP

18101 Van Karman Ave., Suite 1000

Irvine, CA 92614

Attn: Elizabeth W. Hull, Esq. Email: Elizabeth.hull@bbklaw.com

If to OWNER:

KB Home Coastal Inc.

36310 Inland Valley Drive Wildomar, California 92595

Attn: Steve Ruffner and Lori Schmid

Email: sruffner@kbhome.com; lschmid@kbhome.com

Copy to:

KB Home

10990 Wilshire Blvd., 7th Floor Los Angeles, California 90024

Attn: Phil Darrow and Helene Pappas

Email: pdarrow@kbhome.com; hpappas@kbhome.com

and

Green Steel & Albrecht, LLP 19800 MacArthur Blvd., Suite 1000 Irvine, CA 92612-2433

Attn: Joseph M. Manisco, Esq. Email: jmanisco@gsaaattorneys.com

Either party may, by notice given at any time, require subsequent notices (c) to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

- Subject to the terms of this Agreement, including the Rights to Develop. Reservation of Rights, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, this Agreement. Except as expressly provided otherwise herein, the Project shall remain subject to all Land Use Regulations and Development Approvals, which are in effect on the Effective Date including, without limitation, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Land Use Regulations and Development Approvals. Except as expressly provided herein and the Land Use Regulations and Development Approval as of the Effective Date, City shall not impose any additional conditions, fees, or exactions on the Project or increase any fees or exactions. Notwithstanding the foregoing, the City may charge processing fees and increase processing fees in accordance with applicable law.
- Effect of Agreement on Land Use Regulations. Except as otherwise provided 3.2 under the terms of this Agreement including the Reservation of Rights, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Land Use Regulations and Development Approvals in effect on the Effective Date.

Reservation of Rights. 3.3

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

-9-

- (a) Processing fees and charges of every kind and nature imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued, which shall be those in effect as of the Effective Date.
- Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure, so long as the same are not inconsistent with those in effect as of the Effective Date.
- (c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including, without limitation, all uniform codes adopted by the CITY and any local amendments to those codes adopted by the CITY, including, without limitation, the CITY's Building Code, Plumbing Code, Mechanical Code, Electrical Code, and Grading Ordinance.
- (d) Regulations that may be in conflict with this Agreement but that are reasonably necessary to protect the residents of the project or the immediate community from a condition perilous to their health or safety. To the extent possible, any such regulations shall be applied and construed so as to provide OWNER with the rights and assurances provided under this Agreement.
- (f) Regulations that are not in conflict with this Agreement or the Development Plan. Any regulation, whether adopted by initiative or otherwise, limiting the rate or timing of development of the Property shall be deemed to conflict with the Development Plan and shall therefore not be applicable to the development of the Property.
- Regulations that are in conflict with the Development Plan: provided OWNER has, in its sole and absolute discretion, given written consent to the application of such regulations to development of that Property in which the OWNER has a legal or equitable interest.
- (h) Regulations that impose, levy, alter or amend fees, charges, or Land Use Regulations relating to consumers or end users, including, without limitation, trash can placement, service charges and limitations on vehicle parking.
- Regulations of other public agencies, including Development Impact Fees adopted or imposed by such other public agencies, although collected by CITY.
- 3.3.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on subsequent development approvals and to the same extent it would otherwise be authorized to do so absent this Agreement, from applying subsequently adopted or amended Land Use Regulations that do not conflict with this Agreement. CITY shall grant all subsequent permits so long as they are consistent with the Land Use Regulations and Development Approvals.

- Modification or Suspension by State or Federal Law. In the event that State, County or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State, County or Federal laws or regulations; provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce. If, in the Owner's reasonable determination, the effect of such changes renders the Project financially infeasible, OWNER may terminate is Agreement.
- 3.3.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit certain aspects of its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power that cannot be or are not expressly so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority that cannot be or is not by this Agreement's express terms so restricted.
- Regulation by Other Public Agencies. It is acknowledged by the parties that other 3.4 public agencies not within the control of CITY may possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies.
- Water Supply Planning. To the extent the Development Plan includes one or 3.5 more tentative maps totaling more than 500 dwelling units, and to the extent the Project, or any part thereof, is not exempt under Government Code Section 66473.7(i), each such tentative map shall comply with the provisions of Government Code Section 66473.7.
- Timing of Development. Because the California Supreme Court held in Pardee 3.6 Construction Co. v. City of Camarillo, 37 Cal. 3d 465 (1984), that the failure of the parties in that case to provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over the parties' agreement, it is the specific intent of the Parties to provide for the timing of the Project in this Agreement. To do so, the Parties acknowledge and provide that Owner shall have the right, but not the obligation, to complete the Project in such order, at such rate, at such times, and in as many development phases and subphases as Owner deems appropriate in its sole subjective business judgment
- Conditions, Covenants and Restrictions. Owner shall have the ability to reserve and record such covenants, conditions, and restrictions (CC&Rs) against the Property as Owner deems appropriate, in its sole and absolute discretion. Such CC&Rs may not conflict with this Agreement or the General Plan. Before recording any CC&Rs, Owner shall provide a copy of the CC&Rs to the CITY for review and approval by the City Attorney. The City Attorney's review shall be limited to determining if the CC&Rs substantially comply with this Agreement. Within thirty (30) days after receiving a copy of the proposed CC&Rs from Owner, the City Attorney shall provide Owner with either (i) a statement that the CC&Rs comply with this Agreement ("CC&R Approval") or (ii) written comments identifying each aspect of the CC&Rs which the City Attorney believes not to be in compliance with this Agreement (a "Statement of

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

- 3.8 Approvals and Permits. CITY shall diligently and in good faith comply with the Permit Streamlining Act and shall use its diligent and good faith efforts to cooperate in and expedite the review, comment and approval of plans and the securing of permits.
- Eminent Domain. In the event that, notwithstanding its diligent and good faith efforts, OWNER cannot acquire land necessary for the completion of public improvements or completion of mitigation measures (e.g., street widening, utilities or other off-site improvements) or cannot eliminate any interests of others in the property which is the subject of the Project (e.g., internal rights of way, easements, or diverse property ownerships) which interfere with the completion of such public improvements or mitigation measures, OWNER may request CITY consider utilizing its eminent domain powers to effectuate any needed acquisition. If CITY chooses to proceed, all costs associated with the eminent domain proceedings, including attorney fees and the cost of the acquisition shall be borne by OWNER.
- 3.9.1 Notwithstanding a request by OWNER for City to utilize its power of eminent domain, CITY hereby retains its sole and unfettered discretion as the use of its eminent domain powers. Nothing in this Agreement shall require CITY to adopt a resolution of necessity regarding the acquisition of property or to acquire any properties by exercise of CITY's power of eminent domain. If CITY considers adoption of a resolution of necessity regarding the acquisition of property and does not adopt such a resolution, OWNER may terminate this Agreement upon seven (7) days' Notice to the CITY, and neither Party shall have liability to the other or any other Person.
- 3.9.2 Reservation of City Discretion. It is expressly acknowledged, understood and agreed by the Parties that CITY undertakes no obligation to adopt any resolution of necessity, and does not prejudge or commit to any Person regarding the findings and determinations to be made by CITY with respect to any resolution of necessity. In the event of termination, neither OWNER nor CITY shall be in Default under this Agreement and OWNER

may terminate this Agreement upon seven (7) days' Notice to CITY, and neither Party shall have liability to the other or any other Person.

- 3.9.3 No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.
- Tentative Maps. Pursuant to Government Code Section 66452.6, the duration of all tentative tract maps within the Project approved by the CITY shall be extended to the earlier of ten (10) years after approval by the CITY or the expiration of the term of this Agreement.

4. PUBLIC BENEFITS.

- Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.
- Public Benefits. In addition to complying with the Project conditions of approval 4.2 which are designed to mitigate the significant environmental impacts of the Project, OWNER has committed by this Agreement to contribute to the acquisition, construction and maintenance of The Public Benefits consist of contributions toward the "Public certain "Public Benefits." Facilities" which may include but are not limited to park maintenance, rehabilitation and improvements, public facility upgrades and improvements, street maintenance and improvements, or any other improvement to the public facilities as the CITY deems necessary to provide appropriate facilities and services to the residents of this community and the CITY at large. CITY shall have no obligation to construct the Public Facilities in any particular order or sequence.
- 4.2.1 CITY Facilities. OWNER shall make contributions towards the acquisition, construction and maintenance of the CITY Facilities, as follows:
- Public Benefit Fee. OWNER shall pay a fee in the amount of ten (i) thousand dollars (\$10,000.00) (the "City Facilities Fee") for each residential unit ("Unit") constructed as part of the Project. The City Facilities Fee shall be due at the time a building permit is requested for each Unit, unless a different schedule is mutually agreed upon by the CITY and OWNER.
- Neighborhood Preservation Fee. OWNER shall pay a fee in the (ii) amount of one thousand five hundred dollars (\$1,500) (the "Neighborhood Preservation Fee") for each residential unit ("Unit") constructed as part of the Project. The Neighborhood Preservation Fee shall be due at the time a building permit is requested for each Unit, unless a different schedule is mutually agreed upon by the CITY and OWNER.
 - Development Impact Fees. 4.3

- 4.3.1 Amount of Fee. The Development Impact Fees set forth in Exhibit "D" shall be charged to the Project.
- 4.3.2 <u>Time of Payment</u>. The fees required pursuant to Subsection 4.3.1 shall be paid to CITY prior to the issuance of building permits for each residential Unit. No fees shall be payable for building permits issued prior to the Effective Date of this Agreement, but the fees required pursuant to Subsection 4.3.1 shall be paid prior to the re-issuance or extension of any building permit for a residential Unit for which such fees have not previously been paid.
- 4.3.3 <u>Development Impact Fees; No Increases</u>. The Parties hereby agree that, except as expressly set forth in Exhibit "D", during the term of this Agreement, the Project shall not be subject to the imposition of any City imposed Development Impact Fee that becomes effective after the Effective Date. Notwithstanding anything to the contrary in the Agreement, the OWNER acknowledges that OWNER shall be responsible for the payment of development impact fees imposed or required by other public agencies, including County or regional agencies.
- 4.3.4 Prepayment. In no event shall the prepayment of any Development Impact Fees required hereunder establish a vested right on the part of OWNER or any other owner of the Property or any person or entity with an interest therein to develop the Project or the Property following the expiration, cancellation or termination of the Term of this Agreement, provided, however the prepayment of any Development Impact Fees required hereunder for any particular Unit shall satisfy in full OWNER's obligation to pay such Development Impact Fees for such Unit and any subsequent increase in the amount of such Development Impact Fees as to such Unit shall not be applicable to it. Following the expiration, cancellation or termination of this Agreement, unless Development Impact Fees have been previously paid by OWNER as to any particular Unit, in which event OWNER's obligation to pay such Development Impact Fees as to such Unit shall be satisfied in full, all Development Impact Fees then in effect shall be applicable to the Project and Property notwithstanding any provision of this Agreement and any increase or amendment of any Development Impact Fee, or any combination thereof. Nothing contained in this Subsection 4.3.5 shall be construed as limiting the right of OWNER to a credit against any Development Impact Fees as set forth in Section 4.3.3 hereof.
- Dedication of On-Site Easements and Rights of Way. OWNER shall dedicate to CITY all on-site rights of way and easements deemed necessary for public improvements, in CITY's reasonable discretion, within 15 days of receipt of written demand from CITY.
- Timing of Construction of Off-Site Infrastructure. Approval of any building 4.5 permits on the Property shall be conditioned upon CITY's determination, in its reasonable discretion, that sufficient progress is being made on construction of off-site infrastructure serving development of OWNER's Property.
- OWNER acknowledges and agrees that the amount of the fees set forth in Sections 4.2 and 4.3 are negotiated fees and not adopted as part of a greater fee program within the City. OWNER waives any right to challenge the mode of imposition of these fees, the amount of these fees or application of these fees to this Project. OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which

is set forth below:

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

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

Owner's Initials

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

6. REVIEW FOR COMPLIANCE.

- 6.1 <u>Periodic Review</u>. The CITY shall review this Agreement annually, on or before the anniversary of the Effective Date, in order to ascertain the compliance by OWNER with the terms of the Agreement. OWNER shall submit an Annual Monitoring Report, in a form acceptable to the City Manager, within thirty (30) days after written notice from the City Manager. The Annual Monitoring Report shall be accompanied by an annual review and administration fee sufficient to defray the estimated costs of review and administration of the Agreement during the succeeding year. The amount of the annual review and administration fee shall be set annually by resolution of the City Council.
- 6.2 <u>Special Review</u>. The City Council may order a special review of compliance with this Agreement at any time. The City Manager, or his or her designee, shall conduct such special reviews.

6.3 Procedure.

(a) During either a periodic review or a special review, OWNER shall be

-15-

required to demonstrate good faith compliance with the terms of the Agreement. The burden of proof on this issue shall be on OWNER.

- (b) Upon completion of a periodic review or a special review, the City Manager, or his or her designee, shall submit a report to the Planning Commission setting forth the evidence concerning good faith compliance by OWNER with the terms of this Agreement and his or her recommended finding on that issue.
- (c) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has complied in good faith with the terms and conditions of this Agreement, the review shall be concluded.
- (d) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has not complied in good faith with the terms and conditions of this Agreement, the Commission may recommend to the City Council modification or termination of this Agreement. OWNER may appeal a Planning Commission determination pursuant to this Section 6.3(d) pursuant to CITY's rules for consideration of appeals in zoning matters then in effect. Notice of default as provided under Section 7.3 of this Agreement shall be given to OWNER prior to or concurrent with proceedings under Section 6.4 and Section 6.5.
- 6.4 <u>Proceedings Upon Modification or Termination</u>. If, upon a finding under Section 6.3, CITY determines to proceed with modification or termination of this Agreement, CITY shall give written notice to OWNER of its intention so to do. The notice shall be given at least ten (10) calendar days prior to the scheduled hearing and shall contain:
 - (a) The time and place of the hearing:
- (b) A statement as to whether or not CITY proposes to terminate or to modify the Agreement; and,
- (c) Such other information that the CITY considers necessary to inform OWNER of the nature of the proceeding.
- 6.5 <u>Hearing on Modification or Termination</u>. At the time and place set for the hearing on modification or termination, OWNER shall be given an opportunity to be heard. OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on OWNER. If the City Council finds, based upon substantial evidence, that OWNER has not complied in good faith with the terms or conditions of the Agreement, the City Council may terminate this Agreement or modify this Agreement and impose such conditions as are reasonably necessary to protect the interests of the CITY. The decision of the City Council shall be final.
- 6.6 <u>Certificate of Agreement Compliance</u>. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER

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

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

DEFAULT AND REMEDIES. 7.

- Remedies in General. It is acknowledged by the parties that neither CITY nor OWNER would have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER and OWNER shall not be liable in damages to CITY, or to any successor in interest of OWNER, CITY, or to any other person or entity, and OWNER and CITY covenant not to sue for damages or claim any damages:
- For any breach of this Agreement or for any cause of action that arises out (a) of this Agreement; or
- For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or
- Arising out of or connected with any dispute, controversy or issue (c) regarding the application or interpretation or effect of the provisions of this Agreement.
- Notwithstanding the foregoing, each Party may sue for specific (d) performance under this Agreement and in the event of an action or proceeding for a declaration of the rights of the parties under this Agreement, for injunctive relief, for an alleged breach or default of, or any other action arising out of, this Agreement, or the transactions contemplated hereby, the non-defaulting party or prevailing party shall be entitled to its actual attorneys' fees and to any court costs incurred, in addition to any other relief awarded.
- Release. Except for non-monetary remedies and as set forth in the preceding Section 7.1(d), OWNER and CITY, each for itself, its successors and assignees, hereby releases the other, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, including, any claim or liability of CITY based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth and Fourteenth

Amendments to the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon CITY because it entered into this Agreement or because of the terms of this Agreement. OWNER and CITY each hereby acknowledge that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

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

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

Owner's Initials	City's Initials

- 7.3 Termination or Modification of Agreement for Default of OWNER. CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default"); provided, however, CITY may terminate or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.
- 7.4 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default (as defined in Section 7.3 above) by CITY (and only after providing written notice to CITY of default setting forth the nature of the default and the actions, if any, required by CITY to cure such default and, where the default can be cured, CITY has failed to take such actions and cure such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.

8. LITIGATION.

8.1 <u>Third Party Litigation Concerning Agreement.</u> OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and

employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement, the approval of any permit granted pursuant to this Agreement, and any claim, action, proceeding or determination arising from the land use entitlements relating to this Project, including this Development Agreement and in connection with the remediation of any oil well that may be located on the Property. CITY shall promptly notify OWNER of any claim, action, proceeding or determination included within this Section 8.1, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action, proceeding or determination, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action, proceeding or determination.

- Environmental Assurances. OWNER shall indemnify and hold CITY, its officers, 8.2 agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission, including the remediation of any oil well that may be located on the Property. CITY may in its discretion participate in the defense of any such action. The foregoing defense and indemnity obligations, however, shall not apply to any condition of the Property which existed prior to OWNER's acquisition of it unless exacerbated by any act or omission of OWNER.
- Reservation of Rights. With respect to Section 8.1 and Section 8.2 herein, CITY 8.3 reserves, the right to either (1) approve the attorney(s) that the indemnifying party selects, hires or otherwise engages to defend the indemnified party hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense; provided, however, that the indemnifying party shall reimburse the indemnified party forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefor.
- Challenge to Existing Land Use Approvals. By accepting the benefits of this 8.4 Agreement, OWNER, on behalf of itself and its successors in interest, hereby expressly agrees and covenants not to sue or otherwise challenge any land use approval affecting the Property and in effect as of the Effective Date. Such agreement and covenant includes, without limitation, the covenant against any direct suit by OWNER or its successor in interest, or any participation, encouragement or involvement whatsoever that is adverse to CITY by OWNER or its successor in interest, other than as part of required response to lawful orders of a court or other body of competent jurisdiction. OWNER hereby expressly waives, on behalf of itself and its successors in interest, any claim or challenge to any land use approval affecting the Property and in effect as of the Effective Date. In the event of any breach of the covenant or waiver contained herein, CITY shall, in addition to any other remedies provided for at law or in equity, be entitled to:
 - unless previously paid as to any particular Units, impose and recover (at any time, (a) including after sale to a member of the public or other ultimate user) from the

party breaching such covenant or waiver, the full amount of Development Impact Fees that the breaching party would have been required to pay in the absence of this Development Agreement; and

(b) impose any subsequently adopted land use regulation on those land use approvals for which the breaching party had not, as of the time of such breach, obtained a building permit.

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

> "A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR."

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

Owner's Initials

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

9. MORTGAGEE PROTECTION.

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

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

-20-

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

- If CITY timely receives a request from a mortgagee requesting a copy of (c) any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.
- Any Mortgagee who comes into possession of the Property, or any part (d) thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.5 of this Agreement.

10. MISCELLANEOUS PROVISIONS.

- Recordation of Agreement. This Agreement and any amendment or cancellation 10.1 thereof shall be recorded with the Orange County Recorder by the Clerk of the City Council within ten (10) days after the CITY enters into the Agreement, in accordance with Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement, or if the CITY terminates or modifies this Agreement as provided herein for failure of the OWNER to comply in good faith with the terms and conditions of this Agreement, the City Clerk shall have notice of such action recorded with the Orange County Recorder.
- This Agreement sets forth and contains the entire Entire Agreement. understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements that are not contained or No testimony or evidence of any such representations, expressly referred to herein. understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.
- Severability. If any term, provision, covenant or condition of this Agreement shall 10.3 be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement, including the payment

of the Development Impact Fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

- Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.
- Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.
 - 10.6 Singular and Plural. As used herein, the singular of any word includes the plural.
- 10.7Joint and Several Obligations. If at any time during the Term of this Agreement the Property is owned, in whole or in part, by more than one OWNER, all obligations of such OWNERS under this Agreement shall be joint and several, and the default of any such OWNER shall be the default of all such OWNERS. Notwithstanding the foregoing, no OWNER of a single lot that has been finally subdivided and sold to such OWNER as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as expressly provided for herein.
- Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.
- 10.9Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.
- 10.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.
- 10.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes, walk-outs, boycotts, similar obstructive actions or other labor difficulties beyond the party's control, government regulations, court actions (such as restraining orders or injunctions), market wide shortages of labor, materials or supplies, delays caused by the CITY, any utility company, or other governmental or quasi-governmental entities in approving entitlements, permits, and other authorizations as well as conducting inspections needed for timely completion of a party's

obligations, provided that neither the ordinary and customary processing time shall not be considered a delay; and other similar matters or causes beyond the reasonable control of a party but excluding such party's financial inability to perform the obligation. If any such events shall occur, the Term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the Term of this Agreement shall not be extended for more than five (5) additional years under any circumstances.

- 10.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.
- 10.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.
- 10.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.
- 10.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Orange, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.
- 10.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.
- 10.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the

provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

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

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

SIGNATURE PAGE FOLLOWS

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

OWNER KB HOME COASTAL INC., a California corporation Its: President Dated: _____ **CITY** CITY OF STANTON, a California municipal corporation Mayor Dated: ATTEST: City Clerk APPROVED AS TO LEGAL FORM: BEST BEST & KRIEGER LLP

City Attorney

EXHIBIT "A"

(Legal Description of the Property)

Real property in the City of Stanton, County of Orange, State of California, described as follows: THAT PORTION OF THE NORTH 5 ACRES OF THE EAST 10 ACRES OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS COYOTES, AS SHOWN ON A MAP RECORDED IN BOOK 51. PAGE 11, MISCELLANEOUS MAPS, RECORDS OF SAID ORANGE COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THE LAND DESCRIBED IN DEED TO JOSEPH SHUMWAY AND WIFE, RECORDED APRIL 6, 1953, IN BOOK 2482. PAGE 99, OFFICIAL RECORDS.

EXCEPT THE SOUTH 145.00 FEET THEREOF.

APN: 079-371-17

Exhibit A

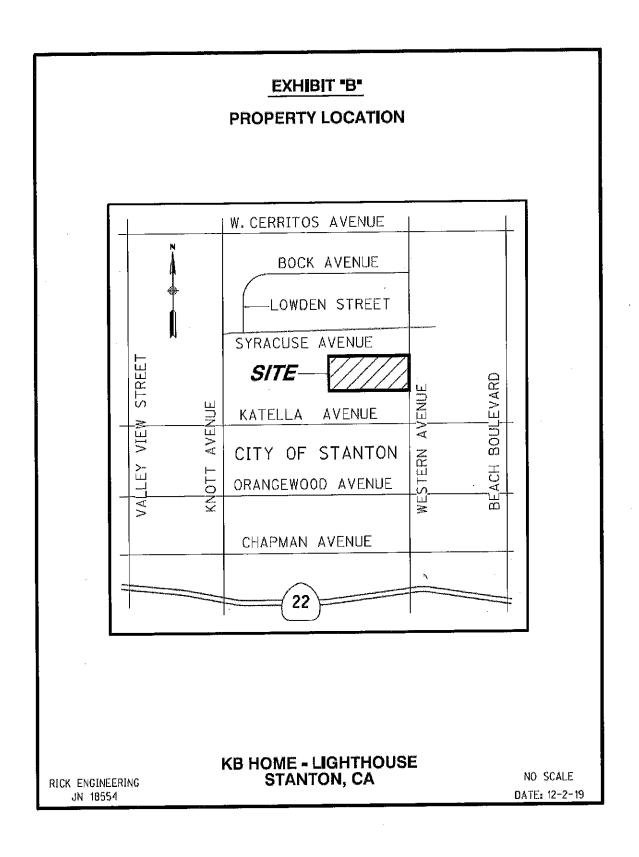


Exhibit B

12-3-19

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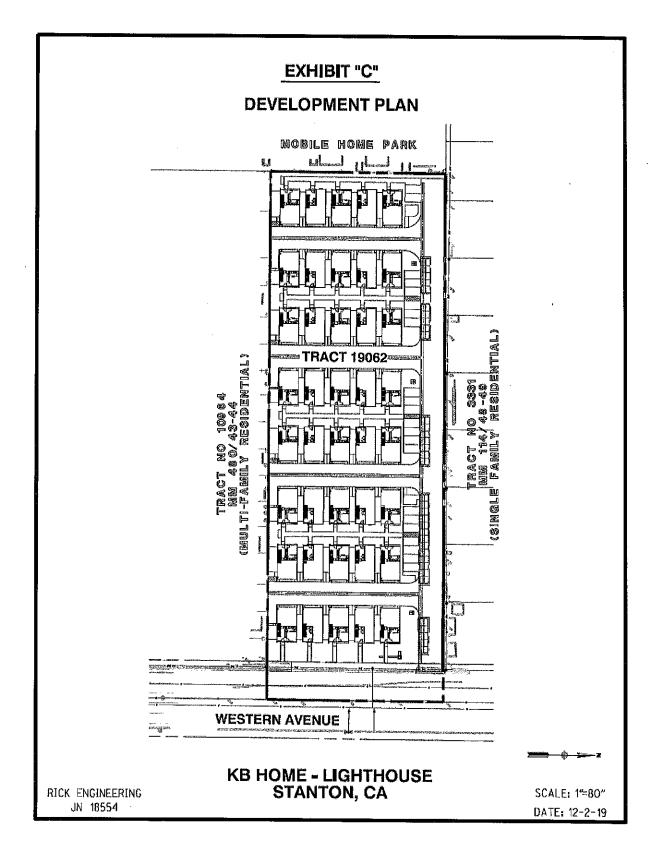


Exhibit C

12-3-19

EXHIBIT "D"

(Development Impact Fees)

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

Project Description

The subject property is a 2.35 acre parcel located at 10871 Western Ave, Stanton, CA 90680, and is currently used as the Lighthouse Community Church. The property is approximately a quarter mile north of the intersection of Katella Avenue and Western Avenue, which are identified as primary and secondary corridors that run through the City of Stanton. A range of businesses are located at this intersection that support and serve the surrounding neighborhoods. Stanton Central Park is located approximately a quarter mile north of the property and provides a range of amenities for the community and its residents. There are sidewalks and bike lanes that provide residents convenient and safe access to these amenities and services.

The subject property is surrounded by a mixture of residential uses with a range of densities. Sites to the north of the subject property are predominantly traditional single-family detached homes; sites to the west are part of a mobile-home development, while sites to the south and east are higher density multi-family developments. Existing infrastructure on Western Avenue provides access to the property, and utilities are conveniently located in Western Avenue to serve the property.

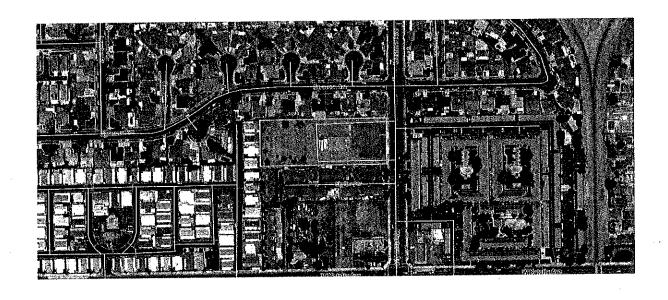
The subject property is zoned High Density Residential (RH), which aligns with the High Density Residential Land Use Designation for the property in the City of Stanton's General Plan. High Density Residential is appropriate for the area, as reflected in the existing multifamily developments.

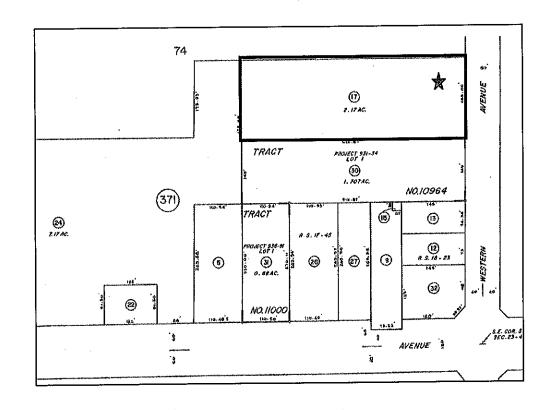
The proposed project involves the demolition of the existing structures on site and the development of forty (40) single-family detached condominiums, the units will be a mixture of three (3) and four (4) bedrooms, which include a small private open space. All units will not exceed the allowable height of 3-stories. Small common areas are provided, as well as landscaped common spaces between buildings to enhance resident interaction and experiences. All parking for the project will be on-site and for the use of residents and their guests. Homes will feature either two (2) or three (3) car garages, and a total of 26 guest spaces will be provided, with the majority located along the main driveway access. Landscaping elements are incorporated throughout the design of the site to provide buffers for residents and surrounding land uses.

The proposed project will utilize the Planned Development Permit (PDP) to allow for flexibility in development standards and create a high quality product that aligns with the Goals, Strategies and Actions of the City of Stanton's General Plan. These include, but are not limited to, adding to the range of housing types in the area, supporting infill development and enhancing the image of the area and the City of Stanton as a whole. The design features discussed in this project description and throughout this narrative, respond to the site and the adjacent land uses, providing transitions between the different densities and development types in the area while also creating a unique alternative housing option for residents in the City of Stanton.

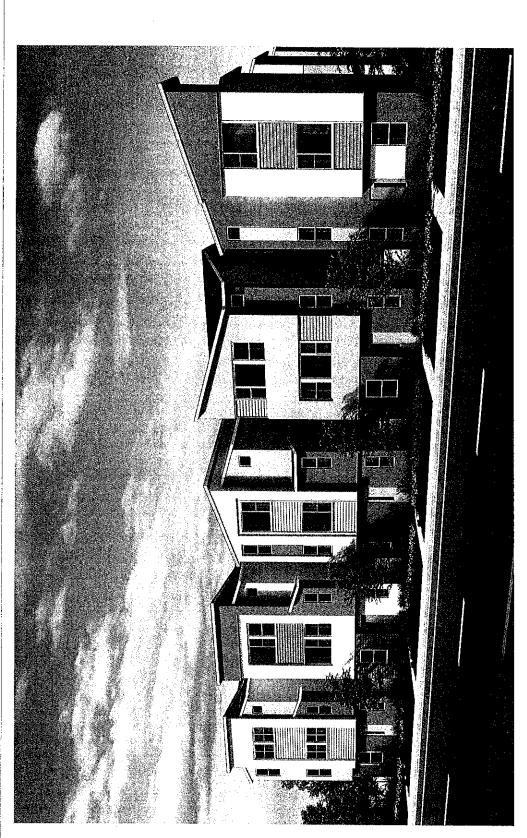
10871 Western Ave

Vicinity Map



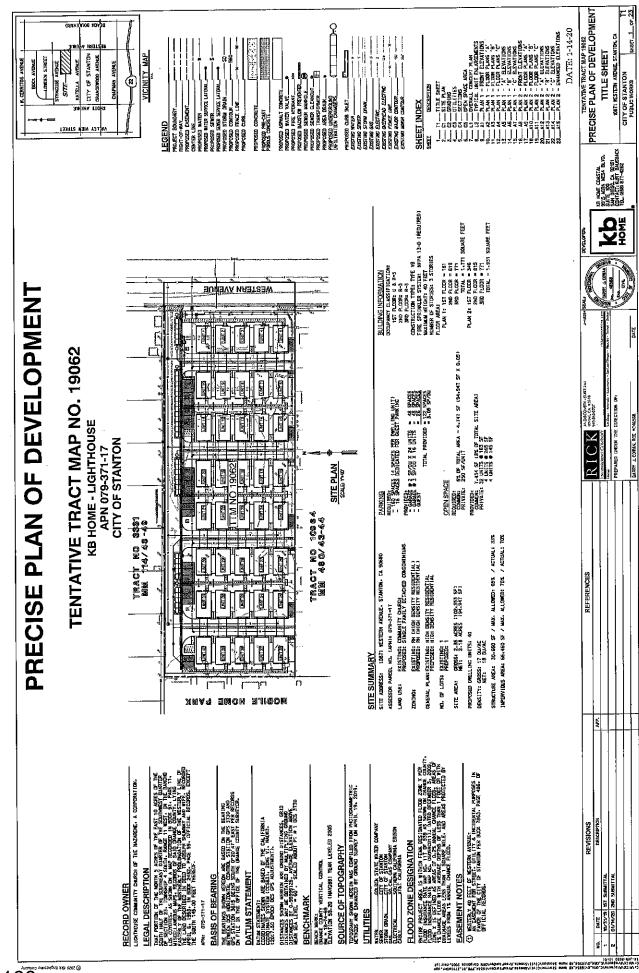


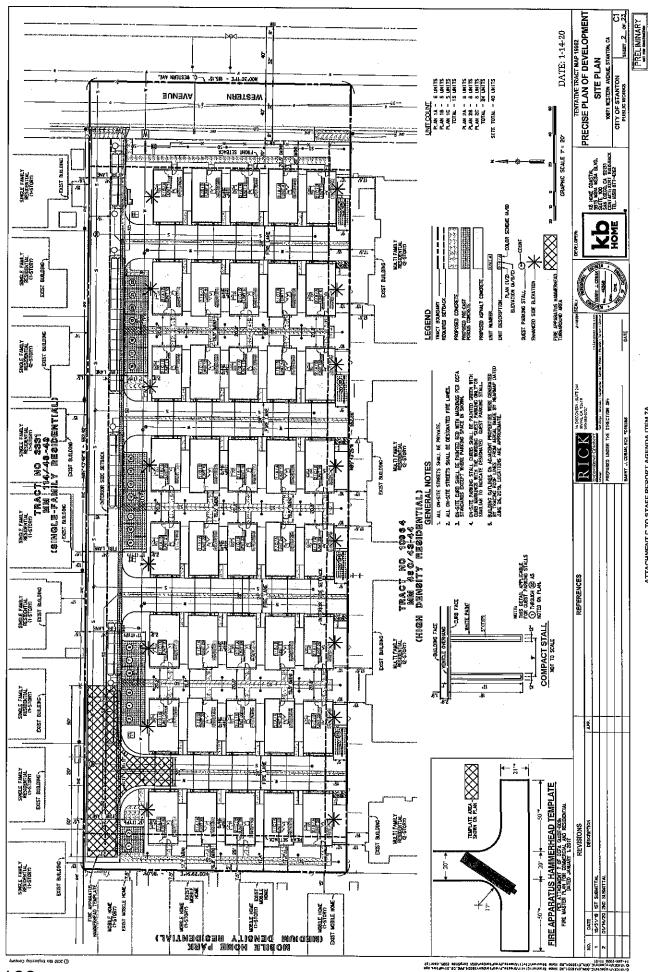
Pg. 166 ATTACHMENT C TO STAFF REPORT AGENDA ITEM 7A



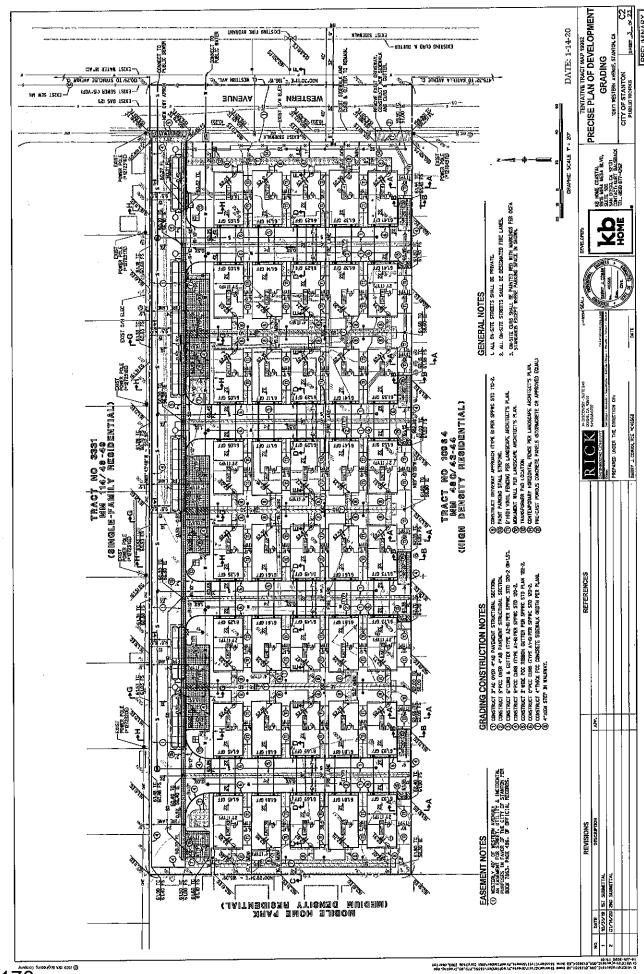
STREET SCENE ON WESTERN AVENUE

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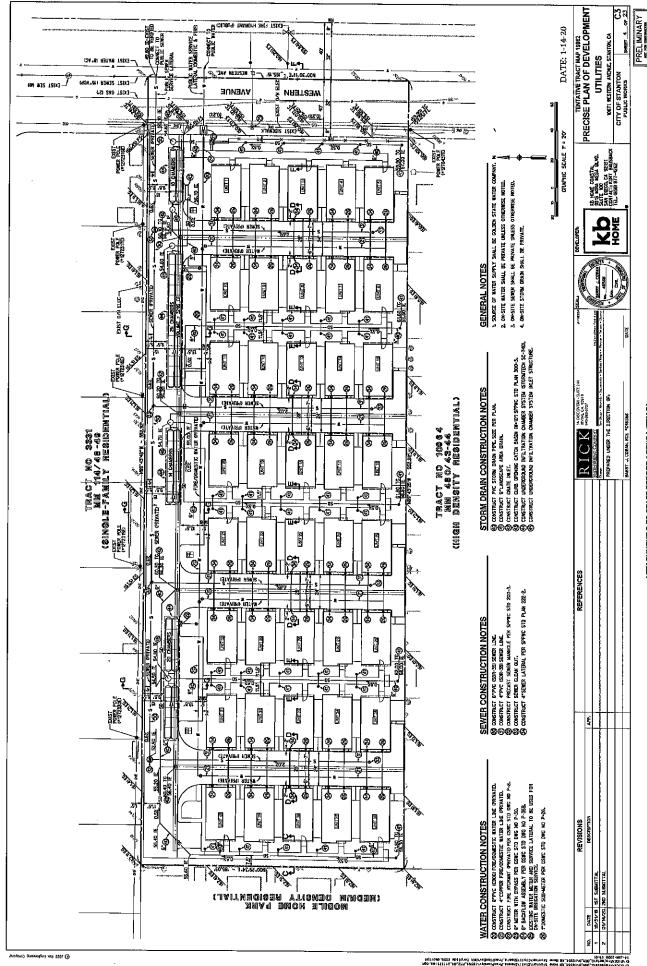


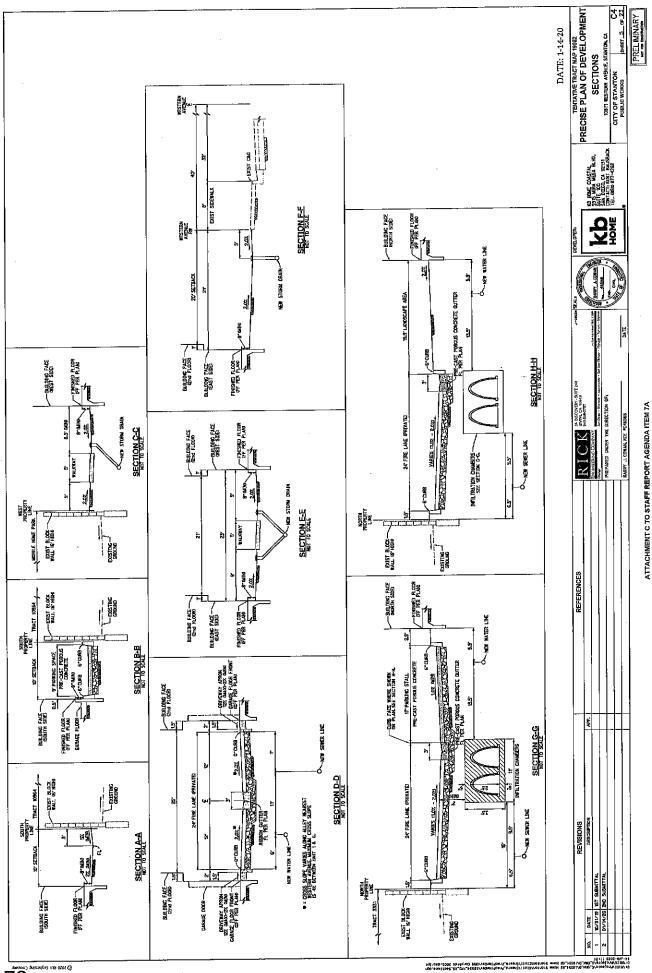


Pg. 169

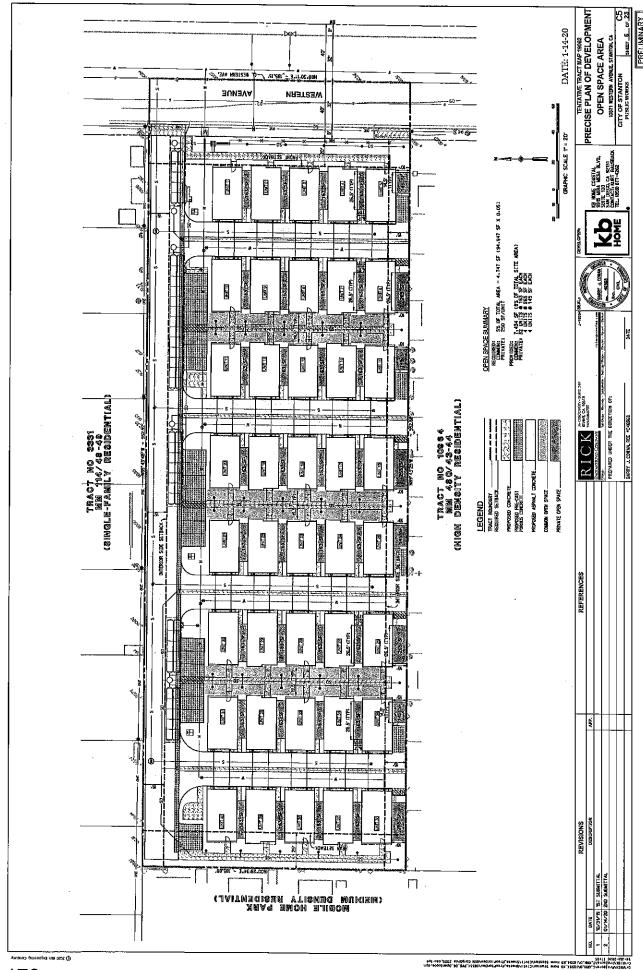


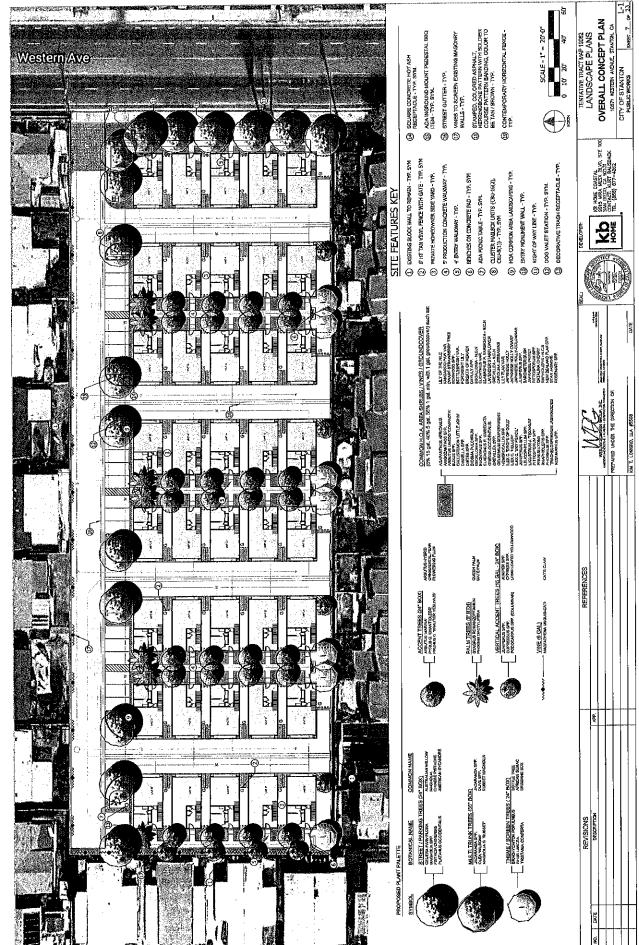
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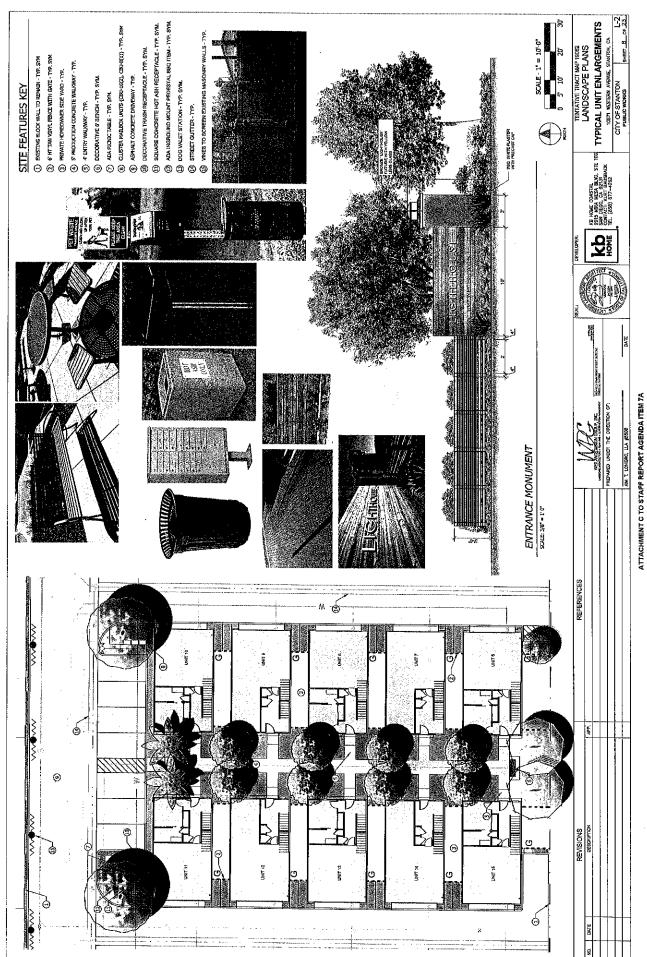


Pg. 172





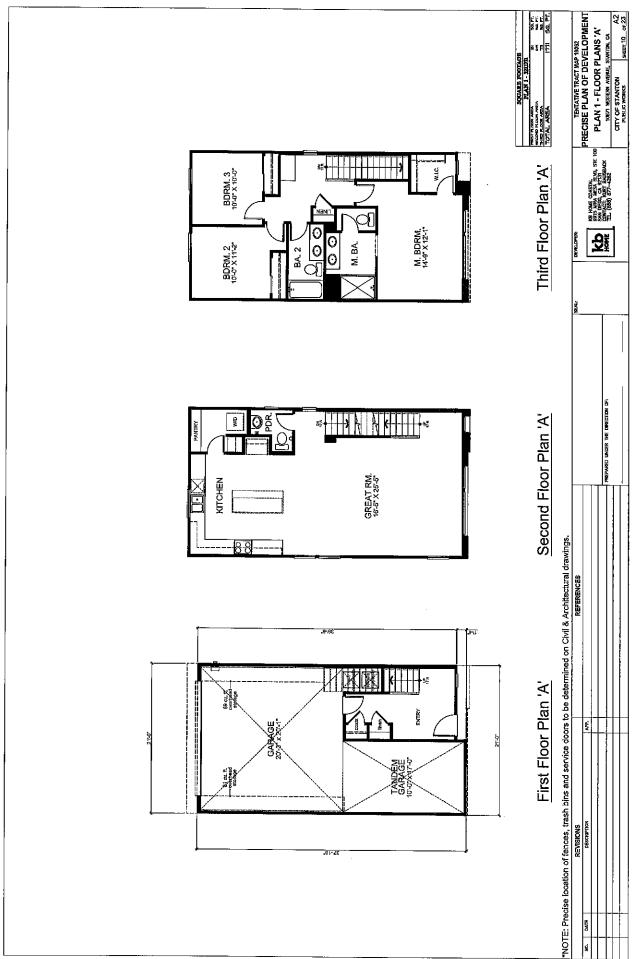
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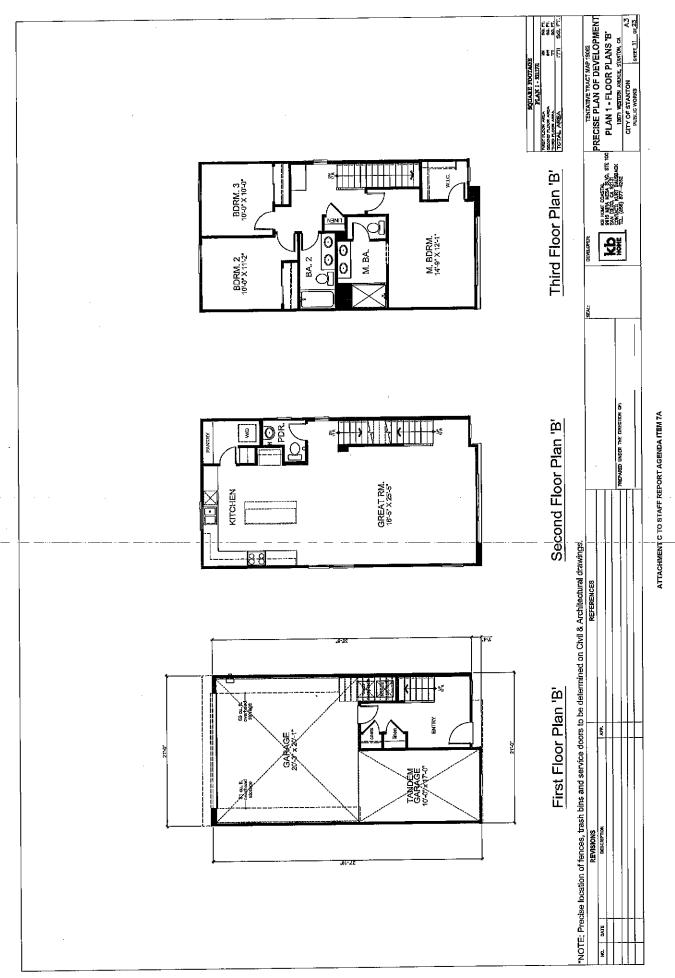
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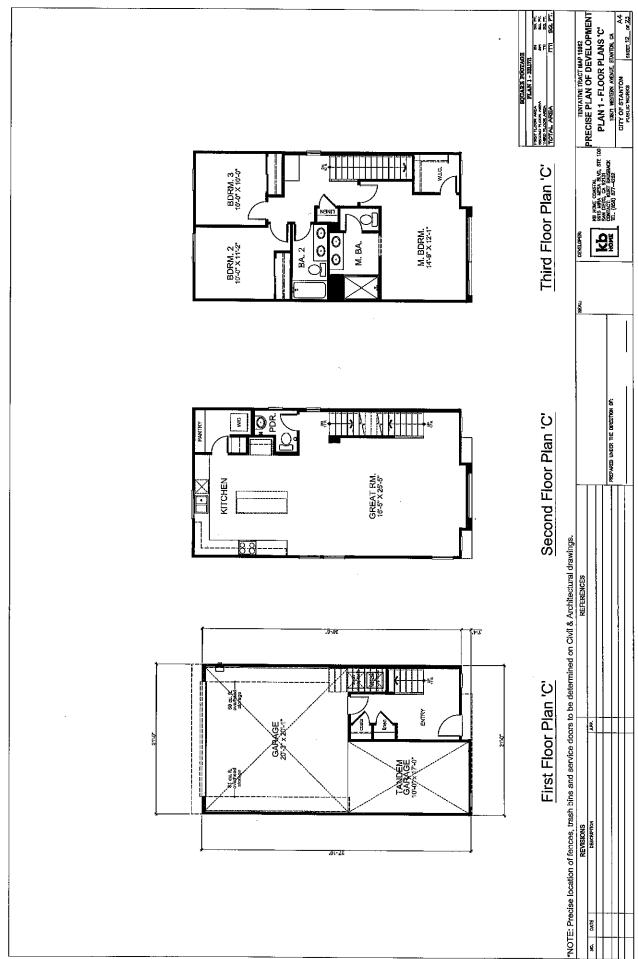
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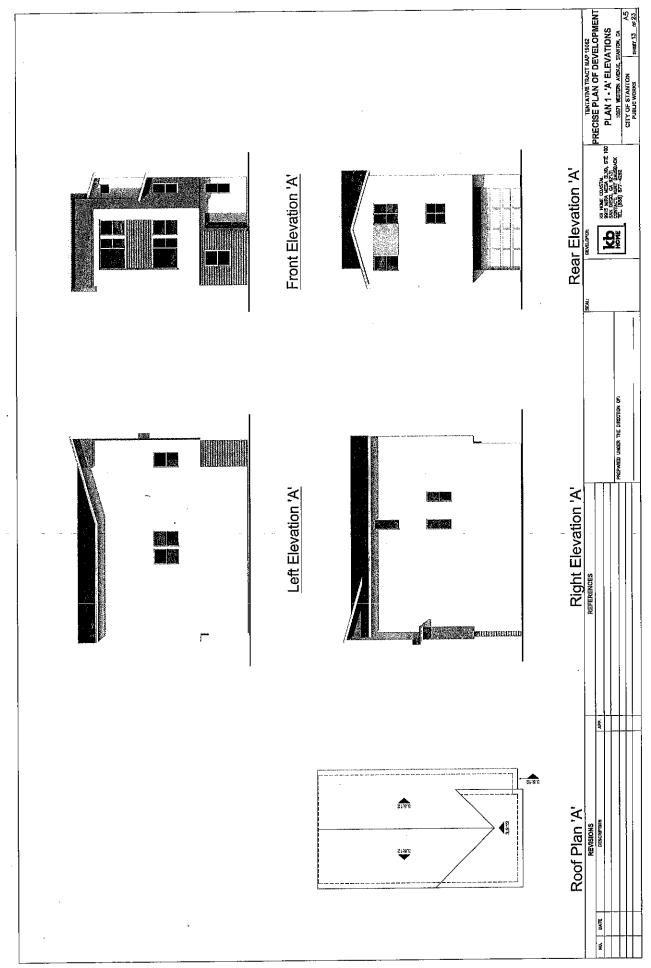
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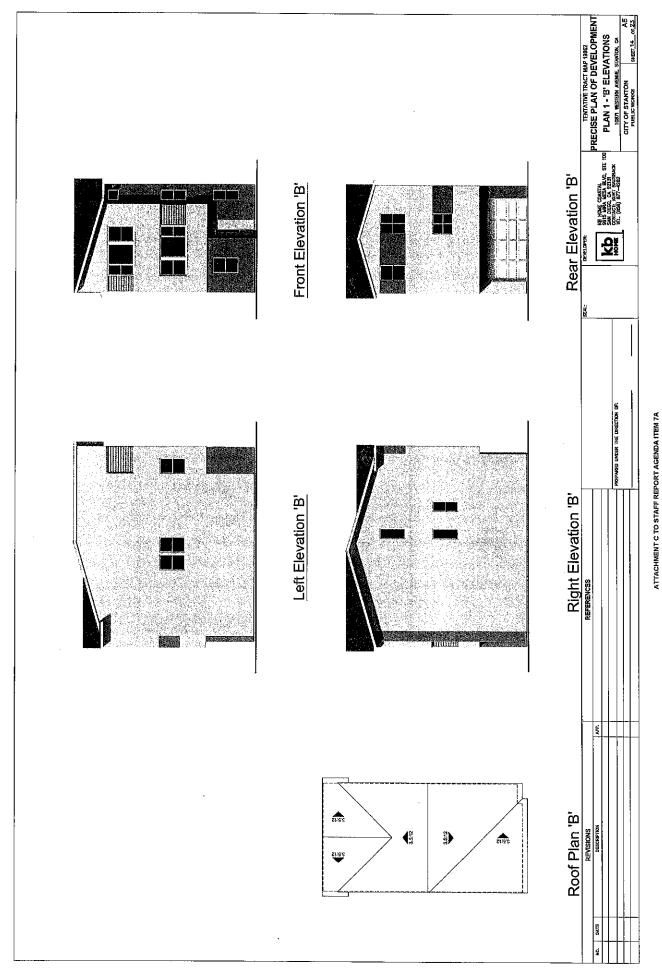
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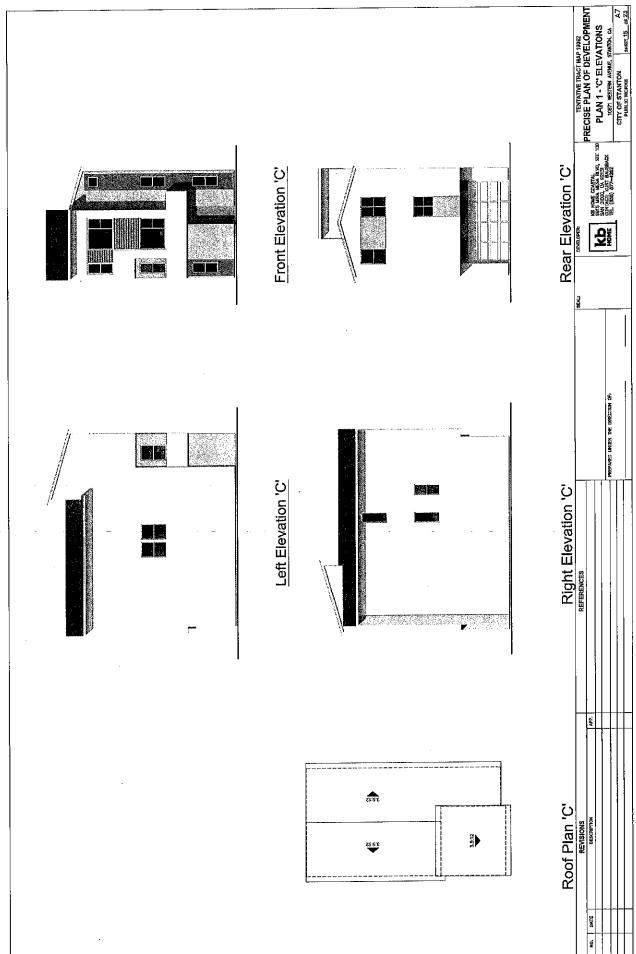
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ATTACHMENT C TO STAFF REPORT AGENDA ITEM 7A



Pg. 181

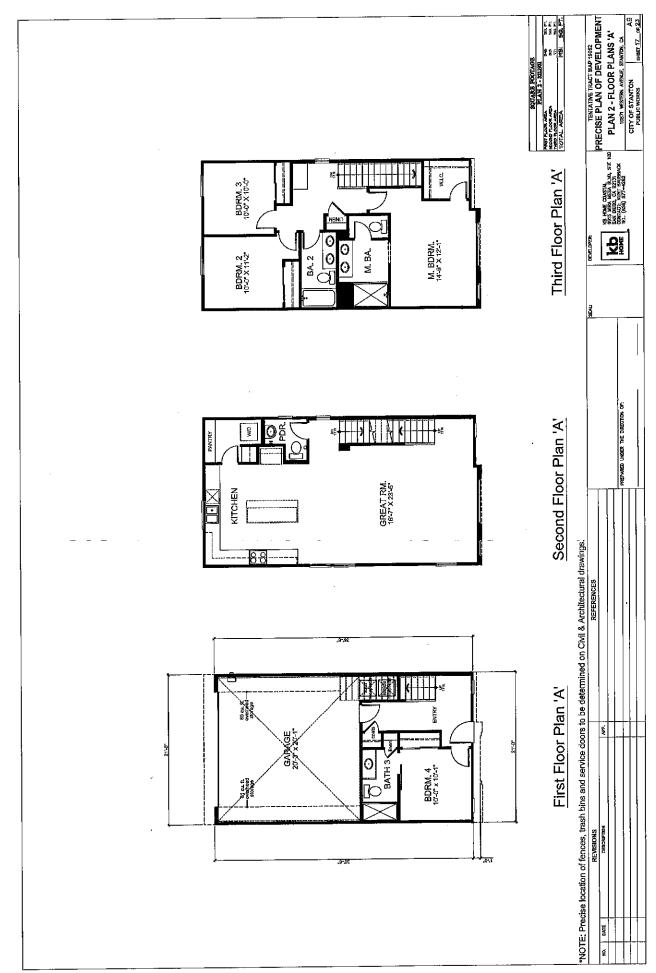


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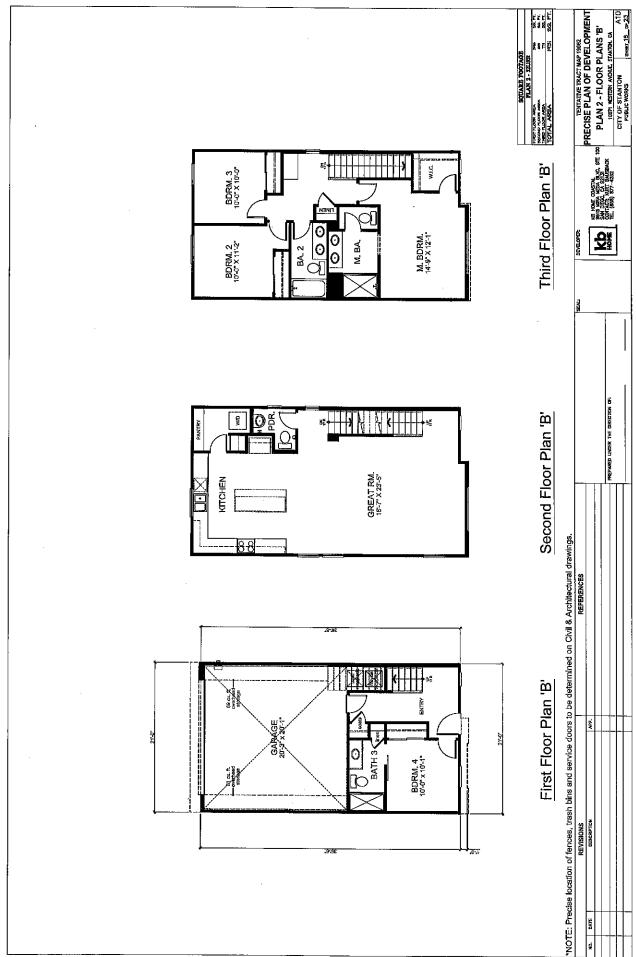
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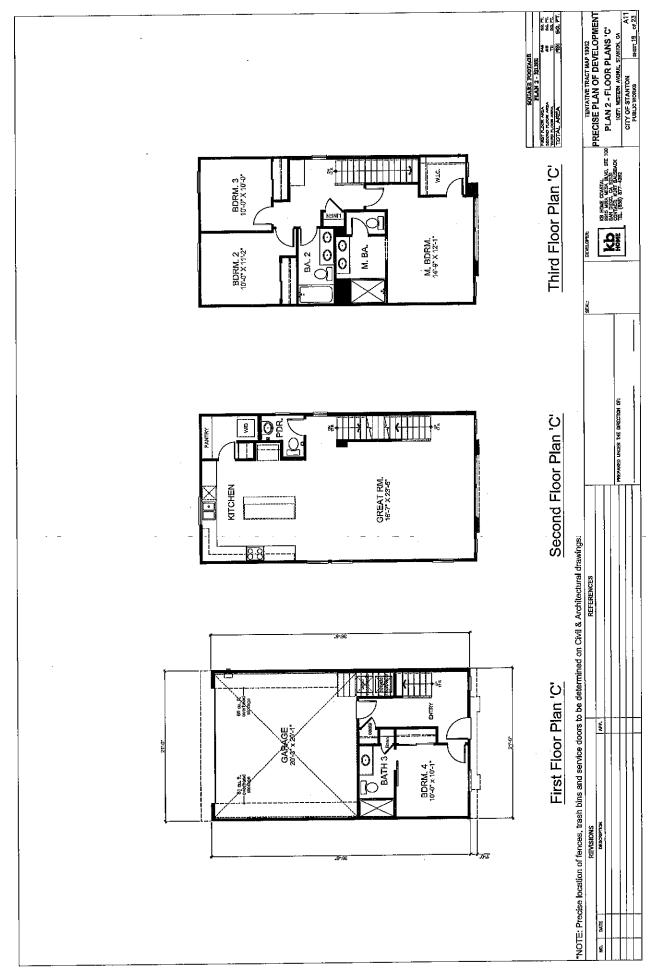


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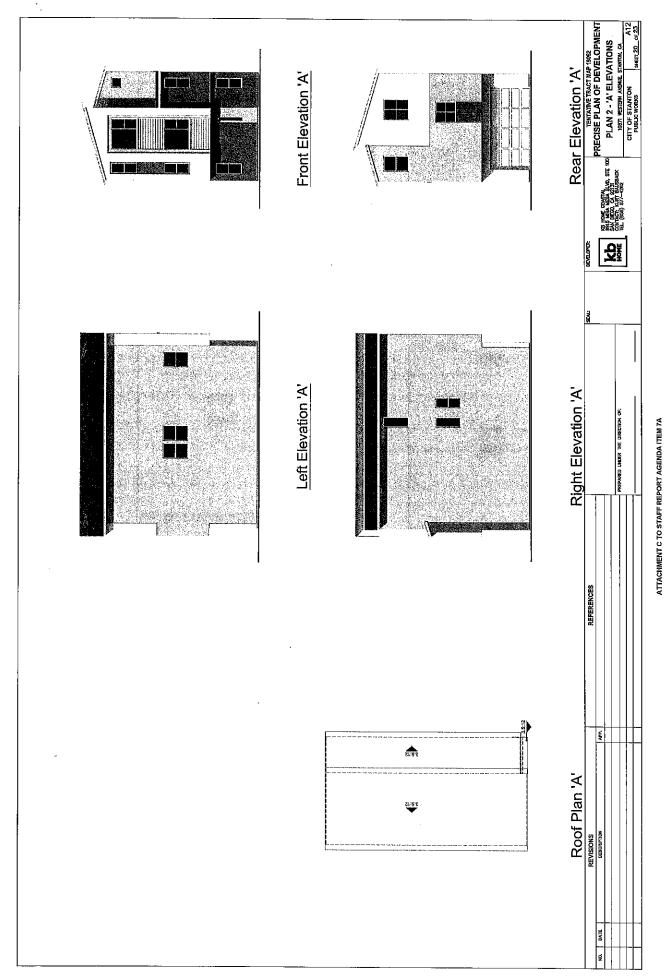


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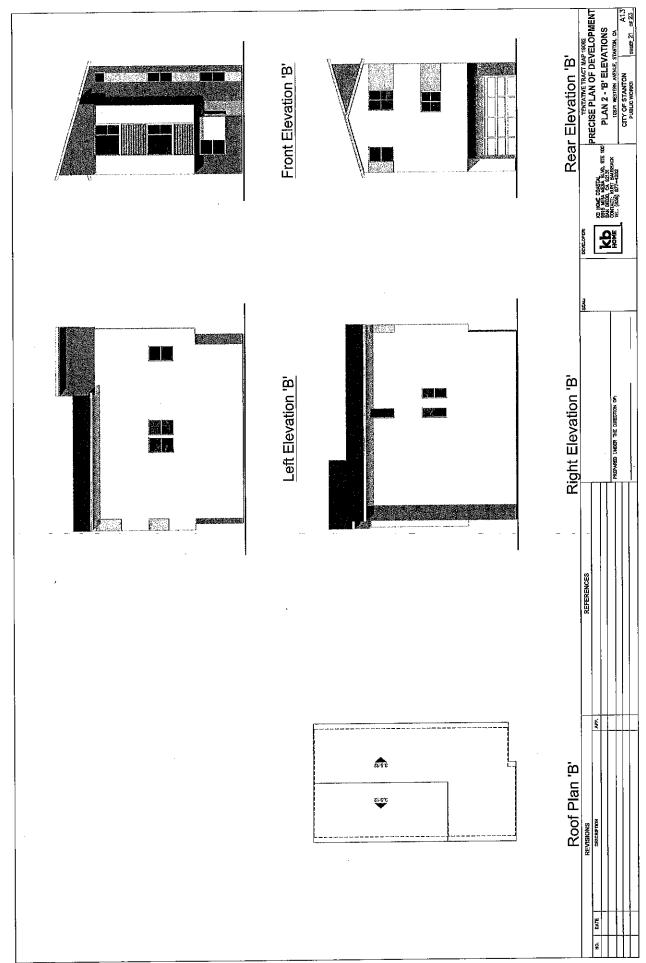
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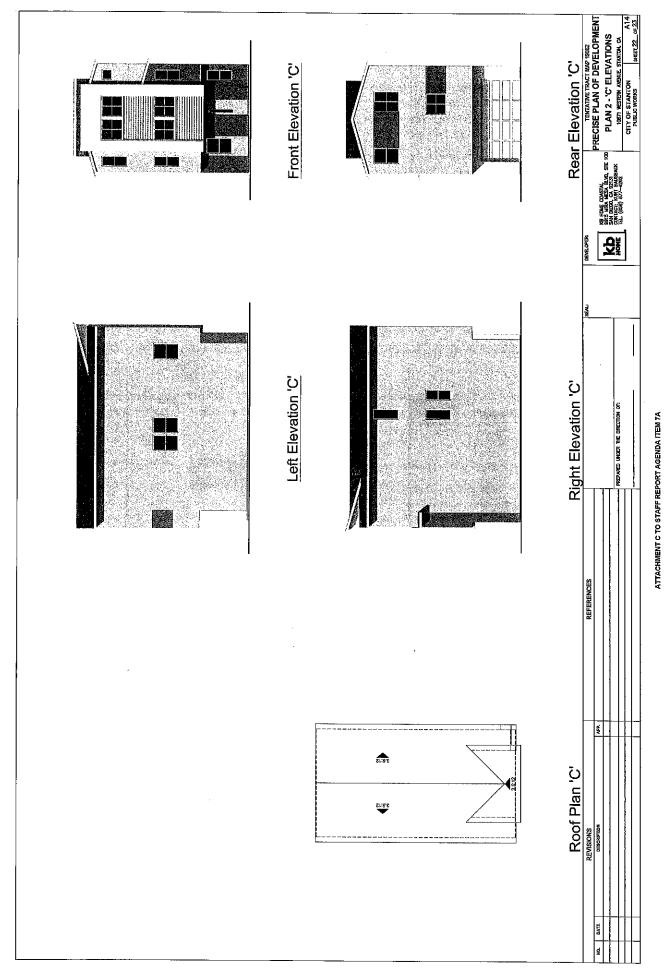
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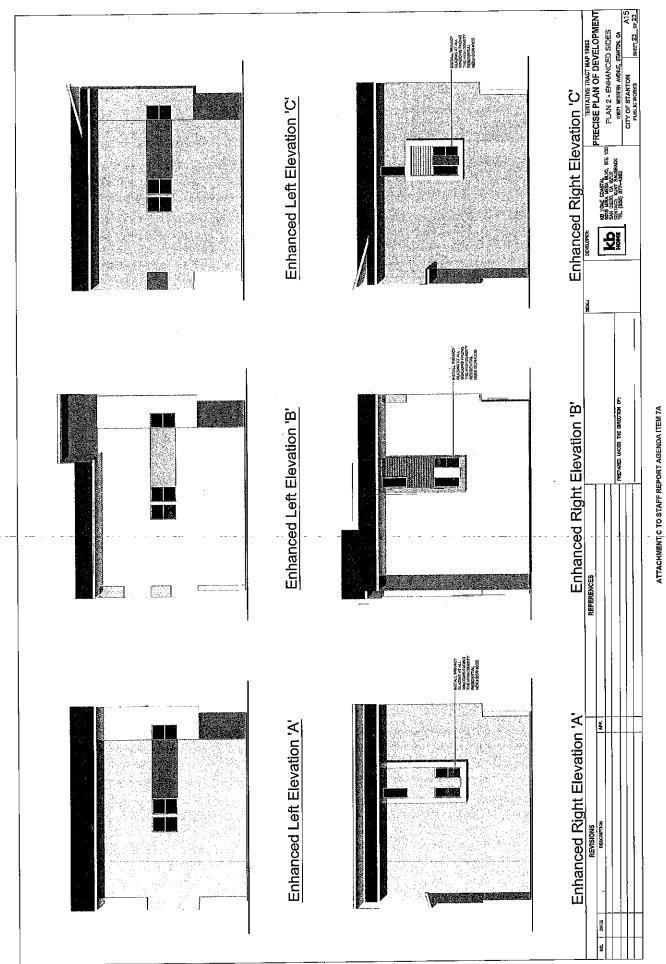
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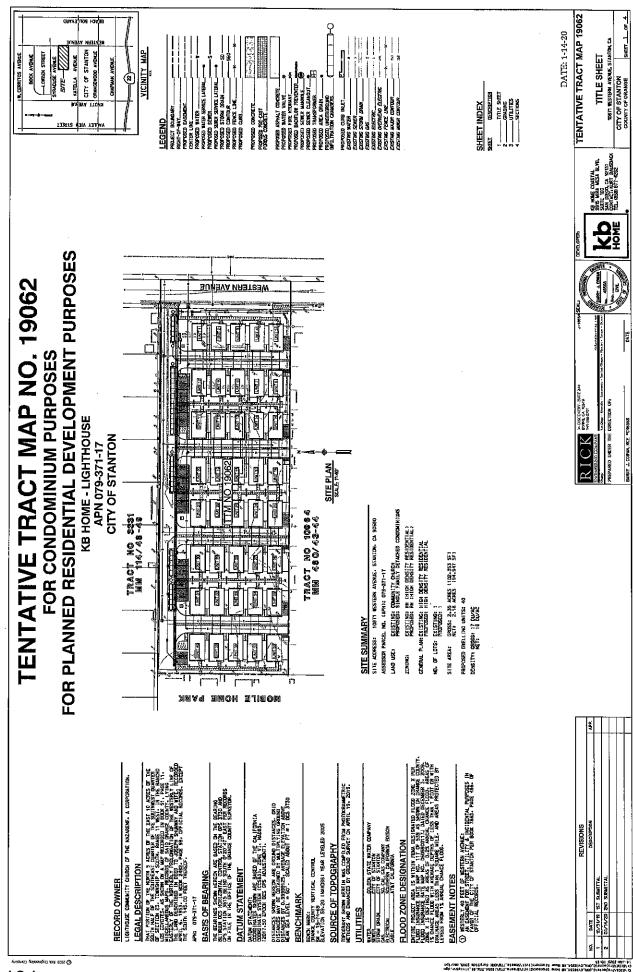
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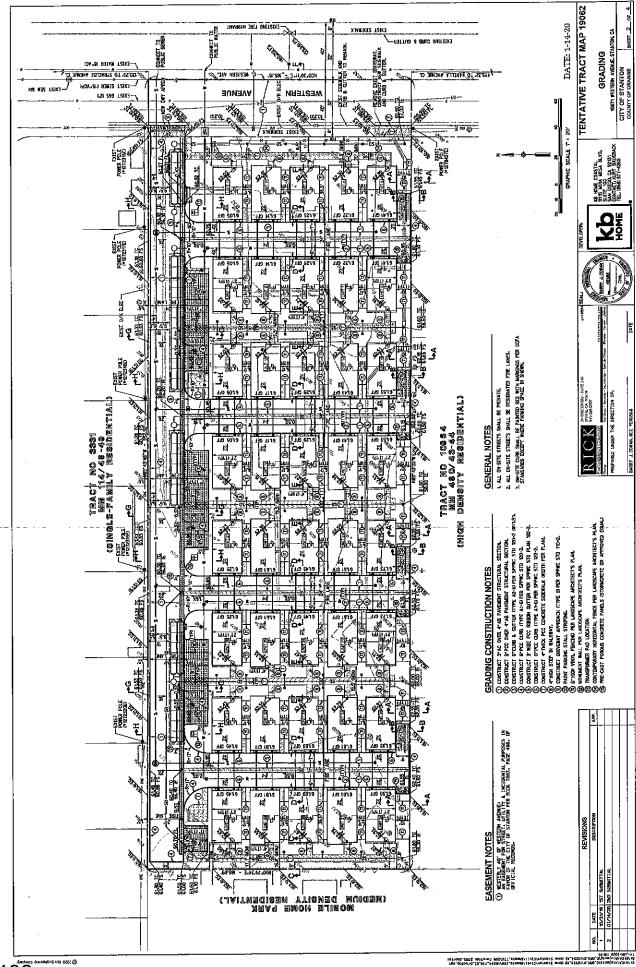


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Pg. 190

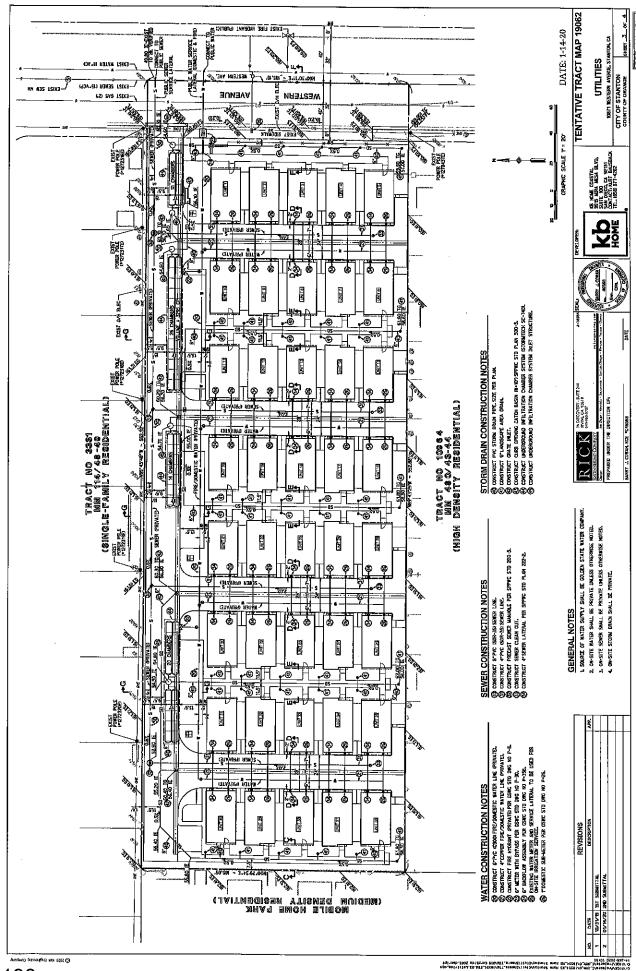




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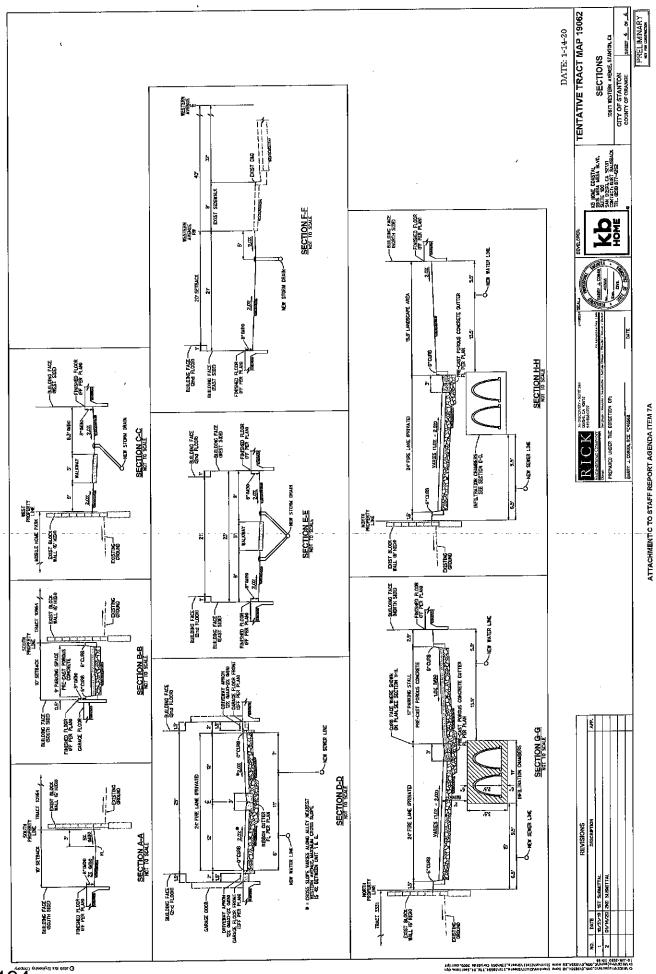
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ATTACHMENT C TO STAFF REPORT AGENDA ITEM 7A



ATTACHMENT C TO STAFF REPORT AGENDA ITEM 7A

Pg. 193



Pg. 194



November 26, 2019

CARLSBAD FRESNO IRVINE LOS ANGELES PALM SPRINGS POINT RICHMOND RIVERSIDE ROSEVILLE SAN LUIS OBISPO

Kurt Bausback Director, Planning and Entitlements **KB Home Coastal** 9915 Mira Mesa Blvd., Suite 100 San Diego, CA 92131

Subject:

California Environmental Quality Act Class 32 Categorical Exemption (CE) Support Letter

for the Proposed Lighthouse Infill Residential Project

Dear Mr. Bausback:

LSA is pleased to submit this letter to KB Home Coastal in support of a Class 32 Categorical Exemption (CE) under the California Environmental Quality Act (CEQA) for the proposed Lighthouse Infill Residential Project (project). The proposed project is located at 10871 Western Avenue in the City of Stanton (City), Orange County (County) and would involve construction of an infill residential development comprised of 40 detached units and 122 parking spaces within the project site.

As supported in the analysis below, the project is determined not to have a significant effect on the environment and, therefore, is exempt from the provisions of CEQA pursuant to a Class 32 CE under Section 15332 of the State CEQA Guidelines. Section 15332 (In-fill Development Projects) categorically exempts those projects characterized as in-fill development that meet certain requirements. The following discussion summarizes the project and discusses the applicability of Section 15332.

PROJECT DESCRIPTION

Existing Project Site

The 2.35-acre project site is located on Assessor's Parcel Number (APN) 079-371-17, at 10871 Western Avenue, in Stanton, California. The front portion of the rectangular parcel is developed with a church and a surface parking lot. The rear portion of the lot is disturbed but undeveloped and is characterized by several mature trees.

As shown on Figure 1, Project Location (all figures are provided in Attachment A to this letter), the project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the east by Western Avenue, to the south by a multi-family residential development and residential and commercial uses with Katella Avenue beyond, and to the west by a mobile home park. Regional access to the project site is provided by State Route 39 (SR-39, Beach Boulevard), which is located approximately 0.5 mile east of the project site, State Route 22 (SR-22), located approximately 2.1 miles south of the project site, and State Route 91 (SR-91), located approximately 3.4 miles north of the project site.

Proposed Project

The proposed project includes the demolition of the existing church and construction of 40 detached units and 122 parking spaces within the project site. The proposed density is 18.3 dwelling units per acre (du/ac). Figure 2, Conceptual Site Plan, shows the site plan for the proposed project.

20 Executive Park, Suite 200, Irvine, California 92614 949.553.0666 www.lsa.net

The development would include a mixture of three- and four-bedroom units, and each unit would feature private open space. The residential units would not exceed three stories in height. Each unit would include a two- or three-car garage, and a total of 26 guest spaces would be provided, with the majority located along the main driveway access. Landscaping elements are proposed throughout the site to provide buffers for residents and surrounding land uses.

Construction will include demolition of the existing on-site building, vegetation removal, grading, building construction, and the installation of landscaping and irrigation, lighting, storm drain facilities, and underground utilities. Approximately 1,800 cubic yards (cy) of cut is anticipated to be required with approximately 200 cy of the cut volume requiring export. It is assumed that construction would utilize standard construction equipment and techniques, and no specialized construction equipment would be necessary to construct the proposed project.

Construction and operation activities that would be undertaken as part of the project would be characterized as in-fill development, which, when certain conditions are met, are considered to be exempt under *State CEQA Guidelines* Section 15332 (discussed in detail below).

According to the City's Zoning Map, the project site is zoned High Density Residential (RH). Allowable uses within the RH zone include residential developments up to 30 du/ac, as well as complementary uses such as schools, parks, libraries, and public facilities. According to the City's General Plan Land Use Diagram, the project site has a land use designation of High Density Residential, which allows high density residential development. As such, the project is consistent with the existing zoning and General Plan land use designations.

CEQA, SECTION 15332, CLASS 32-IN-FILL DEVELOPMENT-EXEMPTION -

Under State CEQA Guidelines Section 15332, a project, characterized as in-fill development, qualifies for an exemption under CEQA if the project: (1) is consistent with the general plan and zoning ordinance; (2) occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses; (3) is located on a site that does not have value as habitat for endangered, rare, or threatened species; (4) would not result in any significant impacts relating to traffic, noise, air quality, or water quality; and (5) is adequately served by all required utilities and services.

(1) The proposed project is consistent with the General Plan and Zoning Ordinance.

General Plan. According to the City's General Plan Land Use Diagram, the project site has a land use designation of High Density Residential, which allows high density residential development. Per the General Plan, the High Density Residential designation is intended for the development of multi-family residential neighborhoods that:

- Provide a variety of housing types, primarily along arterial highways, with particular emphasis on ownership, and with provision for affordable housing;
- Incorporate quality design features in all projects, provide common spaces, recreation areas, and services convenient to residents; and
- Provide an excellent environment for family life.

The proposed project is consistent with the intent of the General Plan and the goals listed above. Specifically, the proposed project adds to the range of housing types in the area, provides opportunities for home ownership in a non-traditional way, and incorporates quality design features through the use of the Planned Development Permit (PDP).

As stated above, the proposed project is a multi-family infill development, consisting of 40 detached condominium units, which would provide increased opportunities for home ownership, as opposed to rental housing. Multi-family infill development is supported and encouraged in the General Plan, and the proposed project will add to the diversity of housing stock in the area (LU-3.1.2; LU-3.1.2(a)). The surrounding properties include a mixture of residential uses and densities; the proposed project will contribute to the balance of residential land uses while the PDP will ensure that the design of the project is sensitive to, and compatible with, the surrounding land uses (LU-1.1; LU-1.1.2) (see Sections C.1.c and C.2).

The General Plan also promotes redevelopment of existing residential structures and site improvements along its primary and secondary corridors. The subject property is located along Western Avenue, approximately 0.25 mile from Katella Avenue. Western Avenue is designated as a secondary corridor, and Katella Avenue is designated as a primary corridor in the City's General Plan. Due to the proximity of the subject property to both Western Avenue and Katella Avenue, the redevelopment of this property aligns with and is supported by the General Plan (CD-1.3, CD1.3.2). The project will provide housing for people close to commercial nodes, which will benefit existing commercial uses in the area, and contribute to the City's economic base (LU-1.1). Further, because the project constitutes infill development, all public facilities and utilities located along Western Avenue are easily accessible and available to serve the site (LU-3.1; RC-2.1.6(a), (b)).

The General Plan promotes quality development and design that aligns with and enhances the unique image of the City. The proposed project will create a unique development that will enhance the area and provide an alternative housing option for City residents, while also being located close to a range of amenities (CD-1.1). The thoughtful design of the project uses the PDP to maintain a high design standard with creative elements through the adjustment of certain development standards (CD-1.1.2) (see Sections C.1.c and C.2). As such, the proposed project is consistent with the overall intent of the General Plan, as well as the land use designation of High Density Residential.

Zoning Ordinance. According to the City's Zoning Map, the project site is zoned High Density Residential (RH). Allowable uses within the RH zone include residential developments up to 30 du/ac as well as complementary uses such as schools, parks, libraries, and public facilities. The proposed project conforms to the current Development Code requirements in terms of density, height, structure coverage, and certain setbacks. The project will not strictly comply with certain Development Code requirements, but flexibility from those requirements is permitted under the Zoning Ordinance with a PDP to ensure that high standards of design are met and that the project is developed in a manner consistent with the Development Code. For example, the impervious surface coverage is slightly above the allowed 70 percent; however, where possible, common public and private open space and landscaping elements have been incorporated to break up the impervious surface. In addition, the project conforms to the street side/front setback and the side setback on the northern side. The buildings are set back over double what is required on the northern property line, with the intent of easing the transition between the project and the single-

family residential uses to the north. The rear and south setback lines were adjusted, per the PDP, to allow additional flexibility in the design. Landscaping elements have been incorporated throughout the project to create separation between the project and the surrounding uses.

While a total of 122 parking spaces are provided on the property, less than what is required by Development Code, a Parking Analysis (LSA 2019)¹ (provided in Attachment B) has been prepared to support this reduction and show that the parking provided is adequate to serve the project.

As such, the proposed project is consistent with the High Density Residential zone, and the adjustments allowed by the PDP to the development standards mentioned above will allow the project site to be developed effectively and thoughtfully representing infill development in the City.

Summary. The proposed project includes the construction of 40 detached condominium units with a proposed density of 18.3 du/ac. As such, the project is considered a multi-family residential use and is consistent with the existing General Plan and Zoning Ordinance. No zone change or General Plan Amendment would be required for implementation of the proposed project. For the reasons stated above, the proposed project is consistent with the General Plan and Zoning Ordinance.

(2) The proposed project would occur within City limits on a project site of no more than 5 acres and would be substantially surrounded by urban uses.

The 2.35-acre project site is currently developed with a church and a surface parking lot. As shown on Figure 1, the project site is located in an urbanized area primarily characterized by residential and commercial uses. The project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the east by Western Avenue and multi-family residential development beyond, to the south by a multi-family residential development and residential and commercial uses with Katella Avenue beyond, and to the west by a mobile home park. Therefore, the proposed project occurs within City limits on a project site of no more than 5 acres substantially surrounded by urban uses.

(3) The proposed project would be located on a site that does not have value as habitat for endangered, rare, or threatened species.

As shown on Figure 1, the project site is currently developed with a church and surface parking lot. The rear portion of the project site is undeveloped and is characterized by several mature trees, which would be removed upon project implementation. The project site is surrounded on all sides by urban development. The project site has no value as habitat for endangered, rare, or threatened species.²

On November 14, 2019, the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) was queried for records and information of potentially occurring species and vegetation communities documented within a 1-mile radius of the project site. The

LSA. 2019. Parking Analysis for 10871 Western Avenue in Stanton, California (Parking Analysis). November 8, 2019.

Lonnie Rodriguez, Senior Biologist at LSA, reviewed the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) for evidence of endangered, rare, or threatned species on the project site and determined that the site has no value for such species.

records search identified the following animal species: one sensitive species (Western Tidal-flat Tiger Beetle [Cicindela gabbii]), and one State Species of Special Concern (Western Yellow Bat [Lasiurus xanthinus]). The following plant species were also identified within a 1-mile radius of the project site: Salt Spring Checkerbloom (Sidalcea neomexicana) with a California Rare Plant Rank of 2B.2; Coulter's Goldfields (Lasthenia glabrata ssp. Coulteri) with a California Rare Plant Rank of 1B.1; and Brand's Star Phacelia (Phacelia stellaris) with a California Rare Plant Rank of 1B.1. There are no records for federal threatened or endangered species within a 1-mile radius of the project site.

The proposed project, like all projects, would be subject to the provisions of the Migratory Bird Treaty Act (MBTA), which prohibits disturbing or destroying active nests, and Fish and Game Code Section 3503, which protects nests and eggs. It is anticipated that the removal of on-site trees would be accomplished in a manner that avoids impacts to active nests during the breeding season. This will require adherence to standard conditions to comply with the MBTA, including preparation of nesting bird surveys or avoidance of vegetation removal between February 1 and September 15. With compliance with existing regulations, potential impacts to nesting birds would be avoided.

(4) The proposed project would not result in any significant impacts relating to traffic, noise, air quality, or water quality.

The proposed project would not result in significant impacts related to traffic, noise, air quality, or water quality.

Traffic. The project is located on Western Avenue, which is oriented in a north-south direction and is currently constructed with two through lanes, one Class II bike lane and a sidewalk in each direction of travel, with a center two-way left-turn lane. The signalized intersection of Western Avenue and Katella Avenue is located approximately 600 feet (ft) south of the Project Driveway. A "Keep Clear" zone is currently painted in the southbound through lanes of Western Avenue in front of the driveway that serves the multi-family residential development (directly south of the project site), which is located approximately 250 ft south of the driveway for the proposed project. This "Keep Clear" zone is provided to allow access to and from the multi-family residential development driveway when southbound queues from the signalized intersection of Western Avenue and Katella Avenue extend back to the driveway and beyond.

A Traffic Assessment (Rick Engineering Company 2019) (provided in Attachment C) was prepared to identify any potential traffic impacts resulting from the development of the proposed project. The Traffic Assessment focuses on the a.m. peak hour (7:15 a.m. to 8:15 a.m.), the p.m. peak hour (5:00 p.m. to 6:00 p.m.), and level of service (LOS) at the Western Avenue/Project Driveway intersection.

Trips were generated using the Low-Rise Multi-Family Residential (Land Use 220) trip generation rate from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017). According to the Traffic Assessment, the project would generate approximately 293 daily trips, including 18 a.m. peak hour trips (4 in and 14 out) and 22 p.m. peak hour trips (14 in and

Rick Engineering Company. 2019. KB Home Lighthouse Project Traffic Assessment, City of Stanton (Rick Engineering Company Job Number 18554) (Traffic Assessment). November 1, 2019.

8 out). It was assumed that approximately 70 percent of trips would travel on Western Avenue (south of the project site) and approximately 30 percent of trips would travel on Western Avenue (north of the site).

Project impacts were determined based on analysis of the following scenarios:

- 1. Existing
- 2. Existing Plus Project

The Western Avenue/Project Driveway intersection was analyzed during the a.m. and p.m. peak hours using the existing traffic volumes on Western Avenue and project trips at the driveway. The Western Avenue/Project Driveway intersection is forecast to operate at an acceptable LOS C during the a.m. peak hour and at an acceptable LOS B during the p.m. peak hour.

A queuing analysis was performed for the Western Avenue/Project Driveway intersection during the a.m. and p.m. peak hours under Existing Plus Project conditions to determine the storage length needs at the Project Driveway. The results determined that queue lengths at the northbound left-turn lane equal one vehicle during both peak hours, while queue lengths at the eastbound shared left-turn/right-turn lane equal two vehicles during both peak hours. Specifically, the peak queue length on the eastbound approach exiting the site is approximately 44 ft. The project will provide a driveway throat length of approximately 60 ft; therefore, the stacking distance provided will accommodate the peak vehicular queue length during peak hours.

The internal vehicular and pedestrian circulation of the project site was reviewed to determine if there are any conflicts with pedestrian connections, and if the proposed drive aisle widths, distances of the parking spaces from drive aisles, drive aisle spacing, and main driveway throat length at the Project Driveway will meet the City's design and development standards. Based on this analysis, the Traffic Assessment recommends that a "Keep Clear" zone (similar to the one described above, which serves the multi-family residential development directly south of the project site) be painted in the southbound through lanes of Western Avenue directly west of the Project Driveway. The "Keep Clear" zone would ensure access to and from the Project Driveway would not be blocked by queued vehicles along southbound Western Avenue. Additionally, each corner of the Western Avenue/Project Driveway intersection should be kept clear of obstructions so that pedestrians are clearly visible to vehicles exiting the project site. Further, the Traffic Assessment recommends that the project applicant coordinate with the City to justify the proposed 24-foot wide driveway (which is one foot shorter than the City's minimum standard) would be adequate to serve the proposed project. Therefore, project compliance with the recommendations outlined in the Traffic Assessment would ensure that implementation of the project would not result in any significant impacts related to traffic.

Noise. A Noise and Vibration Impact Analysis (LSA 2019)¹ was prepared to evaluate the potential noise impacts associated with the proposed project and is provided as Attachment D. The primary existing noise sources in the project area are transportation facilities, including Western Avenue and Katella Avenue. Train-related activities associated with the Union Pacific Railway Corridor, located 840 ft to the east of the project site, also contribute to the existing noise environment in

LSA, 2019. Noise and Vibration Impact Analysis: Lighthouse Infill Residential Project (Noise and Vibration Impact Analysis). November 18, 2019.

the project vicinity. In addition, operational noise from the commercials uses 300 ft south of the project site is occasionally audible on the project site.

In order to assess the existing noise conditions in the area, noise measurements were conducted at the project site. Two long-term 24-hour measurements were taken from November 13, 2019, to November 14, 2019. Existing average daily noise levels at the eastern portion of the project site approximately 30 ft from Western Avenue are 71.5 A-weighted decibel Community Noise Equivalent Level (dBA CNEL), and at approximately 430 ft from Western Avenue average daily noise levels are 52.0 dBA CNEL. The closest sensitive receptors are residential uses located to the west of the project site.

Construction Noise. Two types of short-term noise impacts would occur during project construction, including: (1) equipment delivery and construction worker commutes; and (2) project construction operations. The first type of short-term construction noise would result from transport of construction equipment and materials to the project site and construction worker commutes. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. Pursuant to Section 9.28.070 of the City's Municipal Code (Noise Ordinance), construction noise is exempt from the noise standards that typically apply. The single-event noise from equipment trucks passing at a distance of 50 ft from a sensitive noise receptor would reach a maximum level of 84 dBA maximum sound level (L_{max}). However, the pieces of heavy equipment for grading and construction activities would be moved on site just one time and would remain on site for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on and off site, would not add to the daily traffic noise in the project vicinity, and the long-term noise level change associated with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. The composite noise level of the two loudest pieces of equipment, typically the grader and tractor, during construction, would be 81 dBA equivalent continuous sound level (Leq) at a distance of 50 ft from the construction area. Although the project construction noise would be higher than the ambient noise in the project vicinity, it would cease to occur once the project construction is completed. As stated previously, pursuant to the City's Noise Ordinance, construction noise is exempt from the noise standards that typically apply. Additionally, compliance with the limitations and requirements of the Noise Ordinance, which states that construction activities shall occur only between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday, would result in a less than significant impact.

Ground-borne noise and vibration from construction activity would be mostly low to moderate. As indicated in the *Transit Noise and Vibration Impact Assessment Manual* (Federal Transit Administration [FTA] 2018), it would take a minimum of 90 vibration velocity decibels (VdB) (or 0.12 inches/second peak particle velocity [PPV]) to cause any potential building damage to

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual.

structures extremely susceptible to vibration damage. The closest structures to the project site are the mobile homes to the west approximately 15 ft from construction activity. The operation of typical construction equipment would generate ground-borne vibration levels of up to 65 VdB; however, those levels would not exceed the 90 VdB guideline that is considered safe for fragile buildings. In addition, this level of ground-borne vibration is well below the threshold of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep and would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use. Therefore, construction would not result in any vibration damage or human annoyance, and impacts would be less than significant.

Operational Noise. Based on noise-monitoring results, the highest existing noise levels at the project site approach 71.5 dBA CNEL. While this noise level falls within the normally unacceptable category of the City's land use compatibility matrix, and there could be potential impacts to private outdoor spaces, the proposed project design includes 6 ft high vinyl fences around the private open spaces. With incorporation of the 6 ft high fences and shielding from the buildings once constructed, the private exterior areas would be below the exterior noise standard of 65 dBA CNEL.

Based on the United States Environmental Protection Agency's (EPA) *Protective Noise Levels* (EPA 1978), with windows and doors open, interior noise levels would be 59.5 dBA (i.e., 71.5 dBA-12 dBA=59.5 dBA), which would exceed the 45 dBA CNEL interior noise standard. LSA conducted interior noise calculations for the master bedroom of Plan C, which faces Western Avenue and has multiple windows. It is assumed that the exterior walls are of typical stucco construction. The results of the analysis show a 30 dBA exterior-to-interior noise reduction. With windows closed, interior noise levels at the master bedroom would be 41.5 dBA (i.e., 71.5 dBA-30 dBA=41.5 dBA), which is below the 45 dBA CNEL interior noise standard with windows closed for noise-sensitive land uses. Therefore, with incorporation of project design features, including standard building construction, central air conditioning that would allow windows to remain closed, and windows with a minimum Sound Transmission Class (STC) rating of 28 or higher, the interior noise levels would be considered acceptable and less than significant.

Air Quality. The proposed project qualifies for a Class 32 exemption for air quality as allowed in the City of Stanton. The proposed project is exempted because it would have 40 multi-family residential units, which is less than the maximum of 80 residential units, and would excavate and export approximately 200 cy of soil, which is less than the limit of 20,000 cy. The exemption is further supported with the results in the Air Quality and Greenhouse Gas Technical Memorandum (LSA 2019)² (provided in Attachment E) prepared for the project.

The proposed project would not conflict with or obstruct implementation of the applicable air quality management plan. The project site is within the South Coast Air Basin (Basin), which

These calculations assume a wall rating of STC 46 (Harris, David A. 1997. Noise Control Manual for Residential Buildings. July) along with a window rating of STC-28 (Milgard 2008).

² LSA. 2019. KB Home Lighthouse Project in Stanton – Air Quality and Greenhouse Gas Technical Memorandum (LSA Project No. KBH1901) (Air Quality and Greenhouse Gas Technical Memorandum). November 18, 2019.

includes (among other areas) the City of Stanton. The South Coast Air Quality Management District (SCAQMD) is the local agency responsible for the administration and enforcement of air quality regulations in the basin. The applicable air quality plan for the project area is the 2016 Air Quality Management Plan (2016 AQMP), adopted in March 2017, which is designed to satisfy the planning requirements of both the Federal and State Clean Air Acts. Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the Federal and State air quality standards. For the proposed project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. The proposed project is consistent with the City's General Plan and the Southern California Association of Governments (SCAGO) 2040 population growth forecast by 2040. Furthermore, as discussed below, emissions generated by the proposed project would be below emissions thresholds established in SCAQMD's thresholds and would not result in significant air quality impacts. Therefore, the proposed project would not conflict with or obstruct implementation of the AQMP.

The South Coast Air Basin is in nonattainment for the Federal and State standards for ozone (O_3) and particulate matter less than 2.5 microns in size ($PM_{2.5}$). In addition, the Basin is in nonattainment for the State particulate matter less than 10 microns in size (PM_{10}) standard, and is in attainment/maintenance for the federal PM_{10} , carbon monoxide (PM_{10}), and nitrogen dioxide (PM_{10}) standards. Projects in the Basin with emissions that exceed any of the mass daily emission thresholds are considered significant by the SCAQMD.

Construction Emissions. Air quality impacts could occur during demolition and construction of the proposed project due to soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, building construction and site work, building erection, paving and architectural coatings include (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by vehicles and equipment traveling over exposed surfaces, and (3) soil disturbances from compacting and cement paving. Peak daily and annual emissions were analyzed using California Emissions Estimator Model (CalEEMod Version 2016.3.2). Fugitive dust emissions would be substantially reduced by required compliance with SCAQMD Rules 402 and 403. Implementation of these rules, including measures such as on-site watering at least two times daily, was accounted for in the project emission estimates.

The results of the air quality modeling show that construction equipment/vehicle emissions during construction periods would not exceed any of the SCAQMD daily emissions thresholds. Therefore, no construction air quality impacts would occur.

Operational Emissions. Long-term air emission impacts are those impacts associated with any change in permanent use of the project site by on-site stationary and off-site mobile sources that increase emissions. Stationary-source emissions include emissions associated with electricity consumption and natural gas usage. Mobile-source emissions result from vehicle trips associated with a project.

Based on the Traffic Assessment prepared for the project (Rick Engineering Company, Attachment C), the proposed project would generate 293 total daily trips during project operations. The long-term operational emission results indicate that the increase of all criteria pollutants would not

exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Therefore, no air quality impacts would occur.

As stated above, the nearest sensitive receptors are single-family residences located 25 ft to the north of the project site. The analysis indicates that neither the construction nor operational emission rates would exceed the localized significance thresholds (LSTs) for sensitive receptors in the project area. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Finally, the proposed project does not include any uses or activities that would result in potentially significant odor impacts. The proposed project is a residential project, which does not typically produce nuisance odors. Some nuisance odors may emanate from the operation of diesel-powered construction equipment during construction of the proposed project. However, these odors would be limited to the construction period and would disperse quickly; therefore, no significant impacts related to nuisance odors would result from the proposed project, and no mitigation is required.

Water Quality. The project would comply with all applicable National Pollutant Discharge Elimination System (NPDES) permit requirements, which require implementation of Best Management Practices (BMPs) to reduce impacts to water quality. Projects that disturb greater than 1 acre of soil are subject to the requirements of the State Water Resources Control Board (SWRCB) Construction General Permit. However, because the project would disturb between 1 and 5 acres (approximately 2.35 acres), the project may be eligible for a Small Construction Rainfall Erosivity Waiver, which would exempt the project from coverage under the Construction General Permit. To obtain a waiver, the project would need to demonstrate there would be no adverse water quality impacts because construction activities would only occur when there is a low erosivity potential. If the project is not eligible for a waiver, the project applicant would be required to obtain coverage under the Construction General Permit, prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Compliance with either the Small Construction Rainfall Erosivity Waiver or the Construction General Permit is a standard condition required through existing regulations.

Project operation would be subject to the requirements of the Santa Ana Regional Water Quality Control Board Orange County Municipal Separate Storm Sewer System (MS4) Permit. In compliance with the permit requirements, a Water Quality Management Plan (WQMP) would be prepared. The project WQMP would be required to specify the Source Control and Low Impact Development (LID) BMPs to be incorporated into the design of the project. The BMPs target pollutants of concern to reduce impacts to water quality. With compliance with the applicable NPDES permit requirements and implementation of BMPs, project impacts to water quality would be less than significant. Therefore, project compliance with the above requirements would ensure that implementation of the project would not result in any significant impacts related to water quality.

(5) The project site is adequately served by all required utilities and services.

The proposed project is an infill development in an already established and fully developed area and, therefore, would have access to existing public services and utilities. The proposed project would connect to the existing utilities located along Western Avenue. The applicant has contacted the various utility companies to obtain will serve letters and will continue to work with these utility companies throughout the development process.

CEQA CATEGORICAL EXEMPTIONS - EXCEPTIONS

State CEQA Guidelines Section 15300.2 provides exceptions that apply to specific types of projects and/or projects where substantial evidence exists that the proposed project involves unusual circumstances. The exceptions to the categorical exemptions pursuant to Section 15300.2 of the State CEQA Guidelines are explained below.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception is only applicable to Classes 3, 4, 5, 6, and 11 and not to the Class 32 exemption applicable to this project.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.

The project is an in-fill development project in an urban area. There are no known successive projects of the same type and in the same place that would occur concurrent with the proposed project. The proposed project involves a multi-family residential development in an area characterized primarily by residential uses. The proposed project would rely on and can be accommodated by the existing road system, public services, and utilities. All air quality, noise, traffic, and water quality impacts would be less than significant. Therefore, there are no project impacts that would be cumulatively considerable in connection with the effects of past projects, the effects of other current projects, or the effects of probable future projects. Thus, contributions to potential cumulative impacts would not be cumulatively considerable.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

No unusual circumstances have been identified in or around the project site that would result in significant environmental impacts. In addition, no impacts to biological resources would occur as the project site is already developed with an existing church building and parking lot, is located within an existing urban setting, and has no value as habitat for endangered, rare, or threatened species. Given the urban nature of the project site and the compatibility of the proposed project with the character of the surrounding residential uses, there is no evidence to indicate that the proposed project would have a significant effect on the environment due to unusual circumstances. For additional information, refer to the Traffic Assessment (Rick Engineering Company 2019) (Attachment B), the Noise and Vibration Impact Analysis (LSA 2019) (Attachment C), and the Air Quality and Greenhouse Gas Technical Memorandum (LSA 2019) (Attachment D).

(d) <u>Scenic Highways</u>. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified Environmental Impact Report.

The California Scenic Highway Mapping System does not include any eligible or officially designated scenic highways located in the project vicinity. Due to intervening land uses, the project site is not visible from any local highways. Therefore, the project would not result in damage to a scenic resource within a highway officially designated as a State Scenic Highway.

(e) <u>Hazardous Waste Sites</u>. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The project site is not listed on the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List (Cortese List, compiled pursuant to Section 65962.5 of the Government Code). According to the DTSC EnviroStor database, the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site. Review of the State Water Resources Control Board (SWRCB) GeoTracker database also confirms that the project site is not located within any hazardous materials sites. The project site is not located on a list of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit or active cease and desist orders and cleanup and abatement orders. All use, storage, transport and disposal of hazardous materials (including any hazardous wastes) during construction activities will be performed in accordance with existing local, State, and federal

California Department of Transportation, Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed November 14, 2019).

California Environmental Protection Agency (CalEPA). Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed November 14, 2019).

California Department of Toxic Substances Control (DTSC). EnviroStor Database. Website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=19970011 (accessed November 14, 2019).

State Water Resources Control Board (SWRCB). GeoTracker database. Website: https://geotracker.waterboards.ca.gov/ (accessed November 14, 2019).

CalEPA. Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit. Website: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/Site Cleanup-CorteseList-CurrentList.pdf

⁶ CalEPA. Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed November 14, 2019).

hazardous materials regulations. Therefore, the project is not located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

An existing church building is currently located on the project site, but it is not listed on or eligible for the California Register of Historical Resources. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource.

CONCLUSION

In summary, the project would be exempt from further CEQA review pursuant to Section 15332 of the State CEQA Guidelines and would not meet any of the exceptions listed in Section 15300.2 of the State CEQA Guidelines that would disqualify the project from the Class 32 Categorical Exemption.

LSA is available to discuss the contents of this letter with City staff, if necessary. Although this letter is intended to explain how the proposed project would be exempt from the requirements of CEQA under a Class 32 CE, this letter does not represent legal advice. As always, it is LSA's pleasure to assist KB Home Coastal with any CEQA needs. If you have any questions, please contact Ashley Davis at (949) 553-0666 or ashley.davis@lsa.net.

Sincerely,

LSA Associates, Inc.

Principal

Attachments: A: Figures 1 and 2

B: Parking Analysis (LSA 2019)

C: Traffic Assessment (Rick Engineering Company 2019)

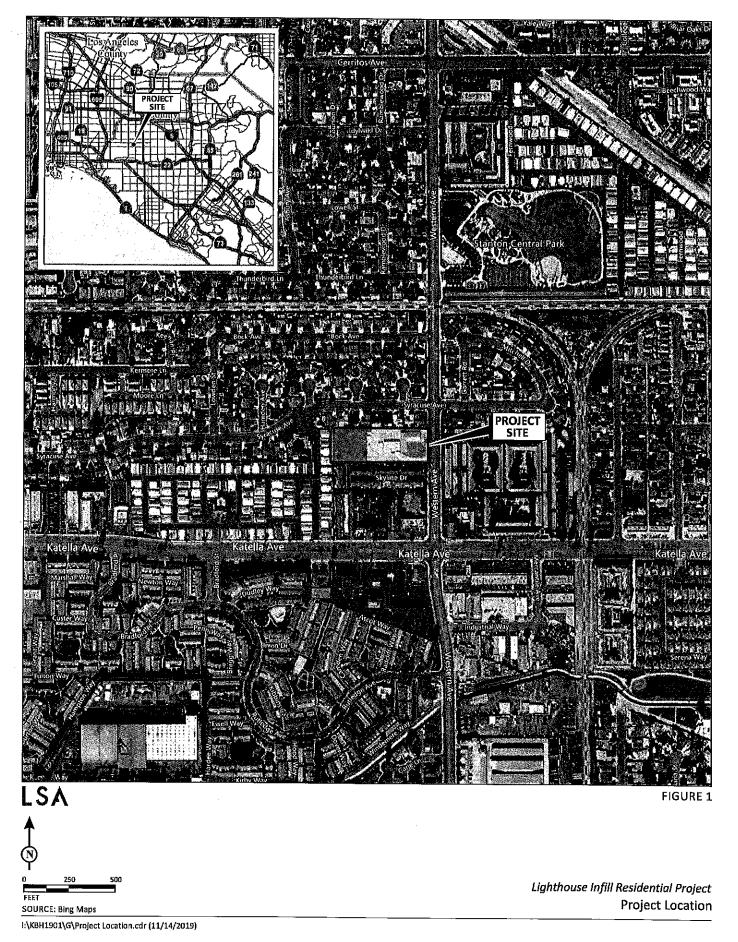
D: Noise and Vibration Impact Analysis (LSA 2019)

E: Air Quality and Greenhouse Gas Technical Memorandum (LSA 2019)

California Office of Historic Preservation. California Historic Resources. Website: https://ohp.parks. ca.gov/ListedResources/?view=county&criteria=30 (accessed November 14, 2019).

ATTACHMENT A

FIGURES 1 AND 2



ATTACHMENT B

PARKING ANALYSIS



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

November 8, 2019

Kurt Bausback, Director, Planning and Entitlements KB Home Coastal 9915 Mira Mesa Boulevard, Suite 100 San Diego, CA 92131

Subject:

Parking Analysis for 10871 Western Avenue in Stanton, California

Dear Mr. Bausback:

LSA is pleased to submit this parking analysis for the proposed 40-unit multifamily residential project (project) at 10871 Western Avenue in Stanton, California. The proposed project would replace the existing unoccupied church building and surface parking lot with 40 multifamily residential dwelling units and 122 parking spaces.

The purpose of the parking analysis is to determine whether the proposed parking supply would accommodate the expected parking demand for the project.

PROJECT DESCRIPTION

The 2.35-acre project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the south by a multifamily residential development and residential and commercial uses with Katella Avenue beyond, to the east by Western Avenue, and to the west by the La Lampara Mobile Home Park. The project site was previously occupied by the Lighthouse Community Church.

The proposed project would construct 40 multifamily residential dwelling units on site. According to the most recent site plan (Attachment A), the proposed project would include 16 three-bedroom dwelling units and 24 four-bedroom dwelling units. The proposed project would provide a total parking supply of 122 spaces (96 garage spaces and 26 guest parking spaces). Three-bedroom dwelling units will be constructed with two-car garages, and four-bedroom dwelling units will be constructed with three-car garages.

PARKING ANALYSIS

City of Stanton Parking Requirements

The City of Stanton (City) Municipal Code (Section 20.320.030) stipulates the parking requirements for residential multifamily dwelling units with three-bedroom and four-bedroom configurations (i.e., 3.5 spaces for three-bedroom units, 4 spaces for four-bedroom units, and 1 guest space for every three units). Application of the City Municipal Code parking requirements to the proposed project would require a total of 165 parking spaces (56 spaces for 16 three-bedroom units, 96 spaces for 24 four-bedroom units, and 13 guest spaces for 40 total units).

With a proposed parking supply of 122 spaces, the project would have a parking deficiency of 43 spaces based on the City Municipal Code. As such, LSA evaluated industry parking standard and parking rate requirements for neighboring cities to justify the proposed parking supply on site.

Institute of Transportation Engineers Parking Rate

The Institute of Transportation Engineers (ITE) Parking Generation (5th Edition, 2019) is accepted as the industry standard throughout the nation. According to the ITE Parking Generation, Multifamily Housing (Low-Rise) dwelling units have a weekday average peak period parking demand of 1.21 spaces per dwelling unit. Application of the Multifamily Housing (Low-Rise) parking rate to the proposed 40 dwelling units would require 48 parking spaces. Additionally, for comparison purposes, the Multifamily Housing (Mid-Rise) parking rate was also evaluated. Under this land use designation, dwelling units would have a weekday average peak period demand of 1.31 spaces per dwelling unit. Application of the Multifamily Housing (Mid-Rise) parking rate to the proposed 40 dwelling units would require 52 parking spaces. Under either land use designation, application of the ITE parking rates would generate a lower parking demand in comparison to the City Municipal Code parking requirement. The proposed 122 parking spaces would exceed both of these ITE parking rates.

Other City Parking Requirements

LSA also researched parking requirements for surrounding cities in Orange County (Cypress, Fullerton, Orange, and Westminster) that include Municipal Codes provisions for multifamily dwelling residential units. Table A (Attachment B) summarizes the neighboring cities' off-street parking ordinances and the total number of spaces that would be required for the project. As shown in Table A, application of the other city parking rates would result in parking requirements within the proposed parking supply of 122 spaces:

City of Cypress: 100 required parking spaces

City of Fullerton: 120 required parking spaces

City of Orange: 122 required parking spaces

City of Westminster: 100 required parking spaces

As such, the proposed parking supply of 122 spaces would accommodate the parking demand of the 40-unit multifamily residential project.

CONCLUSIONS

According to the ITE industry standard and other cities' parking requirements, the proposed 122-space parking supply for the proposed 40 multifamily dwelling units are within the range of demand expected for the use. Based on this analysis, the proposed parking supply would be sufficient to accommodate the parking demand of the 40 multifamily residential dwelling units.

If you have any questions, please do not hesitate to contact me at (949) 553-0666 or dean.arizabal@lsa.net.

Sincerely,

LSA Associates, Inc.

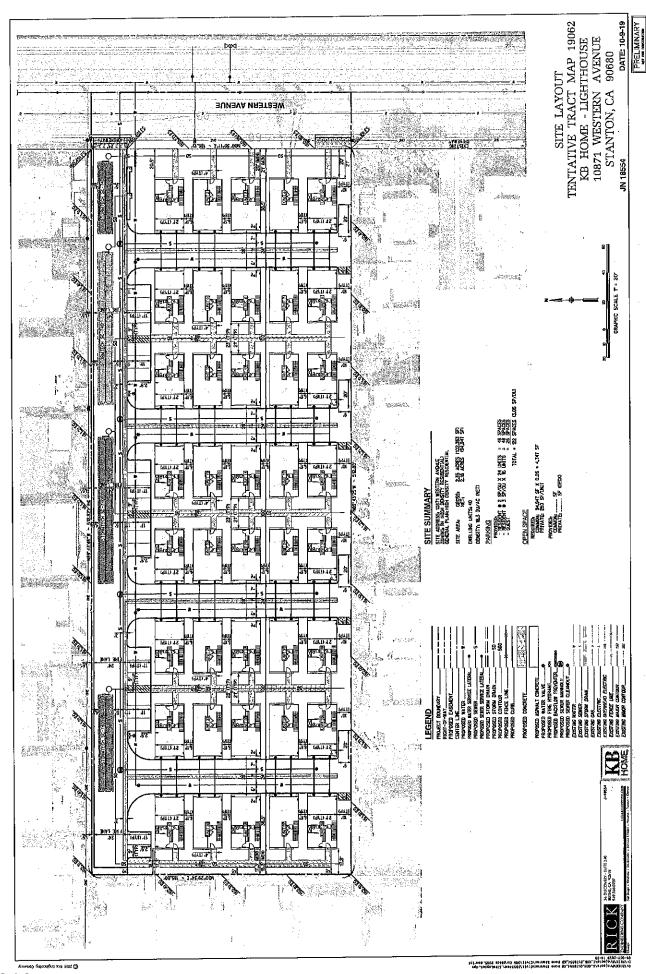
Dean Arizabal **Associate**

Attachments: A: Site Plan

B: Table A

ATTACHMENT A

SITE PLAN



Pg. 216

ATTACHMENT B

TABLE A

Table A: Parking Requirements by City

						Project				
City	Land Use	Parking Requirement	Size	Unit	Required Parking Spaces	i Parkin	s Spaces		Parking Supply	Parking Surplus
					Garage Open	\dashv	Guest T	Total	-	/ Delicit
	Multi-Family Dwellings (3 bedrooms)	3.5 spaces Guest Parking: 1 space for every 3 dwelling units	16	na	26		ņ		122	[43]
Stanton	Multi-Family Dwellings (4 or more bedrooms)	4 spaces + 0.5/ additional bedroom Guest Parking: 1 space for every 3 dwelling units	24	na	96			}		Î
		2-car garage, plus 1/2 open spaces for each dwelling unit								
Cypress	Detached condominiums containing three or more bedrooms	Guest: 1/4 unassigned open spaces for each dwelling unit on site with 4 or more dwelling units	40	DO	80 20		10	110	122	12
Fullerton	Multiple-family Residential Zones	3 spaces, open or covered, per dwelling unit	40	na	120		0	120	122	2
(Multifamily Residential (3 units or more) Three Bedrooms	Three Bedrooms—2.6 spaces/unit	16	na	42		α	122	72	c
Orange	Multifamily Residential (3 units or more) Four Bedrooms	Each additional bedroom above three—0.4 spaces/bedroom/unit	24	חם	72					•
Westminster	Multifamily dwellings (two or more units) (3 or more bedrooms)	2 enclosed garage spaces per unit and 0.5 off-street, open parking spaces per unit	40	na	80 2	20	0	100	122	22

¹ Developments with less than 50 units, and adjacent to any principal, major, primary or secondary arterial street

|\text{\text{Vecop12\part}}\text{\text{VEM1901-Lighthouse Infili\CEQA\Traffic\usis\Part\ng Requirements.x\sx\\MFR (11/8/2019)} ATTACHMENT C TO STAFF REPORT AGENDA ITEM 7A

B. Project Description

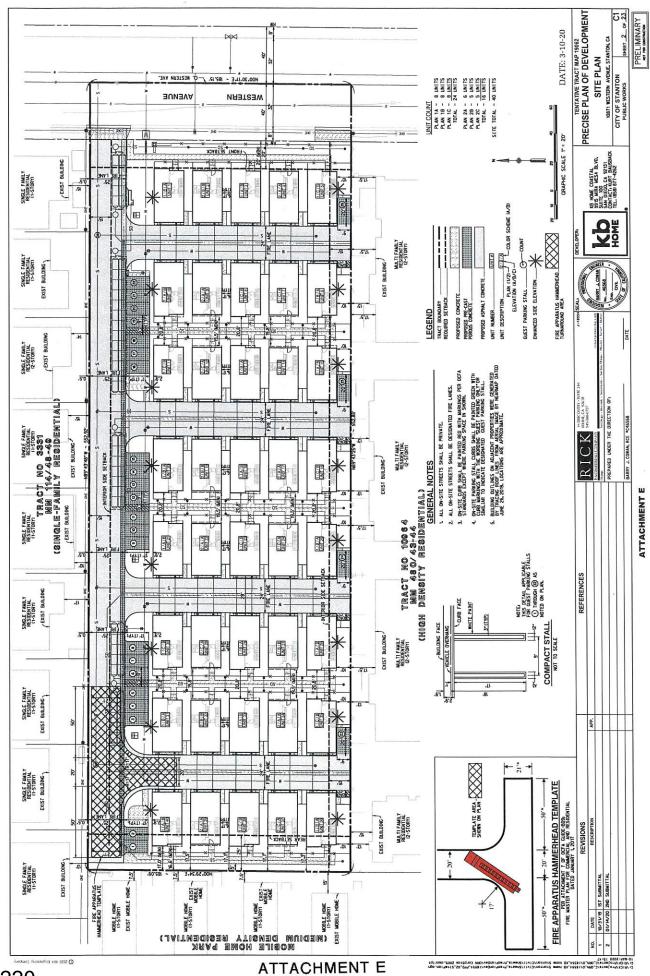
The subject property is a 2.35 acre parcel located at 10871 Western Ave, Stanton, CA 90680, and is currently used as the Lighthouse Community Church. The property is approximately a quarter mile north of the intersection of Katella Avenue and Western Avenue, which are identified as primary and secondary corridors that run through the City of Stanton. A range of businesses are located at this intersection that support and serve the surrounding neighborhoods. Stanton Central Park is located approximately a quarter mile north of the property and provides a range of amenities for the community and its residents. There are sidewalks and bike lanes that provide residents convenient and safe access to these amenities and services.

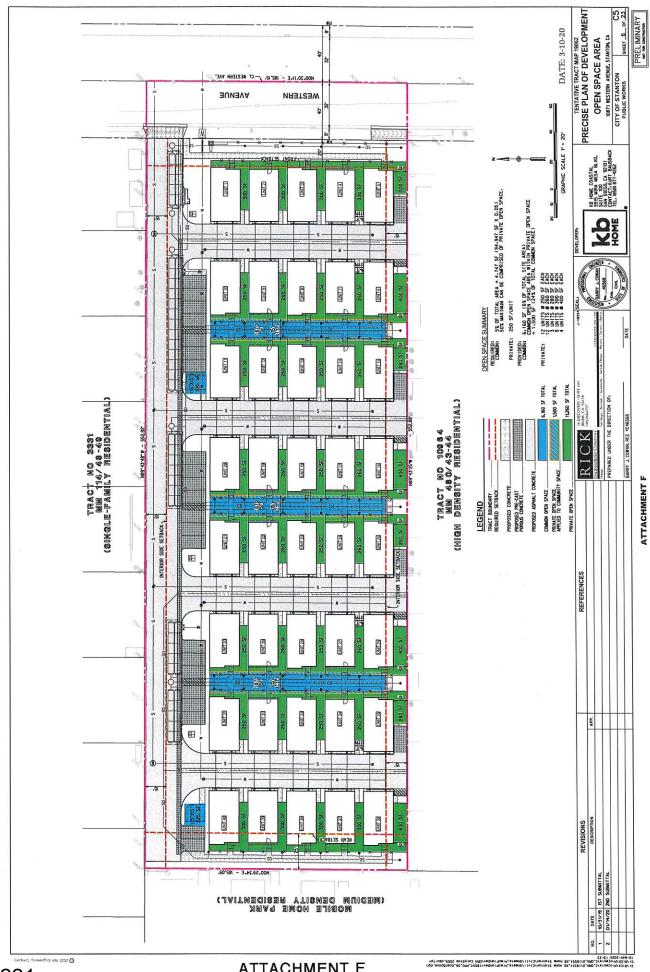
The subject property is surrounded by a mixture of residential uses with a range of densities. Sites to the north of the subject property are predominantly traditional single-family detached homes; sites to the west are part of a mobile-home development, while sites to the south and east are higher density multi-family developments. Existing infrastructure on Western Avenue provides access to the property, and utilities are conveniently located in Western Avenue to serve the property.

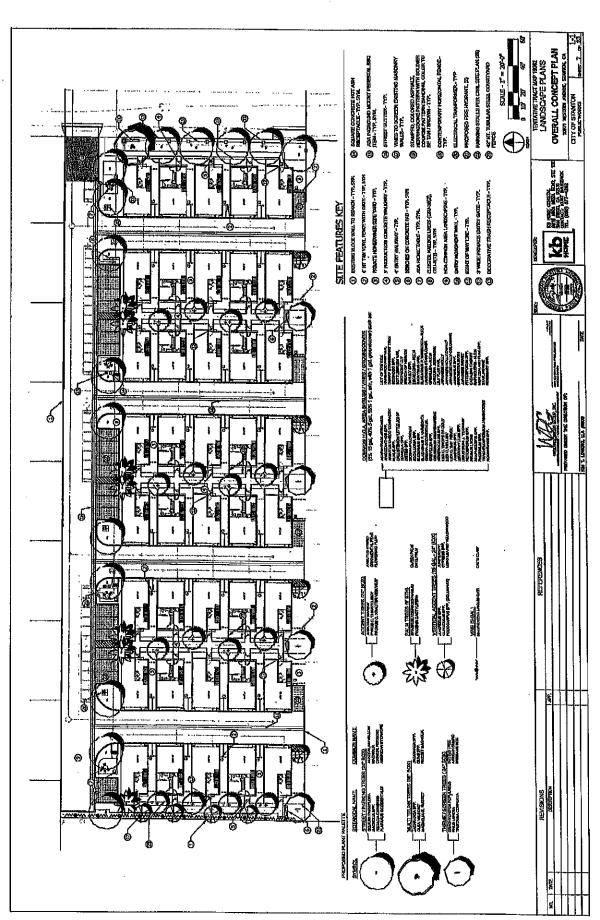
The subject property is zoned High Density Residential (RH), which aligns with the High Density Residential Land Use Designation for the property in the City of Stanton's General Plan. High Density Residential is appropriate for the area, as reflected in the existing multi-family developments.

The proposed project involves the demolition of the existing structures on site and the development of forty (40) single-family detached condominiums, the units will be a mixture of three (3) and four (4) bedrooms, which include a small private open space. All units will not exceed the allowable height of 3-stories. Small common areas are provided, as well as landscaped common spaces between buildings to enhance resident interaction and experiences. All parking for the project will be on-site and for the use of residents and their guests. Homes will feature either two (2) or three (3) car garages, and a total of 26 guest spaces will be provided, with the majority located along the main driveway access. Landscaping elements are incorporated throughout the design of the site to provide buffers for residents and surrounding land uses.

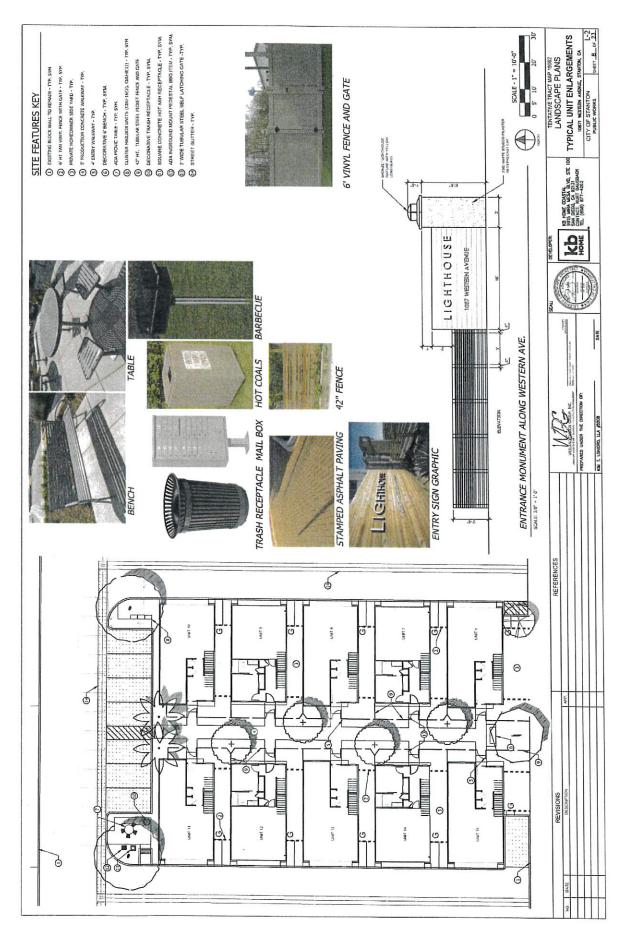
The proposed project will utilize the Planned Development Permit (PDP) to allow for flexibility in development standards and create a high quality product that aligns with the Goals, Strategies and Actions of the City of Stanton's General Plan. These include, but are not limited to, adding to the range of housing types in the area, supporting infill development and enhancing the image of the area and the City of Stanton as a whole. The design features discussed in this project description and throughout this narrative, respond to the site and the adjacent land uses, providing transitions between the different densities and development types in the area while also creating a unique alternative housing option for residents in the City of Stanton. The Planned Development Permit and project is discussed in more depth below.







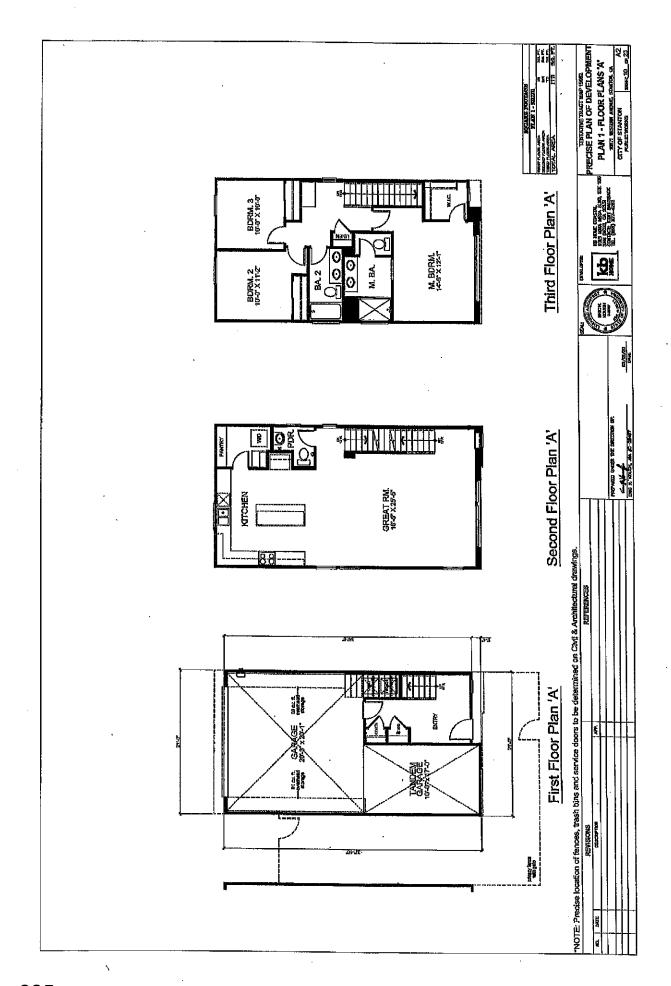
ATTACHMENT G

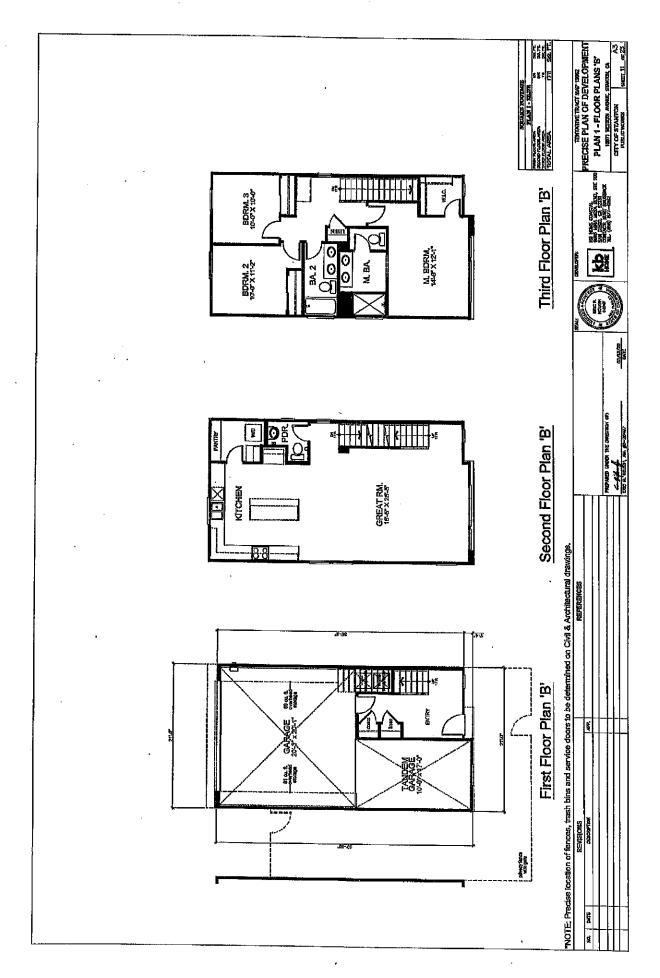


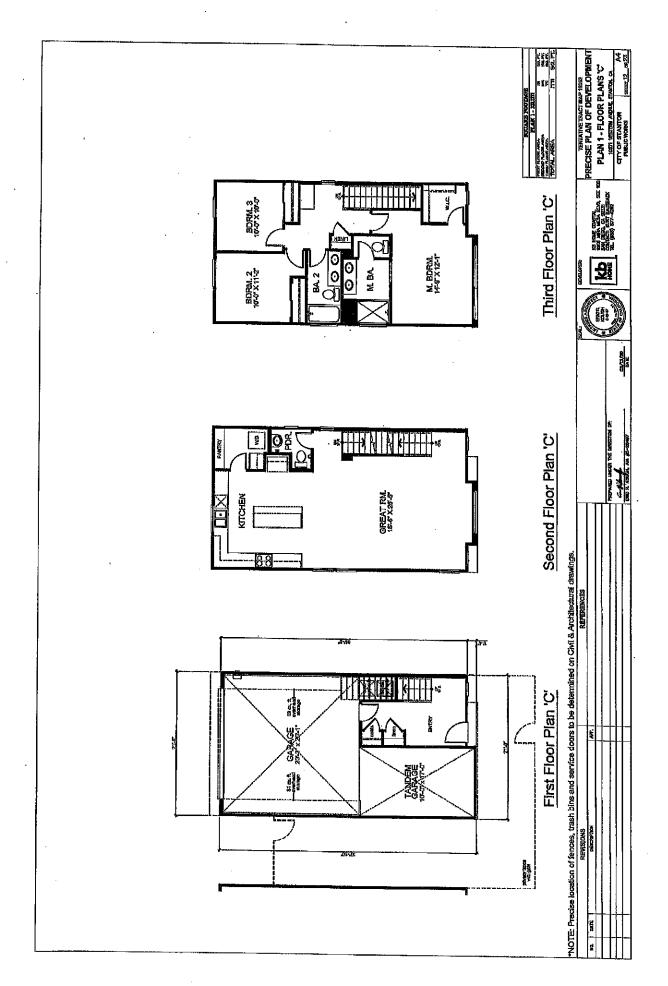
Pg. 223

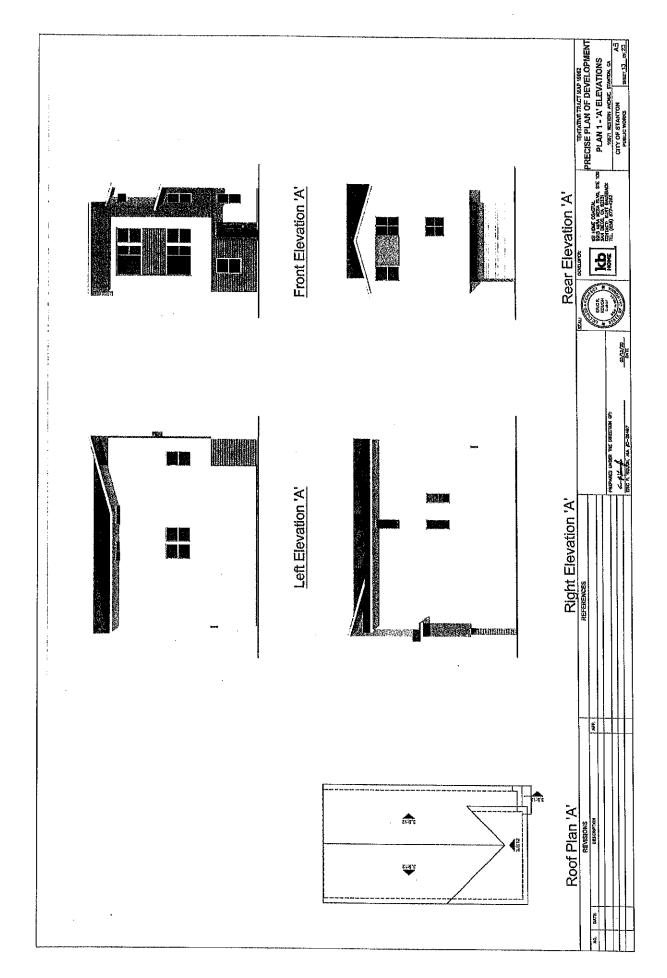


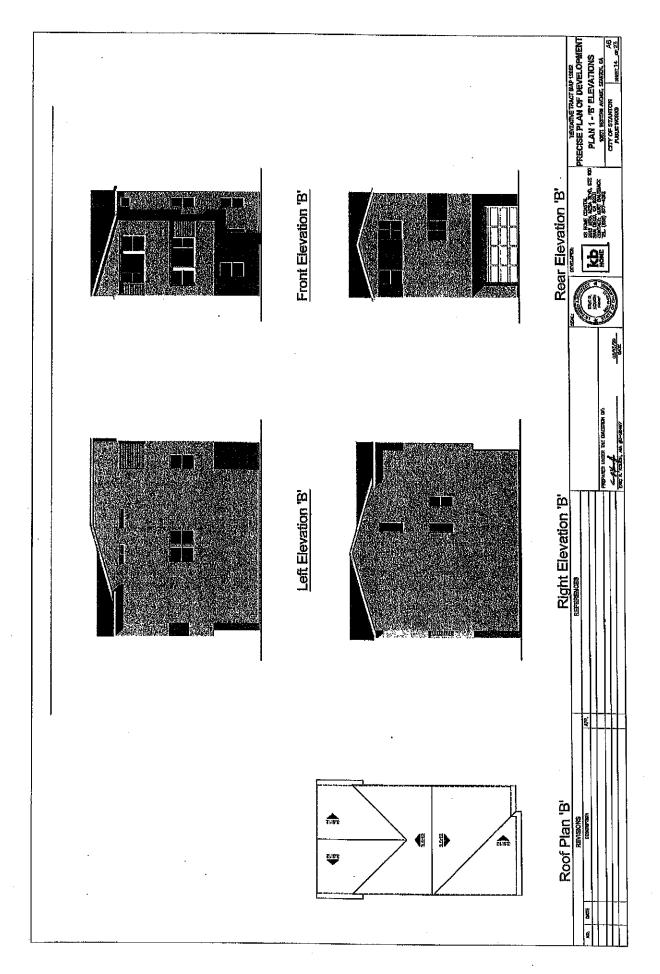
ATTACHMENT H

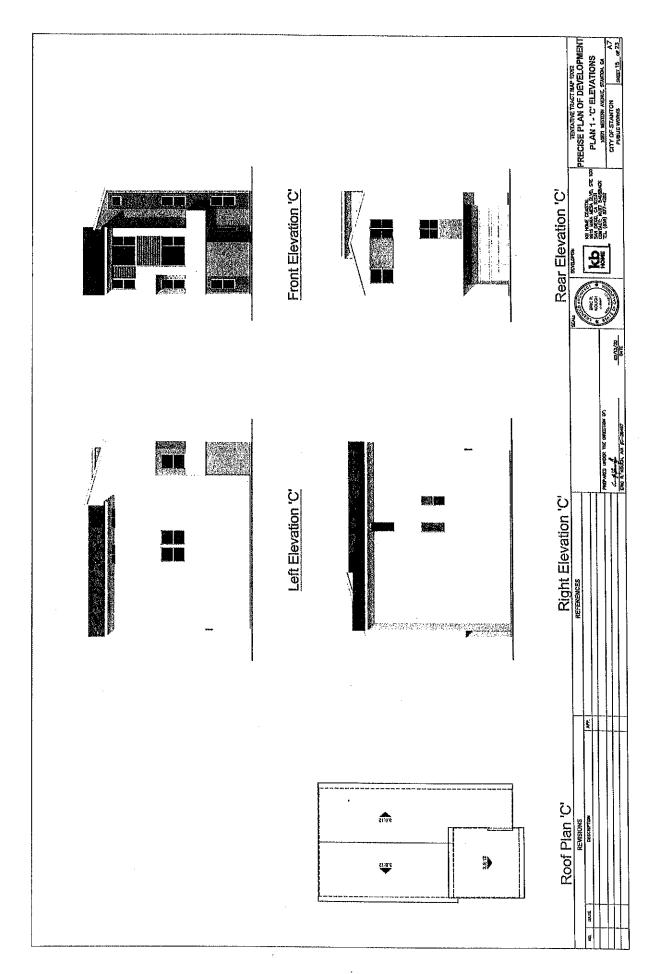


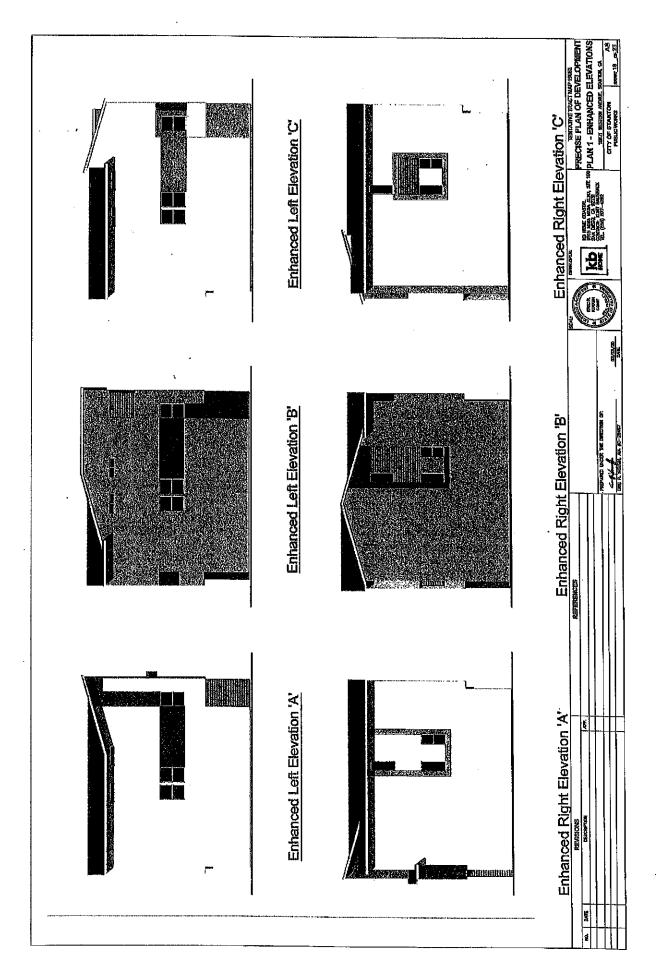


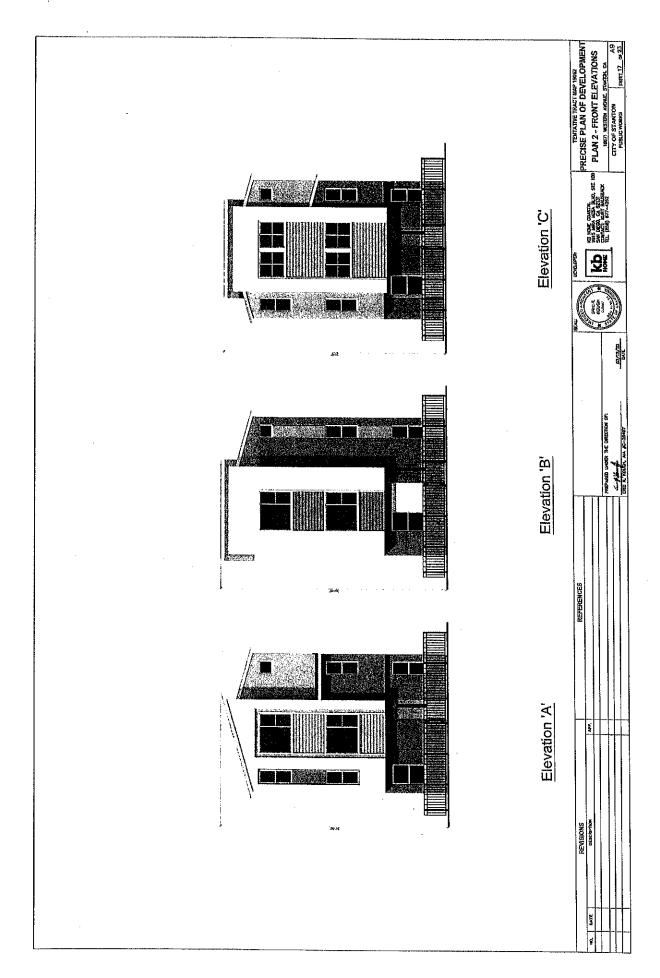


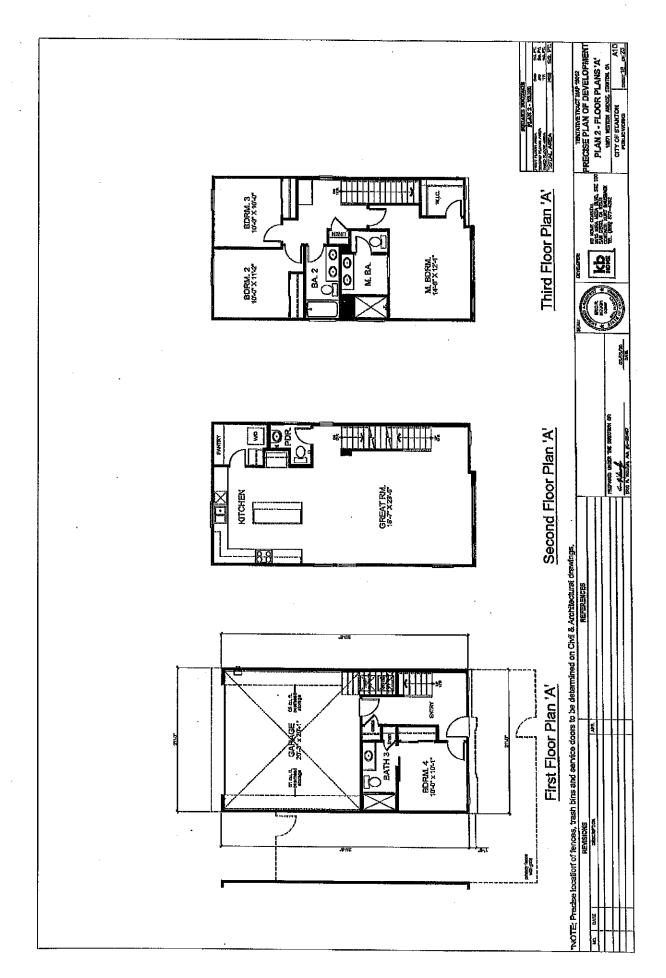


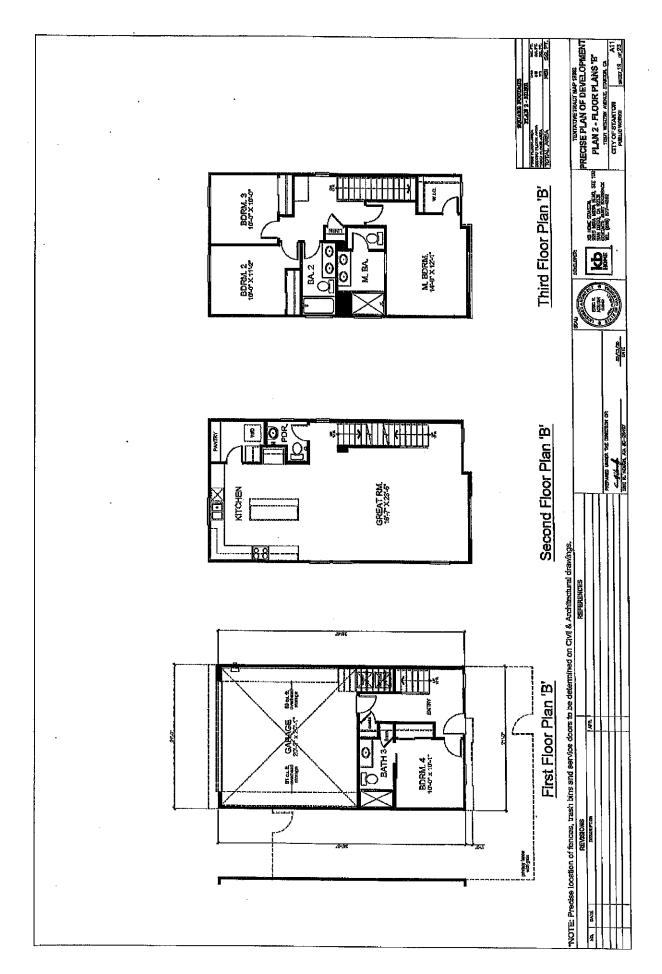




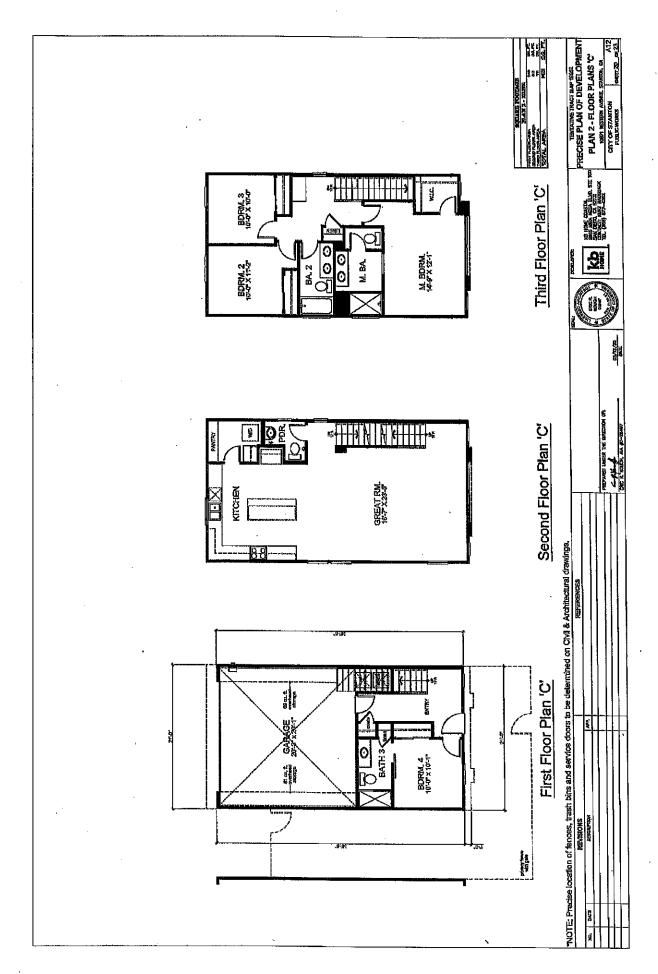


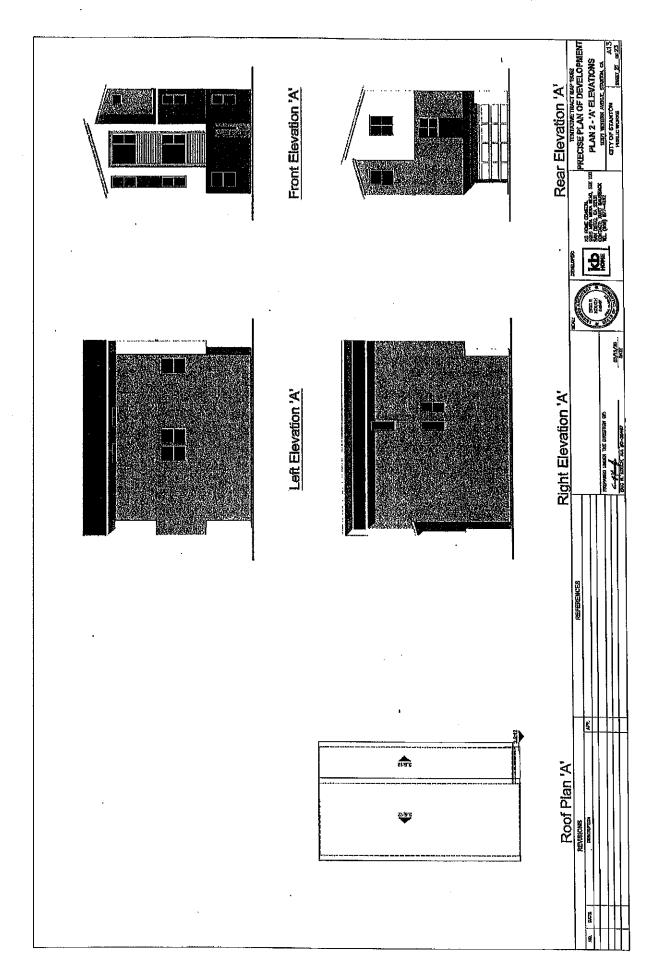


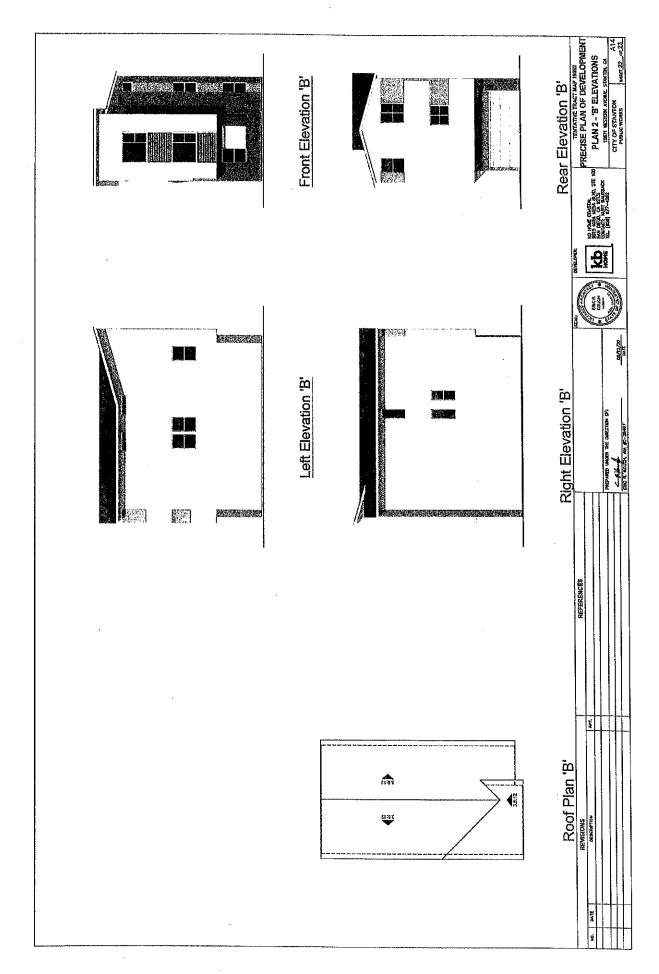


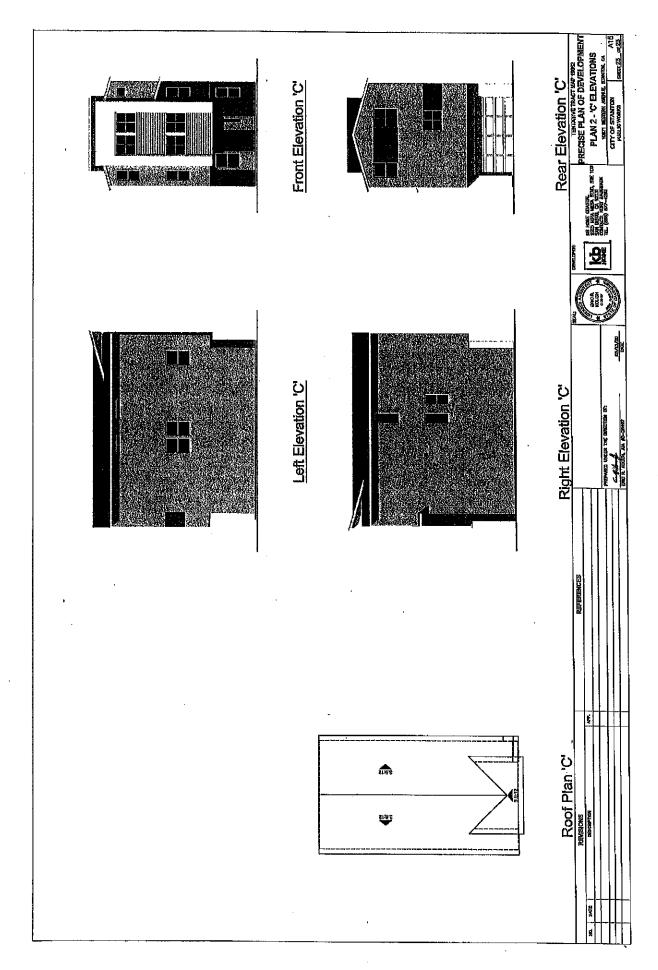


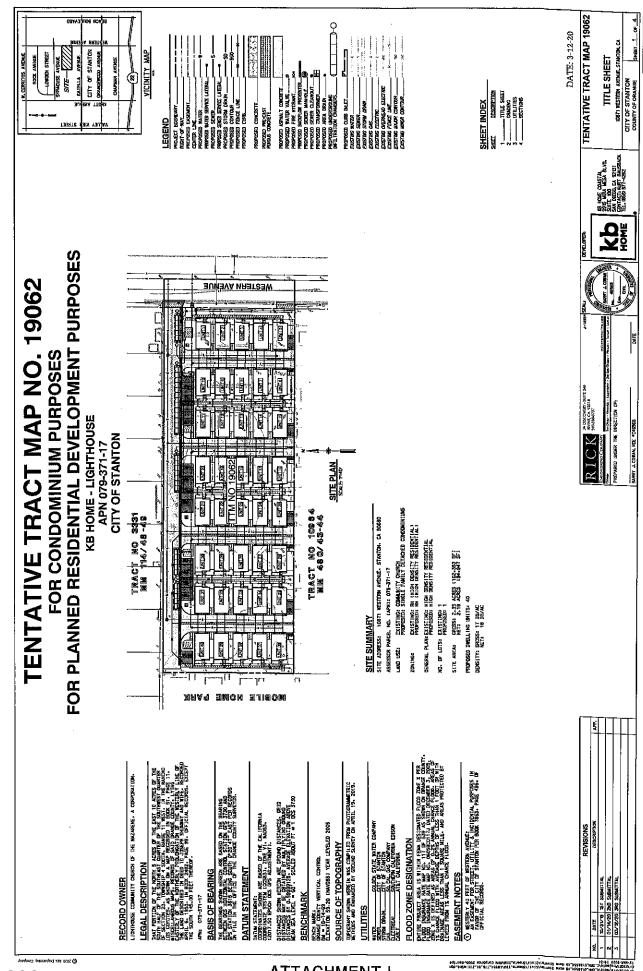
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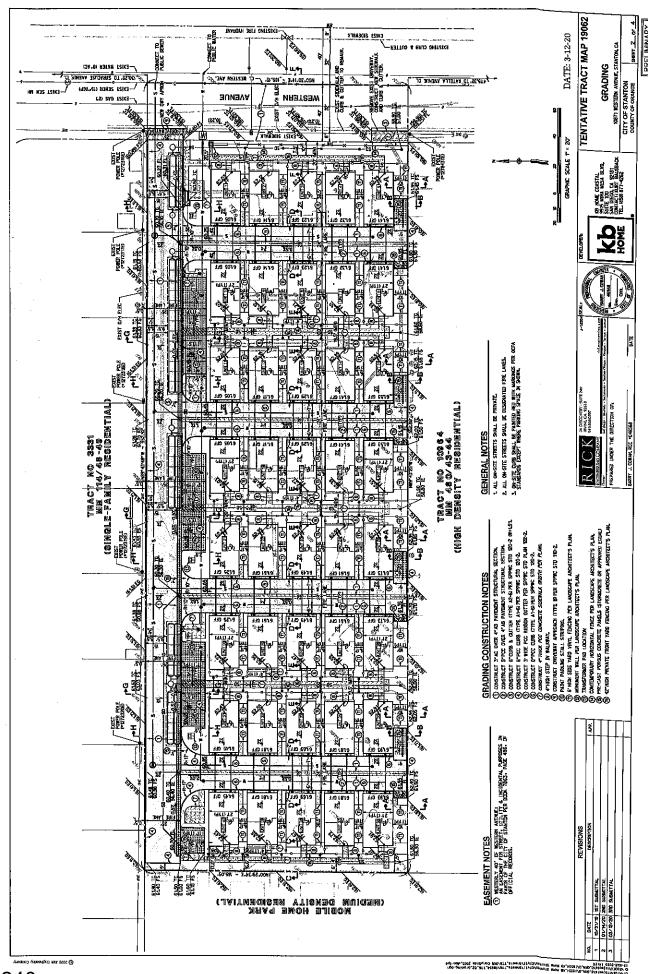


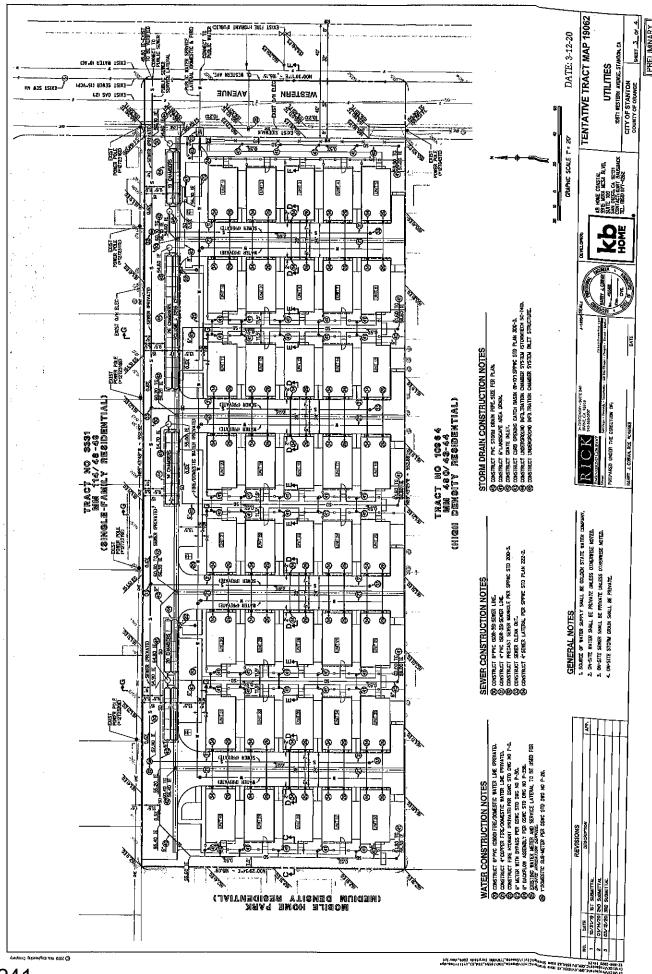


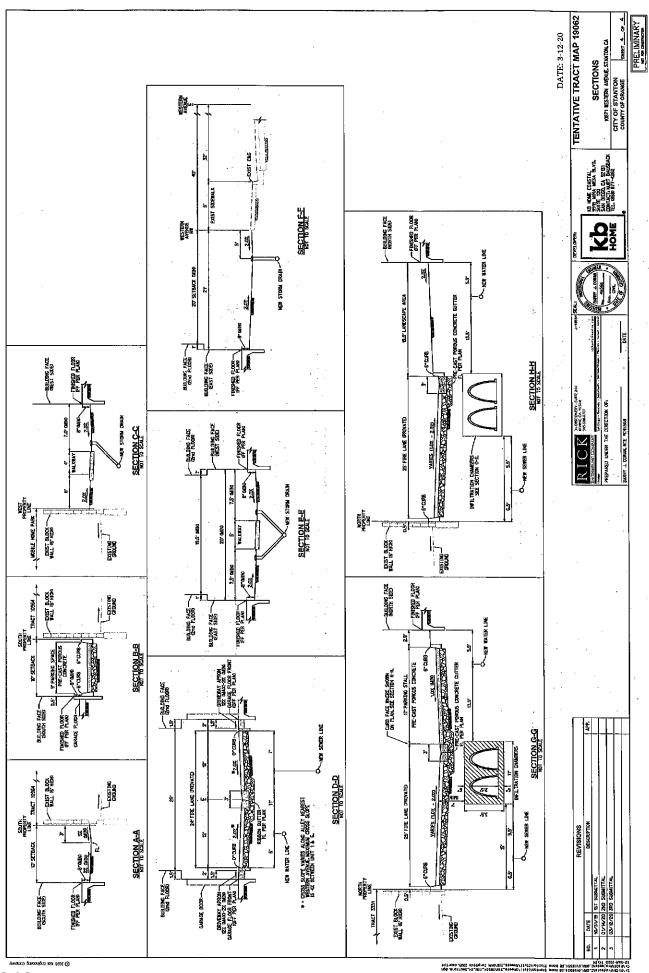




ATTACHMENT !







Pg. 242



CALIFORNIA ENVIRONMENTAL QUALITY ACT APPLICANT INITIAL STUDY (SHORT FORM)

CEQA Guidelines Section 15063, subdivision (f)

INITIAL STUDY

The Initial Study is a requirement of the California Environmental Quality Act (CEQA) Guidelines and is used to determine whether further review of environmental factors of the project will be necessary, and, if so, whether a Negative Declaration (ND), Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) will be the most appropriate document. Completion of an Initial Study is a prerequisite to filing an application for Planning Commission action. Accuracy and completeness in the preparation of this study is essential. Incomplete materials will only result in a delay for the applicant, as the study will be rejected until properly developed.

INSTRUCTIONS: Please complete the following statement by filling in the designated blank spaces. Responses should be printed or typed so as to be legible. All appropriate spaces must be filled in and the required maps, photos, and plans submitted with this form. Additional information may be attached. The applicant should provide as much information as possible in this submittal to allow reviewers to have a thorough understanding of the project. Please submit this form and all support documents with the appropriate filing fee to the Community Development Department to begin the environmental review process. All maps/site plans shall be folded to 8½" by 11."

NOTE:

If you do not submit an application within thirty (30) days from the date of the City of Stanton notifying you of their comments on your Initial Study, your file will be closed. Once the file is closed, you will need to submit a new Initial Study, which would require an additional review fee to be submitted as identified in the fee schedule provided as part of the entitlement application.

CITY OF STANTON INITIAL STUDY ENVIRONMENTAL INFORMATION FORM

Information Required as Part 1 of Initial Study of Environmental Impacts.

		For Office use
Applica	ation N	lumber and Title:
Date S	ubmitt	ed:
the Ca require SECTIO Comm	lifornia ed. NO ONS 11 unity [g information is required for all projects, which are subject to review pursuant to a Environmental Quality Act (CEQA). Complete disclosure of environmental data is ITE: THIS INFORMATION MUST RELATE TO THE DEVELOPMENT AS DESCRIBED IN & 12. Reference materials needed to complete this application are available at the Development Department at City Hall, 7800 Katella Avenue, Stanton, CA 90680. If its issuers may be continued on additional pages. Please print or type.
I.	I. General Information	
	1.	Name, address, telephone number, fax number and email of person to be contacted concerning this project: Kurt Bausback, Director, Planning and Entitlements KB Home Coastal, 9915 Mira Mesa Blvd. Suite 100, San Diego, Ca 92131 Office: (858) 877-4262; Cell: (760) 473-0609, Email: kbausback@kbhome.com
	2.	Name and address of legal property owner as shown on tax statement: Lighthouse Community Church of the Nazarene, a corporation
		10871 Western Avenue, Stanton, Ca 90680
	3.	Address of project and/or description of location:
	4.	Assessor's Parcel Number(s) of project site: APN 079-371-17
	5.	Indicate the project application which accompanies this form:

	Tent	ative Map and Planned Development Permit			
	3 soil a	Have any preliminary documents been prepared for this project (i.e. level 1, 2 or 3 soil assessment or traffic impact analysis)? If yes, please identify name and date prepared_ Traffic Assessment (Rick Engineering Company, Nov. 2019);			
	Air Qı	uality and Greenhouse Gas Emissions Memorandum (LSA, March 2020);			
		and Vibration Memorandum (LSA, March 2020); Parking Study (LSA, March 2020)			
•	List ar for th agenc	oric Resources Evaluation (LSA, Dec. 2019) and describe any other related permits and other public approvals required ais project, including those required by city, regional, state or federal aies (i.e., Corps of Engineers, CalTrans, Air Pollution Control District or a County): Tentative Map and Planned Development Permit from City of Stanton			
	Existin	ng zoning district(s) of project site: High Density Residential (RH)			
	Existin	ng General Plan Designation(s) High Density Residential			
).	Existing Specific Plan Designation(s) None				
1.	ultima	describe the nature and purpose of the proposed project including the ite use of the property: The proposed project includes the demolition of the existing			
=		and construction of 40 detached units within the project site.			
		roposed density is 18.3 dwelling units per acre. The development would include a			
2.	Comm	Te of three- and four-bedroom units, and each unit would feature private open space Each unit would include a two- or three-car garage and 26 guest parking spaces would include a two- or three-car garage and 26 guest parking spaces would increase the project:			
	optio	ons for homeownership. The project would also include quality design materials and			
oje		ove the overall visual quality and character of the project site.			
	Projec	t Description			
	a.	Site size in acres or square footage:			
	b.	Highest and lowest elevations on site: Highest: 63.40' Lowest: 60.10'			
	C.	Number of floors of proposed construction: Not to exceed 3 stories			
	d.	Number of proposed off-street parking spaces provided: 104 spaces			

II.

-	Anticipated project schedule (timeline): Start Grading: 7/1/20;
_	Improvements: 7/15/20 - 2/18/21; Models 7/29/20 - 10/8/20;
_	Phase I: 10/13/20 - 2/23/21; Project Completion: 11/15/21
	Is this project dependent on an existing or future project? If yes, please explain: No
	Anticipated future phases: See construction schedule. No additional phases
-	are anticipated after project implementation.
I	If RESIDENTIAL, include the number of units, unit sizes, range of sale prices or rents, and gross density (units) acre: 40 detached units; mixture of three- and four-bedroom units;
	The proposed density is 18.3 dwelling units per acre. Price Range: \$630,000-\$650,00
(f COMMERCIAL and/or OFFICE, indicate the square footage of each type (i.e., office, sales area, restaurant); whether neighborhood, city or regionally oriented; and total square footage of building area: Not applicable.
1	If INDUSTRIAL, indicate type, estimated employment per shift, loading facilities, square footage of office area and total square footage of building area: Not applicable.
	If INSTITUTIONAL, indicate the major function, estimated employment per shift, estimated occupancy, and total square footage of building: Not applicable.
į	If the project involves a variance, conditional use permit or rezoning application, state this and explain clearly why it is required: The project will utilize a Planned Development Permit to allow for flexibility in the City's development standards and to create a high quality product.
	Number and species of existing trees that are six (6) inches or larger in diameter: 24 Italian Cypress; 3 California Fan Palm; 6 Oak species; 3 California Sycamore;

	n.	Number, size, and species of trees to be removed: All existing trees would be removed from the project site.
	0.	Describe any power lines, water, sewer or storm drain mains, pipelines or other transmission lines which are located on or adjacent to the property: Utilities along/within Western Avenue: Overhead power lines; a 2-inch gas main; a 16-inch sewer main; and an 8-inch water main
	p.	Name of creeks and natural or man-made drainage channels through or adjacent to the property: There are no creeks or natural or man-made drainage channels through or adjacent to the project site.
	q.	Primary vehicle access to property comes from which street(s): Vehicle access to the project site is provided via Western Avenue.
	r.	Are any easements known to traverse the site? If yes, explain the type and purpose: No known easements are known to traverse the project site.
2.	site? reside Locat	e details on existing uses of the site. Are there existing structures on the lifyes, describe uses and whether they will be demolished or relocated; if ntial, giver the number of current occupants: An existing church building is ed on the project site, and it would be demolished as part of the project.
3.	Is site	within water and sewer service areas? Yes
4.		portion of the site within the 100-year/500-year floodplain? Yes, Shaded Zone X
5.	Is the	site within an Airport Land Use Plan? If yes, what airport plan(s) is it within restrictions affect the proposal? No
6.	Is the s	site listed on California EPA's Hazardous Site List? No

III. ENVIRONMENTAL ANALYSIS

1. Are the following items applicable to the project or its effects? Discuss at end all items checked yes or maybe (attach additional sheets as necessary).

A. Change in existing features of any lakes, reservoirs hills, or substantial alteration of ground contours. B. Change in scenic views or vistas from existing resider areas or public lands or roads. X C. Change in character of general area of project. X D. Produce or involve large amounts of solid waste or litt X E. Disrupt or adversely affect a historic or archaeology.
B. Change in scenic views or vistas from existing resider areas or public lands or roads. X C. Change in character of general area of project. X D. Produce or involve large amounts of solid waste or litt
areas or public lands or roads. C. Change in character of general area of project. X D. Produce or involve large amounts of solid waste or litt
 X C. Change in character of general area of project. X D. Produce or involve large amounts of solid waste or litt
site.
X F. Change in dust, ash, smoke, fumes or odors in vicinity.
G. Change in lake, stream or ground water quality quantity, or alteration of existing drainage patterns.
H. Substantial change in existing noise or vibration level the vicinity.
I. Site on filled land or on slope of 10 percent or more.
J. Use or disposal of potentially hazardous material suctoxic substances, flammable or explosives.
X K. Substantial change in demand for public services (po fire, water, sewage, schools, etc.)
L. Substantially increase fuel or energy consump (electricity, oil, natural gas, etc.)
M. Relationship to a larger project or series of projects.
X N. Substantially diminish habitat for fish, wildlife or plant

2. Provide copies of photographs, either on a disc or printed, that provide thorough coverage of the site. Include photographs of the surrounding properties to

- illustrate type(s) of land use and intensity of development. Snapshots or Polaroid® photos will be accepted.
- 3. Provide site plan showing buildings, parking, landscaped areas, easements, adjacent streets, driveways, paved areas, public and private utilities and other distinguishing characteristics of the site. The site plan must be accurately drawn to an appropriate scale to adequately depict the required information. All features or structures shown should be accurately labeled. Failure to properly reflect existing and proposed conditions may result in rejection of the initial statement and delay processing of the application.
- 4. Certification: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented herein are true and correct to the best of my knowledge and belief. I understand that requests may be made for additional information to complete the application.

DATE: 1/25/19	KUET BAUSBACK
	(Name – print)
	(Signature)
Reviewed by Community Developme	ent Staff
DATE:	
	(Name – print)
	(Signature)

Materials that will assist you in answering the above questions include: The City General Plan, Flood Zone Maps, Assessor Parcel Books, the City Zoning Map and Stanton Plaza Specific Plan.

SITE PHOTOS

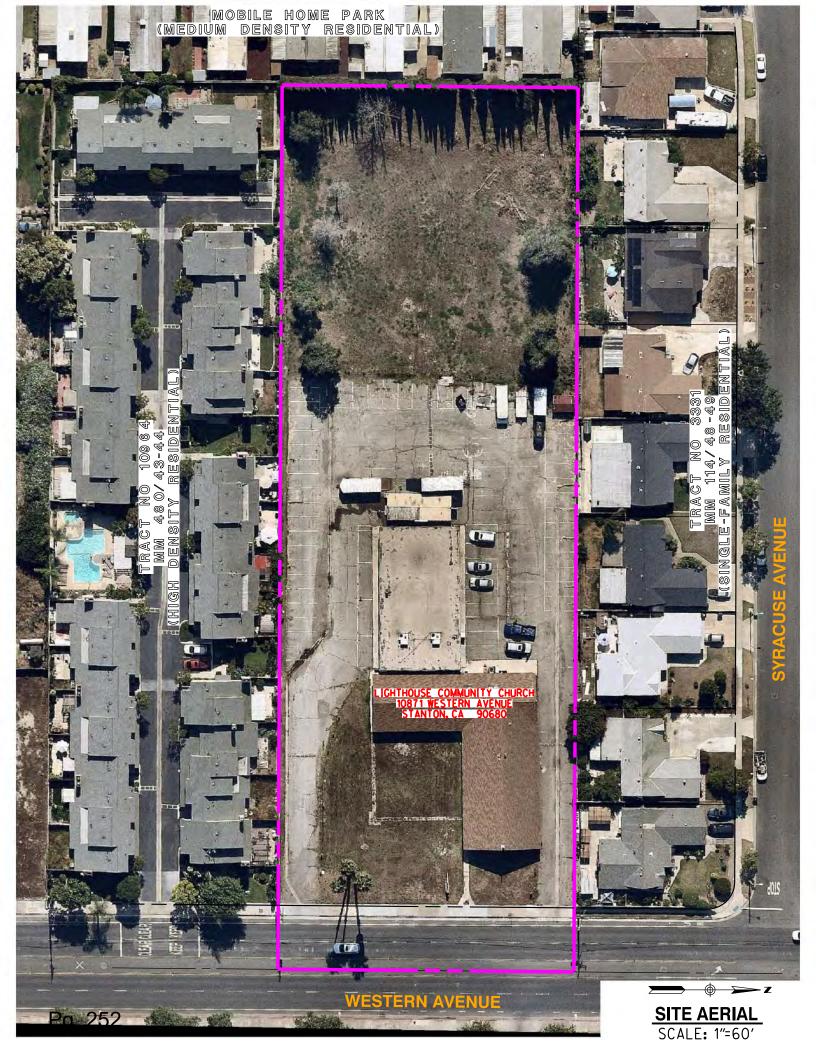
KB HOME – LIGHTHOUSE 10871 Western Avenue Stanton, CA 90680

Tentative Tract Map 19062

Applicant

KB Home Coastal, Inc. 9915 Mira Mesa Blvd, Ste. 100 San Diego, CA 92131 Contact: Kurt Bausback Telephone: (858) 877-4262







Pg. 258 JN 18554



Pg. 254C JN 18554

Site Photos – TTM 19062 KB Home – Lighthouse, Stanton



Pg. 255 JN 18554



Pg. 256 JN 18554



Pg. 257C JN 18554

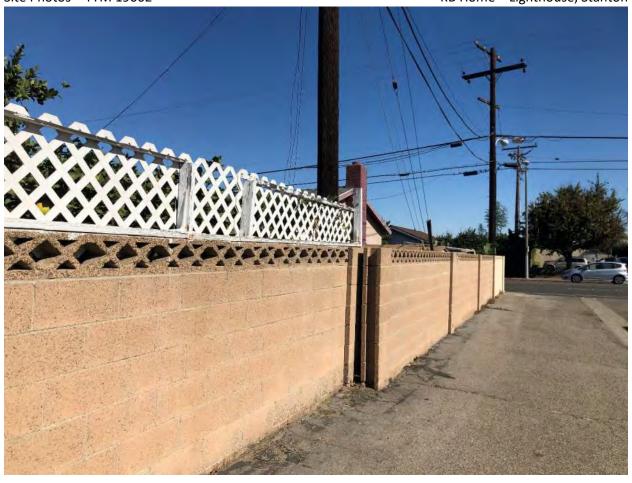


Pg. 258 JN 18554





Pg. 2590 JN 18554



Page 9 of 21



Pg. 26 C JN 18554



Pg. 262 JN 18554



Page 12 of 21



Pg. 264C JN 18554



Pg. 265 JN 18554



Pg. 266 JN 18554



Pg. 267C JN 18554



Pg. 268 JN 18554



Pg. 269° JN 18554



Pg. 2760 JN 18554

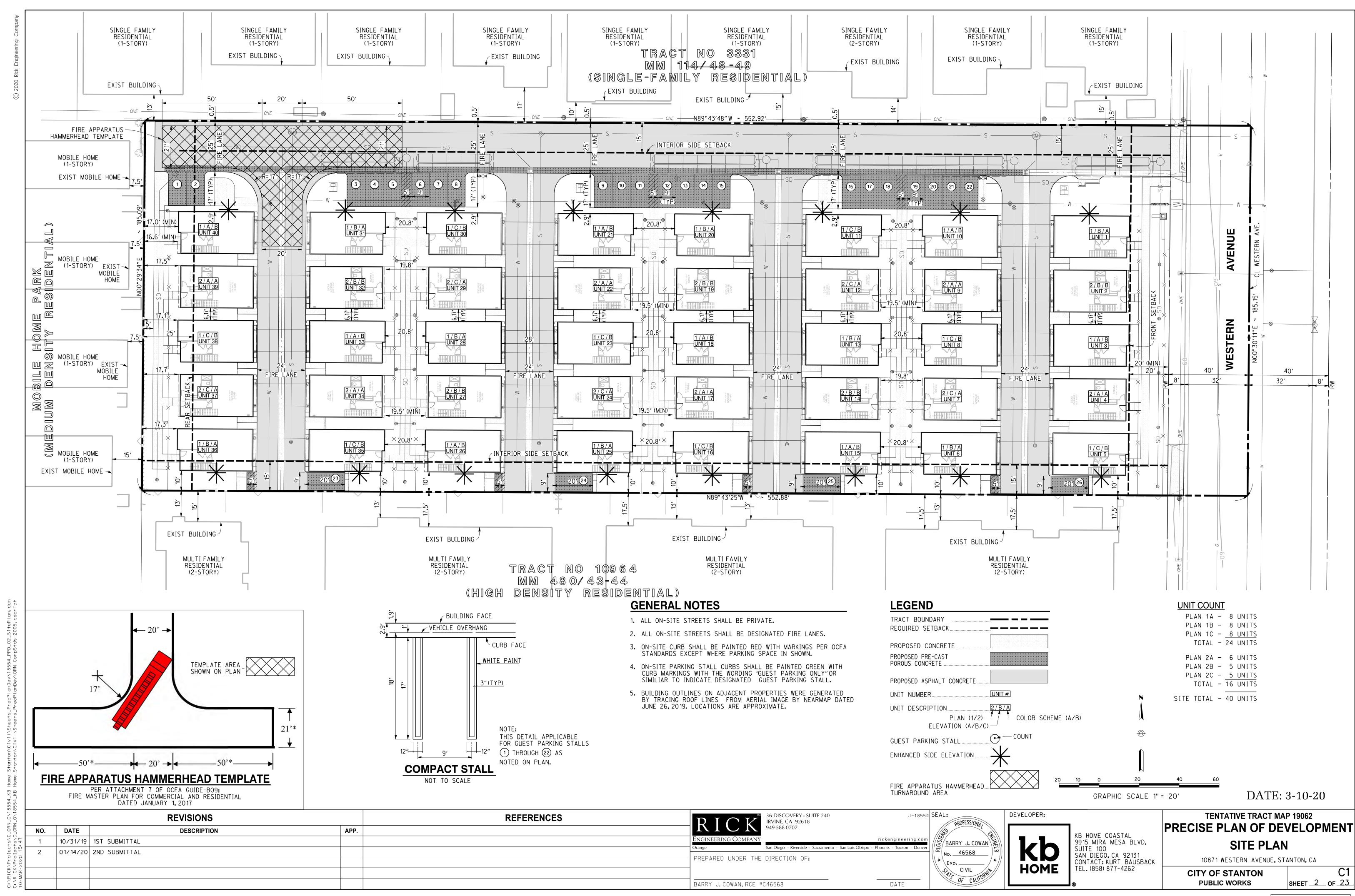


Pg. 274 C JN 18554





Pg. 272 JN 18554 Page **21** of **21**



PRELIMINARY
NOT FOR CONSTRUCTION



March 11, 2020

CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

Kurt Bausback Director, Planning and Entitlements KB Home Coastal 9915 Mira Mesa Blvd., Suite 100 San Diego, CA 92131

Subject: California Environmental Quality Act Class 32 Categorical Exemption (CE) Support Letter

for the Proposed Lighthouse Infill Residential Project

Dear Mr. Bausback:

LSA is pleased to submit this letter to KB Home Coastal in support of a Class 32 Categorical Exemption (CE) under the California Environmental Quality Act (CEQA) for the proposed Lighthouse Infill Residential Project (project). The proposed project is located at 10871 Western Avenue in the City of Stanton (City), Orange County (County) and would involve construction of an infill residential development comprised of 40 detached units and 130 parking spaces within the project site.

As supported in the analysis below, the project is determined not to have a significant effect on the environment and, therefore, is exempt from the provisions of CEQA pursuant to a Class 32 CE under Section 15332 of the *State CEQA Guidelines*. Section 15332 (In-fill Development Projects) categorically exempts those projects characterized as in-fill development that meet certain requirements. The following discussion summarizes the project and discusses the applicability of Section 15332.

PROJECT DESCRIPTION

Existing Project Site

The 2.35-acre project site is located on Assessor's Parcel Number (APN) 079-371-17, at 10871 Western Avenue, in Stanton, California. The front portion of the rectangular parcel is developed with a church and a surface parking lot. The rear portion of the lot is disturbed but undeveloped and is characterized by several mature trees.

As shown on Figure 1, Project Location (all figures are provided in Attachment A to this letter), the project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the east by Western Avenue, to the south by a multi-family residential development and residential and commercial uses with Katella Avenue beyond, and to the west by a mobile home park. Regional access to the project site is provided by State Route 39 (SR-39, Beach Boulevard), which is located approximately 0.5 mile east of the project site, State Route 22 (SR-22), located approximately 2.1 miles south of the project site, and State Route 91 (SR-91), located approximately 3.4 miles north of the project site.

Proposed Project

The proposed project includes the demolition of the existing church and construction of 40 detached units and 130 parking spaces within the project site. The proposed density is 18.3 dwelling units per acre (du/ac). Figure 2, Conceptual Site Plan, shows the site plan for the proposed project.

The development would include a mixture of three- and four-bedroom units, and each unit would feature private open space. The residential units would not exceed three stories in height. Each unit would include a two- or three-car garage, and a total of 26 guest spaces would be provided, with the majority located along the main driveway access. Landscaping elements are proposed throughout the site to provide buffers for residents and surrounding land uses.

Construction will include demolition of the existing on-site building, vegetation removal, grading, building construction, and the installation of landscaping and irrigation, lighting, storm drain facilities, and underground utilities. Approximately 1,800 cubic yards (cy) of cut is anticipated to be required with approximately 200 cy of the cut volume requiring export. It is assumed that construction would utilize standard construction equipment and techniques, and no specialized construction equipment would be necessary to construct the proposed project.

Construction and operation activities that would be undertaken as part of the project would be characterized as in-fill development, which, when certain conditions are met, are considered to be exempt under *State CEQA Guidelines* Section 15332 (discussed in detail below).

According to the City's Zoning Map, the project site is zoned High Density Residential (RH). Allowable uses within the RH zone include residential developments up to 30 du/ac, as well as complementary uses such as schools, parks, libraries, and public facilities. According to the City's General Plan Land Use Diagram, the project site has a land use designation of High Density Residential, which allows high density residential development. As such, the project is consistent with the existing zoning and General Plan land use designations.

CEQA, SECTION 15332, CLASS 32 IN-FILL DEVELOPMENT EXEMPTION

Under State CEQA Guidelines Section 15332, a project, characterized as in-fill development, qualifies for an exemption under CEQA if the project: (1) is consistent with the general plan and zoning ordinance; (2) occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses; (3) is located on a site that does not have value as habitat for endangered, rare, or threatened species; (4) would not result in any significant impacts relating to traffic, noise, air quality, or water quality; and (5) is adequately served by all required utilities and services.

(1) The proposed project is consistent with the General Plan and Zoning Ordinance.

General Plan. According to the City's General Plan Land Use Diagram, the project site has a land use designation of High Density Residential, which allows high density residential development. Per the General Plan, the High Density Residential designation is intended for the development of multi-family residential neighborhoods that:

- Provide a variety of housing types, primarily along arterial highways, with particular emphasis on ownership, and with provision for affordable housing;
- Incorporate quality design features in all projects, provide common spaces, recreation areas, and services convenient to residents; and
- Provide an excellent environment for family life.

The proposed project is consistent with the intent of the General Plan and the goals listed above. Specifically, the proposed project adds to the range of housing types in the area, provides opportunities for home ownership in a non-traditional way, and incorporates quality design features through the use of the Planned Development Permit (PDP).

As stated above, the proposed project is a multi-family infill development, consisting of 40 detached condominium units, which would provide increased opportunities for home ownership, as opposed to rental housing. Multi-family infill development is supported and encouraged in the General Plan, and the proposed project will add to the diversity of housing stock in the area (LU-3.1.2; LU-3.1.2(a)). The surrounding properties include a mixture of residential uses and densities; the proposed project will contribute to the balance of residential land uses while the PDP will ensure that the design of the project is sensitive to, and compatible with, the surrounding land uses (LU-1.1; LU-1.1.2) (see Sections C.1.c and C.2).

The General Plan also promotes redevelopment of existing residential structures and site improvements along its primary and secondary corridors. The subject property is located along Western Avenue, approximately 0.25 mile from Katella Avenue. Western Avenue is designated as a secondary corridor, and Katella Avenue is designated as a primary corridor in the City's General Plan. Due to the proximity of the subject property to both Western Avenue and Katella Avenue, the redevelopment of this property aligns with and is supported by the General Plan (CD-1.3, CD1.3.2). The project will provide housing for people close to commercial nodes, which will benefit existing commercial uses in the area, and contribute to the City's economic base (LU-1.1). Further, because the project constitutes infill development, all public facilities and utilities located along Western Avenue are easily accessible and available to serve the site (LU-3.1; RC-2.1.6(a), (b)).

The General Plan promotes quality development and design that aligns with and enhances the unique image of the City. The proposed project will create a unique development that will enhance the area and provide an alternative housing option for City residents, while also being located close to a range of amenities (CD-1.1). The thoughtful design of the project uses the PDP to maintain a high design standard with creative elements through the adjustment of certain development standards (CD-1.1.2) (see Sections C.1.c and C.2). As such, the proposed project is consistent with the overall intent of the General Plan, as well as the land use designation of High Density Residential.

Zoning Ordinance. According to the City's Zoning Map, the project site is zoned High Density Residential (RH). Allowable uses within the RH zone include residential developments up to 30 du/ac as well as complementary uses such as schools, parks, libraries, and public facilities. The proposed project conforms to the current Development Code requirements in terms of density, height, structure coverage, and certain setbacks. The project will not strictly comply with certain Development Code requirements, but flexibility from those requirements is permitted under the Zoning Ordinance with a PDP to ensure that high standards of design are met and that the project is developed in a manner consistent with the Development Code. For example, the impervious surface coverage is slightly above the allowed 70 percent; however, where possible, common public and private open space and landscaping elements have been incorporated to break up the impervious surface. In addition, the project conforms to the street side/front setback and the side setback on the northern side. The buildings are set back over double what is required on the northern property line, with the intent of easing the transition between the project and the single-

family residential uses to the north. The rear and south setback lines were adjusted, per the PDP, to allow additional flexibility in the design. Landscaping elements have been incorporated throughout the project to create separation between the project and the surrounding uses.

While a total of 130 parking spaces are provided on the property, less than what is required by Development Code, a Parking Analysis (LSA 2020)¹ (provided in Attachment B) has been prepared to support this reduction and show that the parking provided is adequate to serve the project.

As such, the proposed project is consistent with the High Density Residential zone, and the adjustments allowed by the PDP to the development standards mentioned above will allow the project site to be developed effectively and thoughtfully representing infill development in the City.

Summary. The proposed project includes the construction of 40 detached condominium units with a proposed density of 18.3 du/ac. As such, the project is considered a multi-family residential use and is consistent with the existing General Plan and Zoning Ordinance. No zone change or General Plan Amendment would be required for implementation of the proposed project. For the reasons stated above, the proposed project is consistent with the General Plan and Zoning Ordinance.

(2) The proposed project would occur within City limits on a project site of no more than 5 acres and would be substantially surrounded by urban uses.

The 2.35-acre project site is currently developed with a church and a surface parking lot. As shown on Figure 1, the project site is located in an urbanized area primarily characterized by residential and commercial uses. The project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the east by Western Avenue and multi-family residential development beyond, to the south by a multi-family residential development and residential and commercial uses with Katella Avenue beyond, and to the west by a mobile home park. Therefore, the proposed project occurs within City limits on a project site of no more than 5 acres substantially surrounded by urban uses.

(3) The proposed project would be located on a site that does not have value as habitat for endangered, rare, or threatened species.

As shown on Figure 1, the project site is currently developed with a church and surface parking lot. The rear portion of the project site is undeveloped and is characterized by several mature trees, which would be removed upon project implementation. The project site is surrounded on all sides by urban development. The project site has no value as habitat for endangered, rare, or threatened species.²

On November 14, 2019, the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) was queried for records and information of potentially occurring species and vegetation communities documented within a 1-mile radius of the project site. The

LSA. 2020. Parking Analysis for 10871 Western Avenue in Stanton, California (Parking Analysis). March 11, 2020.

Lonnie Rodriguez, Senior Biologist at LSA, reviewed the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) for evidence of endangered, rare, or threatned species on the project site and determined that the site has no value for such species.

records search identified the following animal species: one sensitive species (Western Tidal-flat Tiger Beetle [Cicindela gabbii]), and one State Species of Special Concern (Western Yellow Bat [Lasiurus xanthinus]). The following plant species were also identified within a 1-mile radius of the project site: Salt Spring Checkerbloom (Sidalcea neomexicana) with a California Rare Plant Rank of 2B.2; Coulter's Goldfields (Lasthenia glabrata ssp. Coulteri) with a California Rare Plant Rank of 1B.1; and Brand's Star Phacelia (Phacelia stellaris) with a California Rare Plant Rank of 1B.1. There are no records for federal threatened or endangered species within a 1-mile radius of the project site.

The proposed project, like all projects, would be subject to the provisions of the Migratory Bird Treaty Act (MBTA), which prohibits disturbing or destroying active nests, and Fish and Game Code Section 3503, which protects nests and eggs. It is anticipated that the removal of on-site trees would be accomplished in a manner that avoids impacts to active nests during the breeding season. This will require adherence to standard conditions to comply with the MBTA, including preparation of nesting bird surveys or avoidance of vegetation removal between February 1 and September 15. With compliance with existing regulations, potential impacts to nesting birds would be avoided.

(4) The proposed project would not result in any significant impacts relating to traffic, noise, air quality, or water quality.

The proposed project would not result in significant impacts related to traffic, noise, air quality, or water quality.

Traffic. The project is located on Western Avenue, which is oriented in a north-south direction and is currently constructed with two through lanes, one Class II bike lane and a sidewalk in each direction of travel, with a center two-way left-turn lane. The signalized intersection of Western Avenue and Katella Avenue is located approximately 600 feet (ft) south of the Project Driveway. A "Keep Clear" zone is currently painted in the southbound through lanes of Western Avenue in front of the driveway that serves the multi-family residential development (directly south of the project site), which is located approximately 250 ft south of the driveway for the proposed project. This "Keep Clear" zone is provided to allow access to and from the multi-family residential development driveway when southbound queues from the signalized intersection of Western Avenue and Katella Avenue extend back to the driveway and beyond.

A Traffic Assessment (Rick Engineering Company 2019)¹ (provided in Attachment C) was prepared to identify any potential traffic impacts resulting from the development of the proposed project. The Traffic Assessment focuses on the a.m. peak hour (7:15 a.m. to 8:15 a.m.), the p.m. peak hour (5:00 p.m. to 6:00 p.m.), and level of service (LOS) at the Western Avenue/Project Driveway intersection.

Trips were generated using the Low-Rise Multi-Family Residential (Land Use 220) trip generation rate from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017). According to the Traffic Assessment, the project would generate approximately 293 daily trips, including 18 a.m. peak hour trips (4 in and 14 out) and 22 p.m. peak hour trips (14 in and

Rick Engineering Company. 2019. KB Home Lighthouse Project Traffic Assessment, City of Stanton (Rick Engineering Company Job Number 18554) (Traffic Assessment). November 1, 2019.

8 out). It was assumed that approximately 70 percent of trips would travel on Western Avenue (south of the project site) and approximately 30 percent of trips would travel on Western Avenue (north of the site).

Project impacts were determined based on analysis of the following scenarios:

- 1. Existing
- 2. Existing Plus Project

The Western Avenue/Project Driveway intersection was analyzed during the a.m. and p.m. peak hours using the existing traffic volumes on Western Avenue and project trips at the driveway. The Western Avenue/Project Driveway intersection is forecast to operate at an acceptable LOS C during the a.m. peak hour and at an acceptable LOS B during the p.m. peak hour.

A queuing analysis was performed for the Western Avenue/Project Driveway intersection during the a.m. and p.m. peak hours under Existing Plus Project conditions to determine the storage length needs at the Project Driveway. The results determined that queue lengths at the northbound left-turn lane equal one vehicle during both peak hours, while queue lengths at the eastbound shared left-turn/right-turn lane equal two vehicles during both peak hours. Specifically, the peak queue length on the eastbound approach exiting the site is approximately 44 ft. The project will provide a driveway throat length of approximately 60 ft; therefore, the stacking distance provided will accommodate the peak vehicular queue length during peak hours.

The internal vehicular and pedestrian circulation of the project site was reviewed to determine if there are any conflicts with pedestrian connections, and if the proposed drive aisle widths, distances of the parking spaces from drive aisles, drive aisle spacing, and main driveway throat length at the Project Driveway will meet the City's design and development standards. Based on this analysis, the Traffic Assessment recommends that a "Keep Clear" zone (similar to the one described above, which serves the multi-family residential development directly south of the project site) be painted in the southbound through lanes of Western Avenue directly west of the Project Driveway. The "Keep Clear" zone would ensure access to and from the Project Driveway would not be blocked by queued vehicles along southbound Western Avenue. Additionally, each corner of the Western Avenue/Project Driveway intersection should be kept clear of obstructions so that pedestrians are clearly visible to vehicles exiting the project site. Further, the Traffic Assessment recommends that the project applicant coordinate with the City to justify the proposed 24-foot wide driveway (which is one foot shorter than the City's minimum standard) would be adequate to serve the proposed project. Therefore, project compliance with the recommendations outlined in the Traffic Assessment would ensure that implementation of the project would not result in any significant impacts related to traffic.

Noise. A Noise and Vibration Impact Analysis (LSA 2020)¹ was prepared to evaluate the potential noise impacts associated with the proposed project and is provided as Attachment D. The primary existing noise sources in the project area are transportation facilities, including Western Avenue and Katella Avenue. Train-related activities associated with the Union Pacific Railway Corridor, located 840 ft to the east of the project site, also contribute to the existing noise environment in

LSA, 2020. *Noise and Vibration Impact Analysis: Lighthouse Infill Residential Project* (Noise and Vibration Impact Analysis). March 11, 2020.

the project vicinity. In addition, operational noise from the commercials uses 300 ft south of the project site is occasionally audible on the project site.

In order to assess the existing noise conditions in the area, noise measurements were conducted at the project site. Two long-term 24-hour measurements were taken from November 13, 2019, to November 14, 2019. Existing average daily noise levels at the eastern portion of the project site approximately 30 ft from Western Avenue are 71.5 A-weighted decibel Community Noise Equivalent Level (dBA CNEL), and at approximately 430 ft from Western Avenue average daily noise levels are 52.0 dBA CNEL. The closest sensitive receptors are residential uses located to the west of the project site.

Construction Noise. Two types of short-term noise impacts would occur during project construction, including: (1) equipment delivery and construction worker commutes; and (2) project construction operations. The first type of short-term construction noise would result from transport of construction equipment and materials to the project site and construction worker commutes. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. Pursuant to Section 9.28.070 of the City's Municipal Code (Noise Ordinance), construction noise is exempt from the noise standards that typically apply. The single-event noise from equipment trucks passing at a distance of 50 ft from a sensitive noise receptor would reach a maximum level of 84 dBA maximum sound level (L_{max}). However, the pieces of heavy equipment for grading and construction activities would be moved on site just one time and would remain on site for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on and off site, would not add to the daily traffic noise in the project vicinity, and the long-term noise level change associated with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. The composite noise level of the two loudest pieces of equipment, typically the grader and tractor, during construction, would be 81 dBA equivalent continuous sound level (L_{eq}) at a distance of 50 ft from the construction area. Although the project construction noise would be higher than the ambient noise in the project vicinity, it would cease to occur once the project construction is completed. As stated previously, pursuant to the City's Noise Ordinance, construction noise is exempt from the noise standards that typically apply. Additionally, compliance with the limitations and requirements of the Noise Ordinance, which states that construction activities shall occur only between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday, would result in a less than significant impact.

Ground-borne noise and vibration from construction activity would be mostly low to moderate. . As indicated in the *Transit Noise and Vibration Impact Assessment Manual* (Federal Transit Administration [FTA] 2018), ¹ it would take a minimum of 90 vibration velocity decibels (VdB)(or 0.12 inches/second peak particle velocity [PPV]) to cause any potential building damage to

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual.

structures extremely susceptible to vibration damage. The closest structures to the project site are the mobile homes to the west approximately 15 ft from construction activity. The operation of typical construction equipment would generate ground-borne vibration levels of up to 65 VdB; however, those levels would not exceed the 90 VdB guideline that is considered safe for fragile buildings. In addition, this level of ground-borne vibration is well below the threshold of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep and would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use. Therefore, construction would not result in any vibration damage or human annoyance, and impacts would be less than significant.

Operational Noise. Based on noise-monitoring results, the highest existing noise levels at the project site approach 71.5 dBA CNEL. While this noise level falls within the normally unacceptable category of the City's land use compatibility matrix, and there could be potential impacts to private outdoor spaces, the proposed project design includes 6 ft high vinyl fences around the private open spaces. With incorporation of the 6 ft high fences and shielding from the buildings once constructed, the private exterior areas would be below the exterior noise standard of 65 dBA CNEL.

Based on the United States Environmental Protection Agency's (EPA) *Protective Noise Levels* (EPA 1978), with windows and doors open, interior noise levels would be 59.5 dBA (i.e., 71.5 dBA-12 dBA=59.5 dBA), which would exceed the 45 dBA CNEL interior noise standard. LSA conducted interior noise calculations for the master bedroom of Plan C, which faces Western Avenue and has multiple windows. It is assumed that the exterior walls are of typical stucco construction. The results of the analysis show a 30 dBA exterior-to-interior noise reduction. With windows closed, interior noise levels at the master bedroom would be 41.5 dBA (i.e., 71.5 dBA-30 dBA=41.5 dBA), which is below the 45 dBA CNEL interior noise standard with windows closed for noise-sensitive land uses. Therefore, with incorporation of project design features, including standard building construction, central air conditioning that would allow windows to remain closed, and windows with a minimum Sound Transmission Class (STC) rating of 28 or higher, the interior noise levels would be considered acceptable and less than significant.

Air Quality. The proposed project qualifies for a Class 32 exemption for air quality as allowed in the City of Stanton. The proposed project is exempted because it would have 40 multi-family residential units, which is less than the maximum of 80 residential units, and would excavate and export approximately 200 cy of soil, which is less than the limit of 20,000 cy. The exemption is further supported with the results in the Air Quality and Greenhouse Gas Technical Memorandum (LSA 2020)² (provided in Attachment E) prepared for the project.

The proposed project would not conflict with or obstruct implementation of the applicable air quality management plan. The project site is within the South Coast Air Basin (Basin), which

These calculations assume a wall rating of STC 46 (Harris, David A. 1997. *Noise Control Manual for Residential Buildings*. July) along with a window rating of STC-28 (Milgard 2008).

² LSA. 2020. KB Home Lighthouse Project in Stanton – Air Quality and Greenhouse Gas Technical Memorandum (LSA Project No. KBH1901) (Air Quality and Greenhouse Gas Technical Memorandum). March 11, 2020.

includes (among other areas) the City of Stanton. The South Coast Air Quality Management District (SCAQMD) is the local agency responsible for the administration and enforcement of air quality regulations in the basin. The applicable air quality plan for the project area is the 2016 Air Quality Management Plan (2016 AQMP), adopted in March 2017, which is designed to satisfy the planning requirements of both the Federal and State Clean Air Acts. Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the Federal and State air quality standards. For the proposed project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. The proposed project is consistent with the City's General Plan and the Southern California Association of Governments (SCAGO) 2040 population growth forecast by 2040. Furthermore, as discussed below, emissions generated by the proposed project would be below emissions thresholds established in SCAQMD's thresholds and would not result in significant air quality impacts. Therefore, the proposed project would not conflict with or obstruct implementation of the AQMP.

The South Coast Air Basin is in nonattainment for the Federal and State standards for ozone (O_3) and particulate matter less than 2.5 microns in size ($PM_{2.5}$). In addition, the Basin is in nonattainment for the State particulate matter less than 10 microns in size (PM_{10}) standard, and is in attainment/maintenance for the federal PM_{10} , carbon monoxide (PM_{10}), and nitrogen dioxide (PM_{10}) standards. Projects in the Basin with emissions that exceed any of the mass daily emission thresholds are considered significant by the SCAQMD.

Construction Emissions. Air quality impacts could occur during demolition and construction of the proposed project due to soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, building construction and site work, building erection, paving and architectural coatings include (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by vehicles and equipment traveling over exposed surfaces, and (3) soil disturbances from compacting and cement paving. Peak daily and annual emissions were analyzed using California Emissions Estimator Model (CalEEMod Version 2016.3.2). Fugitive dust emissions would be substantially reduced by required compliance with SCAQMD Rules 402 and 403. Implementation of these rules, including measures such as on-site watering at least two times daily, was accounted for in the project emission estimates.

The results of the air quality modeling show that construction equipment/vehicle emissions during construction periods would not exceed any of the SCAQMD daily emissions thresholds. Therefore, no construction air quality impacts would occur.

Operational Emissions. Long-term air emission impacts are those impacts associated with any change in permanent use of the project site by on-site stationary and off-site mobile sources that increase emissions. Stationary-source emissions include emissions associated with electricity consumption and natural gas usage. Mobile-source emissions result from vehicle trips associated with a project.

Based on the Traffic Assessment prepared for the project (Rick Engineering Company, Attachment C), the proposed project would generate 293 total daily trips during project operations. The long-term operational emission results indicate that the increase of all criteria pollutants would not

exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Therefore, no air quality impacts would occur.

As stated above, the nearest sensitive receptors are single-family residences located 25 ft to the north of the project site. The analysis indicates that neither the construction nor operational emission rates would exceed the localized significance thresholds (LSTs) for sensitive receptors in the project area. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Finally, the proposed project does not include any uses or activities that would result in potentially significant odor impacts. The proposed project is a residential project, which does not typically produce nuisance odors. Some nuisance odors may emanate from the operation of diesel-powered construction equipment during construction of the proposed project. However, these odors would be limited to the construction period and would disperse quickly; therefore, no significant impacts related to nuisance odors would result from the proposed project, and no mitigation is required.

Water Quality. The project would comply with all applicable National Pollutant Discharge Elimination System (NPDES) permit requirements, which require implementation of Best Management Practices (BMPs) to reduce impacts to water quality. Projects that disturb greater than 1 acre of soil are subject to the requirements of the State Water Resources Control Board (SWRCB) Construction General Permit. However, because the project would disturb between 1 and 5 acres (approximately 2.35 acres), the project may be eligible for a Small Construction Rainfall Erosivity Waiver, which would exempt the project from coverage under the Construction General Permit. To obtain a waiver, the project would need to demonstrate there would be no adverse water quality impacts because construction activities would only occur when there is a low erosivity potential. If the project is not eligible for a waiver, the project applicant would be required to obtain coverage under the Construction General Permit, prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Compliance with either the Small Construction Rainfall Erosivity Waiver or the Construction General Permit is a standard condition required through existing regulations.

Project operation would be subject to the requirements of the Santa Ana Regional Water Quality Control Board Orange County Municipal Separate Storm Sewer System (MS4) Permit. In compliance with the permit requirements, a Water Quality Management Plan (WQMP) would be prepared. The project WQMP would be required to specify the Source Control and Low Impact Development (LID) BMPs to be incorporated into the design of the project. The BMPs target pollutants of concern to reduce impacts to water quality. With compliance with the applicable NPDES permit requirements and implementation of BMPs, project impacts to water quality would be less than significant. Therefore, project compliance with the above requirements would ensure that implementation of the project would not result in any significant impacts related to water quality.

(5) The project site is adequately served by all required utilities and services.

The proposed project is an infill development in an already established and fully developed area and, therefore, would have access to existing public services and utilities. The proposed project would connect to the existing utilities located along Western Avenue. The applicant has contacted the various utility companies to obtain will serve letters and will continue to work with these utility companies throughout the development process.

CEQA CATEGORICAL EXEMPTIONS – EXCEPTIONS

State CEQA Guidelines Section 15300.2 provides exceptions that apply to specific types of projects and/or projects where substantial evidence exists that the proposed project involves unusual circumstances. The exceptions to the categorical exemptions pursuant to Section 15300.2 of the State CEQA Guidelines are explained below.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception is only applicable to Classes 3, 4, 5, 6, and 11 and not to the Class 32 exemption applicable to this project.

(b) <u>Cumulative Impact</u>. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.

The project is an in-fill development project in an urban area. There are no known successive projects of the same type and in the same place that would occur concurrent with the proposed project. The proposed project involves a multi-family residential development in an area characterized primarily by residential uses. The proposed project would rely on and can be accommodated by the existing road system, public services, and utilities. All air quality, noise, traffic, and water quality impacts would be less than significant. Therefore, there are no project impacts that would be cumulatively considerable in connection with the effects of past projects, the effects of other current projects, or the effects of probable future projects. Thus, contributions to potential cumulative impacts would not be cumulatively considerable.

(c) <u>Significant Effect</u>. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

No unusual circumstances have been identified in or around the project site that would result in significant environmental impacts. In addition, no impacts to biological resources would occur as the project site is already developed with an existing church building and parking lot, is located within an existing urban setting, and has no value as habitat for endangered, rare, or threatened species. Given the urban nature of the project site and the compatibility of the proposed project with the character of the surrounding residential uses, there is no evidence to indicate that the

proposed project would have a significant effect on the environment due to unusual circumstances. For additional information, refer to the Traffic Assessment (Rick Engineering Company 2019) (Attachment B), the Noise and Vibration Impact Analysis (LSA 2020) (Attachment C), and the Air Quality and Greenhouse Gas Technical Memorandum (LSA 2020) (Attachment D).

(d) <u>Scenic Highways</u>. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified Environmental Impact Report.

The California Scenic Highway Mapping System does not include any eligible or officially designated scenic highways located in the project vicinity. Due to intervening land uses, the project site is not visible from any local highways. Therefore, the project would not result in damage to a scenic resource within a highway officially designated as a State Scenic Highway.

(e) <u>Hazardous Waste Sites</u>. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The project site is not listed on the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List (Cortese List, compiled pursuant to Section 65962.5 of the Government Code). According to the DTSC EnviroStor database, the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site. Review of the State Water Resources Control Board (SWRCB) GeoTracker database also confirms that the project site is not located within any hazardous materials sites. The project site is not located on a list of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit or active cease and desist orders and cleanup and abatement orders. All use, storage, transport and disposal of hazardous materials (including any hazardous wastes) during construction activities will be performed in accordance with existing local, State, and federal

California Department of Transportation, Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed November 14, 2019).

California Environmental Protection Agency (CalEPA). Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed November 14, 2019).

³ California Department of Toxic Substances Control (DTSC). EnviroStor Database. Website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=19970011 (accessed November 14, 2019).

State Water Resources Control Board (SWRCB). GeoTracker database. Website: https://geotracker.waterboards.ca.gov/ (accessed November 14, 2019).

CalEPA. Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit. Website: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/Site Cleanup-CorteseList-CurrentList.pdf

⁶ CalEPA. Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed November 14, 2019).

hazardous materials regulations. Therefore, the project is not located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

An existing church building is currently located on the project site. According to the Historic Evaluation Memorandum¹ (LSA 2019) (Attachment F) prepared for the project, the existing church does not appear to be eligible for listing in the California Register of Historical Resources under any criteria. It is not representative of a significant historical event or associated with any historically significant people. The architecture is unremarkable and the architect does not appear to be anyone of note. Therefore, for these reasons, the proposed project would not cause a substantial adverse change in the significance of a historical resource.

CONCLUSION

In summary, the project would be exempt from further CEQA review pursuant to Section 15332 of the State CEQA Guidelines and would not meet any of the exceptions listed in Section 15300.2 of the State CEQA Guidelines that would disqualify the project from the Class 32 Categorical Exemption.

LSA is available to discuss the contents of this letter with City staff, if necessary. Although this letter is intended to explain how the proposed project would be exempt from the requirements of CEQA under a Class 32 CE, this letter does not represent legal advice. As always, it is LSA's pleasure to assist KB Home Coastal with any CEQA needs. If you have any questions, please contact Ashley Davis at (949) 553-0666 or ashley.davis@lsa.net.

Sincerely,

LSA Associates. Inc.

Ashley Davis Principal

Attachments:

A: Figures 1 and 2

B: Parking Analysis (LSA 2020)

C: Traffic Assessment (Rick Engineering Company 2019)

D: Noise and Vibration Impact Analysis (LSA 2020)

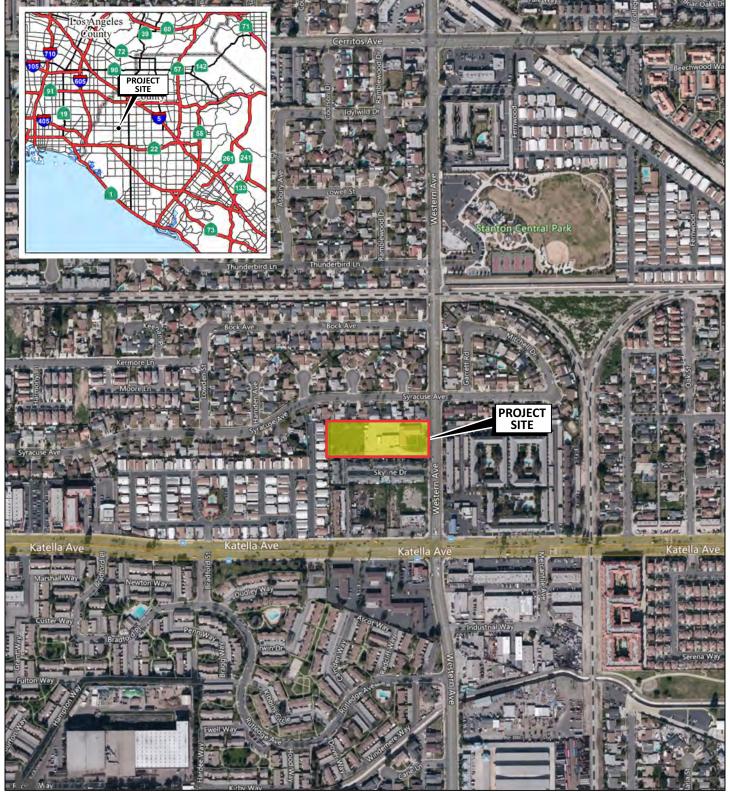
E: Air Quality and Greenhouse Gas Technical Memorandum (LSA 2020)

F: Historic Evaluation Memorandum (LSA 2019)

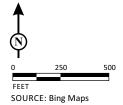
LSA. 2019. Historic Evaluation Memorandum, 10871 Western Avenue, City of Stanton, California (Historic Evaluation Memorandum). December 23, 2019.

ATTACHMENT A

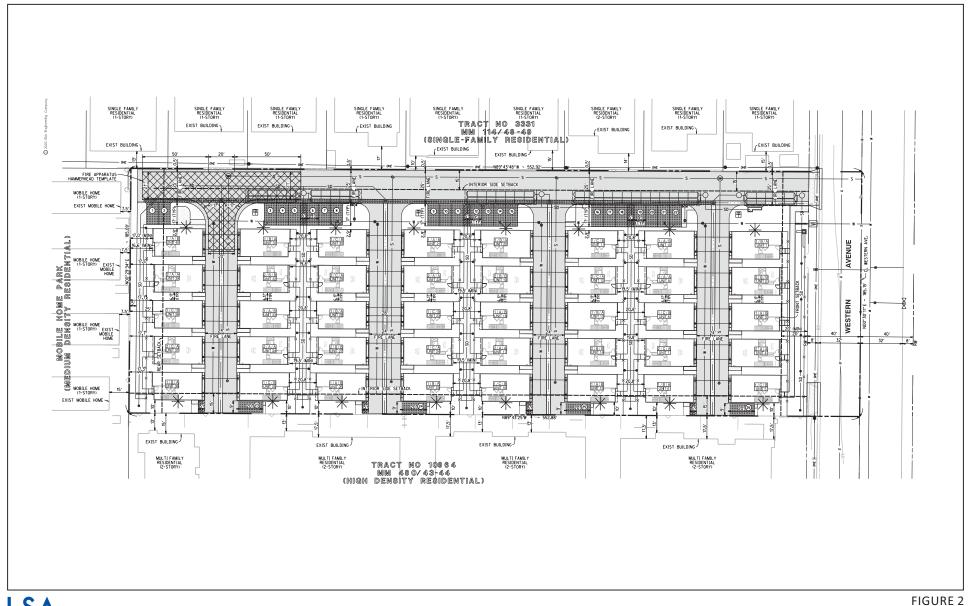
FIGURES 1 AND 2



LSA FIGURE 1



Lighthouse Infill Residential Project Project Location



LSA

Lighthouse Infill Residential Project

Conceptual Site Plan

ATTACHMENT B

PARKING ANALYSIS



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

March 11, 2020

Kurt Bausback, Director, Planning and Entitlements KB Home Coastal 9915 Mira Mesa Boulevard, Suite 100 San Diego, CA 92131

Subject: Parking Analysis for 10871 Western Avenue in Stanton, California

Dear Mr. Bausback:

LSA is pleased to submit this parking analysis for the proposed 40-unit multifamily residential project (project) at 10871 Western Avenue in Stanton, California. The proposed project would replace the existing unoccupied church building and surface parking lot with 40 multifamily residential dwelling units and 130 parking spaces.

The purpose of the parking analysis is to determine whether the proposed parking supply would accommodate the expected parking demand for the project.

PROJECT DESCRIPTION

The 2.35-acre project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the south by a multifamily residential development and residential and commercial uses with Katella Avenue beyond, to the east by Western Avenue, and to the west by the La Lampara Mobile Home Park. The project site was previously occupied by the Lighthouse Community Church.

The proposed project would construct 40 multifamily residential dwelling units on site. According to the most recent site plan (Attachment A), the proposed project would include 24 three-bedroom dwelling units and 16 four-bedroom dwelling units. The proposed project would provide a total parking supply of 130 spaces (104 garage spaces and 26 guest parking spaces). All 16 four-bedroom units will be constructed with three-car garages, 8 three-bedroom dwelling units will be constructed with three-car garages, and the remaining 16 three-bedroom dwelling units will be constructed with two-car garages.

PARKING ANALYSIS

City of Stanton Parking Requirements

The City of Stanton (City) Municipal Code (Section 20.320.030) stipulates the parking requirements for residential multifamily dwelling units with three-bedroom and four-bedroom configurations (i.e., 3.5 spaces for three-bedroom units, 4 spaces for four-bedroom units, and 1 guest space for every three units). Application of the City Municipal Code parking requirements to the proposed project would require a total of 161 parking spaces (84 spaces for 24 three-bedroom units, 64 spaces for 16 four-bedroom units, and 13 guest spaces for 40 total units).

With a proposed parking supply of 130 spaces, the project would have a parking deficiency of 31 spaces based on the City Municipal Code. As such, LSA evaluated industry parking standard and parking rate requirements for neighboring cities to justify the proposed parking supply on site.

Institute of Transportation Engineers Parking Rate

The Institute of Transportation Engineers (ITE) *Parking Generation* (5th Edition, 2019) is accepted as the industry standard throughout the nation. According to the ITE *Parking Generation*, Multifamily Housing (Low-Rise) dwelling units have a weekday average peak period parking demand of 1.21 spaces per dwelling unit. Application of the Multifamily Housing (Low-Rise) parking rate to the proposed 40 dwelling units would require 48 parking spaces. Additionally, for comparison purposes, the Multifamily Housing (Mid-Rise) parking rate was also evaluated. Under this land use designation, dwelling units would have a weekday average peak period demand of 1.31 spaces per dwelling unit. Application of the Multifamily Housing (Mid-Rise) parking rate to the proposed 40 dwelling units would require 52 parking spaces. Under either land use designation, application of the ITE parking rates would generate a lower parking demand in comparison to the City Municipal Code parking requirement. The proposed 130 parking spaces would exceed both of these ITE parking rates.

Other City Parking Requirements

LSA also researched parking requirements for surrounding cities in Orange County (Cypress, Fullerton, Orange, and Westminster) that include Municipal Codes provisions for multifamily dwelling residential units. Table A (Attachment B) summarizes the neighboring cities' off-street parking ordinances and the total number of spaces that would be required for the project. As shown in Table A, application of the other city parking rates would result in parking requirements within the proposed parking supply of 130 spaces:

City of Cypress: 110 required parking spaces
 City of Fullerton: 120 required parking spaces
 City of Orange: 119 required parking spaces
 City of Westminster: 100 required parking spaces

As such, the proposed parking supply of 130 spaces would accommodate the parking demand of the 40-unit multifamily residential project.

CONCLUSIONS

According to the ITE industry standard and other cities' parking requirements, the proposed 130-space parking supply for the proposed 40 multifamily dwelling units are within the range of demand expected for the use. Based on this analysis, the proposed parking supply would be sufficient to accommodate the parking demand of the 40 multifamily residential dwelling units.



If you have any questions, please do not hesitate to contact me at (949) 553-0666 or dean.arizabal@lsa.net.

Sincerely,

LSA Associates, Inc.

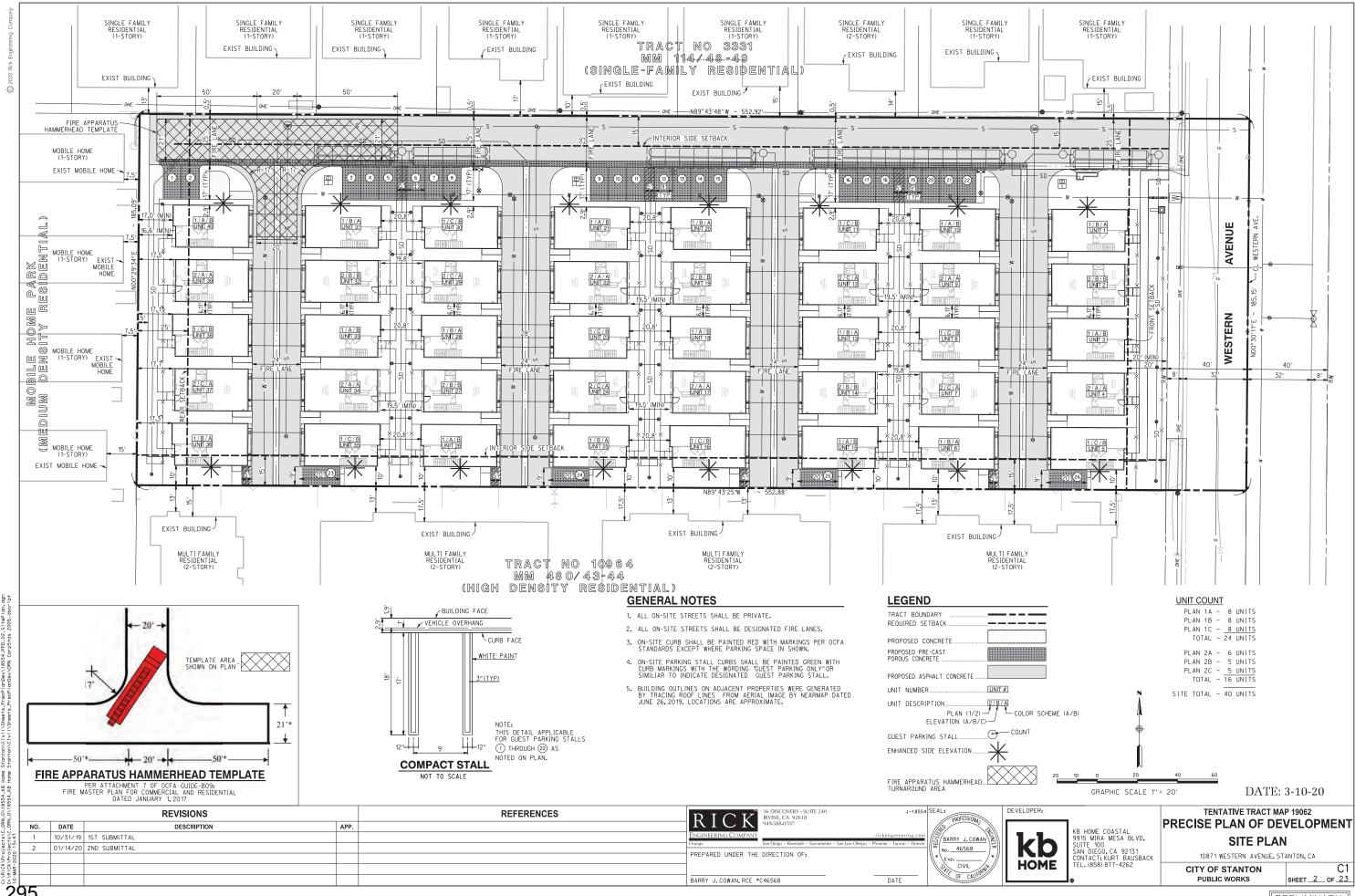
Dean Arizabal
Associate

Attachments: A: Site Plan

B: Table A

ATTACHMENT A

SITE PLAN



ATTACHMENT B

TABLE A

LSA

Table A: Parking Requirements by City

			Project									
City	Land Use	Parking Requirement	Size	Unit	Required Parking Spaces				Parking Supply	Surplus		
					Garage	Open	Guest	Total		/Deficit		
Stanton	Multi-Family Dwellings (3 bedrooms)	3.5 spaces Guest Parking: 1 space for every 3 dwelling units	24	DU	8	84		161	130	(21)		
Stanton	Multi-Family Dwellings (4 or more bedrooms)	4 spaces + 0.5/ additional bedroom Guest Parking: 1 space for every 3 dwelling units	16	DU	6	4	- 13		130	(31)		
Cypress	Detached condominiums containing three or more bedrooms	2-car garage, plus 1/2 open spaces for each dwelling unit Guest Parking: 1/4 unassigned open spaces for each dwelling unit on site with 4 or more dwelling units	40	DU	80	20	10	110	130	20		
Fullerton	Multiple-family Residential Zones	3 spaces, open or covered, per dwelling unit	40	DU	12	120		120	130	10		
	Multifamily Residential (3 units or more) Three Bedrooms	Three Bedrooms: 2.6 spaces/unit Guest Parking: 0.2 space/unit	24	DU	63		8	119				
Orange	Multifamily Residential (3 units or more) Four Bedrooms	Each additional bedroom above three: 0.4 spaces/bedroom/unit Guest Parking: 0.2 space/unit	16	DU	48				130	11		
Westminster	Multifamily dwellings (two or more units) (3 or more bedrooms)	2 enclosed garage spaces per unit and 0.5 off-street, open parking spaces per unit	40	DU	80	20	0	100	130	30		

Developments with less than 50 units, and adjacent to any principal, major, primary or secondary arterial street

ATTACHMENT C

TRAFFIC ASSESSMENT



November 1, 2019

KB Home Coastal C/O Mr. Kurt Bausback 9915 Mira Mesa Blvd., Suite 100 San Diego, CA 92131

SUBJECT: KB HOME LIGHTHOUSE PROJECT TRAFFIC ASSESSMENT, CITY OF STANTON

(RICK ENGINEERING COMPANY JOB NUMBER 18554)

Dear Mr. Bausback:

Rick Engineering Company (RICK) has prepared this traffic assessment to evaluate operations and queuing at the site access intersection that will serve the proposed KB Home Lighthouse project, located on a 2.35-acre site at 10871Western Avenue in the City of Stanton, California. The project will consist of 40 multi-family residential dwelling units with a proposed density of 18 units per acre. The site is zoned for high density residential and the proposed use is consistent with the City's General Plan.

Project Description

As discussed above, KB Home proposes to develop 40 multi-family residential dwelling units on a 2.35-acre site. The units will range from three to four bedrooms. The site is currently occupied by a church building that is no longer operational.

The project will take access from Western Avenue via the existing driveway located along the northbound boundary of the site. The site currently has two existing driveways that formerly served the church, but the existing southerly driveway will be removed by the project.

The project driveway intersection with Western Avenue will be controlled by a stop-sign upon egress from the site. The driveway will be 24 feet in width and will extend along the northern boundary of the project site, which is approximately the same width as the existing driveway for the former church use. A total of four drive aisles will be provided between the residential buildings that will provide access to the garages to the units.

A total of 122 parking spaces will be provided for the proposed project, which includes 96 garage parking spaces and 26 guest parking spaces. Two-car garages will be provided for the three-bedroom units, and three-car garages will be provided for the four-bedroom units.

Mr. Kurt Bausback November 1, 2019 Page 2 of 5

Existing Conditions

Traffic counts were collected on Western Avenue fronting the project site over a 24-hour period on Thursday, October 24, 2019. The counts were reviewed to determine the existing AM and PM peak hour traffic volumes in each direction of travel along Western Avenue, which were used for the intersection operations analysis at the Western Avenue/Project Driveway intersection. The AM peak hour was observed to occur between 7:15 AM and 8:15 AM, and the PM peak hour was observed to occur between 5:00 PM and 6:00 PM. The traffic count data sheet is provided in the technical appendix following this letter report

Western Avenue is oriented in a north-south direction and is currently constructed with two through lanes, one Class II bike lane and a sidewalk in each direction of travel, with a center two-way left-turn lane. The City of Stanton General Plan Circulation Element classifies Western Avenue as a Secondary Arterial according to the Orange County Transportation Authority. The posted speed limit is 40 miles per hour (mph).

The signalized intersection of Western Avenue and Katella Avenue is located approximately 600 feet south of the project driveway. A "Keep Clear" zone is currently painted in the southbound through lanes of Western Avenue in front of the driveway that serves the existing Western Meadows multi-family residential property, which is located approximately 250 feet south of the driveway for the proposed project. This "Keep Clear" zone is provided to allow access to and from the Western Meadows driveway when southbound queues from the signalized intersection of Western Avenue and Katella Avenue spill back to the driveway and beyond.

Trip Generation

The Low-Rise Multi-Family Residential (Land Use 220) trip generation rate from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) was utilized to calculate the project trips that would be generated by the proposed 40 residential units. **Table 1** summarizes the weekday trip generation for the project site. As shown in the table, the proposed project would generate approximately 293 daily trips, including 18 AM peak hour trips (4 inbound / 14 outbound) and 22 PM peak hour trips (14 inbound / 8 outbound).

Table 1
Project Trip Generation

			•								
				AM	I Peak Hou	ır	PM Peak Hour				
Land Use	Unit	Daily (per unit)	Total (per unit)	In (% AM)	Out (% AM)	Total (per unit)	In (% PM)	Out (% PM)			
Trip Generation Rates (ITE)											
Low-Rise MFDU (LU 220)	7.32	0.46	0.46 23% 77%		0.56	63%	37%				
			Forecast Pro	oject Genera	ated Trips						
T and The	G*-	TT *4	Daily	AM	1 Peak Ho	ur	PM	A Peak Hour			
Land Use	Size	Unit	Trips	Total	In	Out	Total	In	Out		
Low-Rise MFDU	40	DU	293	18	4	14	22	14	8		
TOTAL PROJEC		293	18	4	14	22	14	8			

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017).

Project Trip Distribution and Assignment

The project trip distribution is based on the site's proximity to regional arterials, freeways, and major employment and commercial centers. It was estimated that approximately 70% of trips would travel on Western Avenue south of the project site, while approximately 30% of trips would travel on Western Avenue north of the site.

The AM/PM peak hour project trips were assigned to the Western Avenue/Project Driveway intersection based on the project trip distribution and trip generation described above.

Intersection Operations Analysis

The Western Avenue/Project Driveway intersection was analyzed during the AM and PM peak hours using the existing traffic volumes on Western Avenue and project trips at the driveway. The intersection will be one-way stop controlled on the eastbound (driveway) approach. The eastbound approach would consist of one shared left-turn/right-turn lane, and the existing two-way left-turn lane in the center median of Western Avenue would provide left-turn access from northbound Western Avenue. Two through lanes are currently provided on Western Avenue in each direction of travel.

Intersection operations were analyzed with the Synchro 10 software program utilizing the methodologies outlined in the *Highway Capacity Manual* 6th *Edition (HCM* 6). Synchro reports delays, which correspond to a particular level of service (LOS), to describe the overall operation of an intersection.

Table 2 displays the operations analysis results for the Western Avenue/Project Driveway intersection under Existing Plus Project conditions. The HCM analysis worksheets are provided in the technical appendix following this letter report.

Table 2
Intersection Operations Analysis Summary

Intersection	Traffic Control	Peak Hour	Delay (a)	LOS (b)
Western Assessed / Business Duissesses	One-Way Stop	AM	15.8	C
Western Avenue / Project Driveway	Control	PM	12.7	В

Notes:

As shown in the table, the Western Avenue/Project Driveway intersection is forecast to operate at an acceptable LOS C during the AM peak hour and at an acceptable LOS B during the PM peak hour. The worst approach or movement delay is used for one-way or two-way stop controlled intersections, which is the delay experienced for vehicles exiting the site on the eastbound approach of the intersection. The relatively low delay upon exiting the site during the peak hours is attributed to the majority of project trips turning right from the project driveway, and also the presence of a two-way left-turn lane that would provide a refuge area for left-turning vehicles from the driveway before merging with northbound through traffic on Western Avenue.

⁽a) The worst movement delay is reported for one/two-way-stop controlled intersections

⁽b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual* 6th Edition (HCM 6) and performed using Synchro 10.

Intersection Queuing Analysis

A queuing analysis was performed for the Western Avenue/Project Driveway intersection during the peak hours under Existing Plus Project conditions to determine the storage length needs at the project driveway. The SimTraffic traffic simulation application within Synchro was utilized to perform the queuing analysis for the Western Avenue/Project Driveway intersection. Synchro assumes 25 feet per vehicle to calculate queue length, and the reported 95th percentile queue lengths are used in this queuing analysis. The technical appendix following this letter report contains the SimTraffic queuing analysis worksheets.

The results of the queuing analysis showed the following queue lengths at the Western Avenue/Project Driveway intersection during the peak hours:

Northbound Left-Turn Lane

AM Peak Hour: 16 feet (one vehicle)PM Peak Hour: 24 feet (one vehicle)

Eastbound Shared Left-Turn/Right-Turn Lane

AM Peak Hour: 44 feet (two vehicles)PM Peak Hour: 32 feet (two vehicles)

Internal Circulation Assessment

The internal vehicular and pedestrian circulation of the project site was reviewed to determine if there are any conflicts with pedestrian connections, and if the proposed drive aisle widths, distances of the parking spaces from drive aisles, drive aisle spacing and main driveway throat length at the Western Avenue entrance will meet the City's design and development standards.

Accessible pedestrian aisles five feet in width are provided in between the guest parking spaces in front of each of the pedestrian walkways that provide access to the front entrances of 30 out of the 40 residential units. The accessible pedestrian aisles meet the minimum ADA standards and no conflicts or deficiencies were identified.

The primary conflict between vehicles and pedestrians would occur at the driveway entrance/exit at Western Avenue where the existing sidewalk crosses the driveway. It is recommended that each corner of the intersection be kept clear of obstructions so that pedestrians are clearly visible to vehicles exiting the project site.

The main driveway serving the site and the four perpendicular drive aisles providing garage access all have a proposed width of 24 feet. Chapter 20.320, Section 070 (City's Parking Design and Development Standards) of the City of Stanton's Municipal Code state that the following dimensions should be provided for multi-family residential driveways:

- Driveways serving 10 or less dwelling units shall be a minimum of 10 feet in width for one-way traffic, and a minimum of 20 feet for two-way traffic.
- Driveways serving 11 or more dwelling units shall be a minimum of $12\frac{1}{2}$ feet in width for one-way traffic, and a minimum of 25 feet for two-way traffic.

Mr. Kurt Bausback November 1, 2019 Page 5 of 5

The four drive aisles that provide access to the garages each serve 10 dwelling units. Therefore, the proposed width of 24 feet for the four drive aisles serving garage access exceeds the City's minimum standard. However, the proposed width of 24 feet for the main entry driveway is one foot less than the City's minimum standard.

The 90-degree guest parking spaces along the main driveway are located so that parking maneuvers are at least 20 feet from a vehicular entrance (i.e. drive aisles to the garages), which meets the City's minimum design standard per Chapter 20.320, Section 070 (Parking Design and Development Standards) of the City of Stanton's Municipal Code.

The minimum length of the driveway throat, defined as the distance between the intersection stop bar to the first perpendicular internal drive aisle, is primarily determined by the minimum stacking distance that would be needed to accommodate vehicular queuing during peak hours. As shown in in the results of the intersection queuing analysis, the peak queue length on the eastbound approach exiting the site is approximately 44 feet. The project will provide a driveway throat length of approximately 60 feet; therefore, the stacking distance provided will accommodate the peak vehicular queue length during peak hours.

Recommendations

As described under the Existing Conditions section of this letter, there is currently a "Keep Clear" zone painted in the southbound through lanes of Western Avenue in front of the driveway that serves the Western Meadows multi-family residential property located approximately 250 feet south of the project driveway. It is recommended that a "Keep Clear" zone also be painted in the southbound through lanes of Western Avenue in front of the proposed project driveway so that access to and from the driveway is not blocked by queued vehicles along southbound Western Avenue.

As discussed in the previous section, it is recommended that each corner of the intersection be kept clear of obstructions so that pedestrians are clearly visible to vehicles exiting the project site.

It is also recommended that the project applicant coordinate with the City to justify that a 24-foot wide driveway will be adequate to serve the proposed multi-family residential project. The 24-foot driveway width does exceed the minimum width required (20 feet) for a fire lane per the Orange County Fire Authority.

If you have any questions regarding the results of this analysis, please contact me directly at (619) 291-0707.

Sincerely,

RICK ENGINEERING COMPANY

David Mizell, AICP Associate Traffic Planner

TECHNICAL APPENDIX

VOLUME

Western Ave S/O Skyline Dr

 Day: Thursday
 City: Stanton

 Date: 10/24/2019
 Project #: CA19_1213_001

	D	AILY 1	ΓΩΤΔ	ıs		NB		SB		EB		WB							To	tal
	U,	AIL!		LJ		10,935		10,647		0		0							21,5	582
AM Period	NB		SB		EB	WB		то	TAL	PM Period	NB		SB		ЕВ	Ţ	ΝB		TOT	ΓAL
00:00 00:15	36 26		15 24					51 50		12:00 12:15	125 135		119 132						44 67	
00:30	36		16					52		12:30	131		119						50	
00:45	16	114	13	68				29	182	12:45	113	504	106	476					19	980
01:00 01:15	21 13		12 10					33 23		13:00 13:15	124 123		115 129						39 52	
01:30	16		13					29		13:30	130		138					2	68	
01:45 02:00	11 22	61	12 10	47				23 32	108	13:45 14:00	161 142	538	155 120	537					<u>16</u> 62	1075
02:00	16		9					25		14:15	183		138						21	
02:30	9	F.C	15	F0				24	100	14:30	199	701	148	F.C.O.					47	1261
02:45 03:00	9 7	56	16 9	50				25 16	106	14:45 15:00	177 202	701	154 147	560					31 49	1261
03:15	7		20					27		15:15	210		172					3	82	
03:30 03:45	8 16	38	19 19	67				27 35	105	15:30 15:45	288 250	950	140 159	618					28 09	1568
04:00	13	30	20	07				33	103	16:00	301	930	143	010					44	1308
04:15	11		31					42		16:15	233		158						91	
04:30 04:45	19 19	62	83 74	208				102 93	270	16:30 16:45	327 261	1122	147 177	625					74 38	1747
05:00	29		59	200				88	2,0	17:00	318		162	023				4	80	27 17
05:15 05:30	33 47		95 156					128 203		17:15 17:30	326 330		177 174						03 04	
05:45	43	152	243	553				286	705	17:45	287	1261	165	678						1939
06:00	49		127					176		18:00	305		168						73	
06:15 06:30	53 65		181 218					234 283		18:15 18:30	254 254		136 140						90 94	
06:45	84	251	231	757				315	1008	18:45	212	1025	121	565						1590
07:00 07:15	91		206					297 382		19:00 19:15	189		126						15 64	
07:15	112 106		270 270					376		19:30	168 165		96 116						81	
07:45	101	410	311	1057				412	1467	19:45	155	677	108	446						1123
08:00 08:15	147 112		245 226					392 338		20:00 20:15	126 107		102 75						28 82	
08:30	117		194					311		20:30	106		73					1	79	
08:45 09:00	104 85	480	205 157	870				309 242	1350	20:45 21:00	101 101	440	70 70	320					71 71	760
09:15	94		141					235		21:15	117		61						71 78	
09:30	90		143					233		21:30	91		81						72	
09:45 10:00	88 96	357	117 132	558				205 228	915	21:45 22:00	74 101	383	55 42	267					<u>29</u> 43	650
10:15	113		122					235		22:15	64		52						16	
10:30 10:45	85 85	270	126 136	51 <i>C</i>				211 221	905	22:30 22:45	74 60	299	51 41	106					25 01	10 E
11:00	113	379	124	516				237	895	23:00	55	299	41	186					96	485
11:15	122		121					243		23:15	44		29					-	73	
11:30 11:45	114 131	480	123 126	494				237 257	974	23:30 23:45	53 43	195	27 27	124					30 70	319
TOTALS	131	2840	120	5245				237	8085	TOTALS		8095		5402						13497
SPLIT %		35.1%		64.9%					37.5%	SPLIT %		60.0%		40.0%						62.5%
						NB		SB		EB		WB							To	tal
	D	AILY 1	ГОТА	LS		10,935		10,647		0		0							21,5	
AM Dook Harri		11.45		07:15					07:15	PM Peak Hour		17.00		16:45						17:00
AM Peak Hour AM Pk Volume		11:45 522		1096					1562	PM Pk Volume		17:00 1261		690						1939
Pk Hr Factor		0.967		0.881					0.948	Pk Hr Factor		0.955		0.975						0.962
7 - 9 Volume		890		1927	0		0		2817	4 - 6 Volume		2383		1303		0		0		3686
7 - 9 Peak Hour 7 - 9 Pk Volume		08:00 480		07:15 1096					07:15 1562	4 - 6 Peak Hour 4 - 6 Pk Volume		17:00 1261		16:45 690						17:00 1939
Pk Hr Factor		0.816		1096 0.881					1562 0.948	Pk Hr Factor		1261 0.955		0.975						0.962
ruccol		0.010		0.001	0.301				0.540			0.333		0.575			0.			5.502

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
		LDK				אמכ
Lane Configurations Traffic Vol, veh/h	Y	10	\	^	↑	1
Future Vol, veh/h	4	10 10	3	466 466	1096 1096	1 1
	4	0	0	400		0
Conflicting Peds, #/hr	Stop		Free	Free	0 Free	Free
Sign Control RT Channelized	•	Stop None		None		None
	-		50		-	None
Storage Length	0	-		-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	- 0F	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	11	3	491	1154	1
Major/Minor I	Minor2	N	Major1	N	Major2	
Conflicting Flow All	1407	578	1155	0		0
Stage 1	1155	-	-	-	-	-
Stage 2	252	_	_		-	_
Critical Hdwy	6.84	6.94	4.14	_	-	-
Critical Hdwy Stg 1	5.84	-	-	_	_	_
Critical Hdwy Stg 2	5.84	_	-	_	-	-
Follow-up Hdwy	3.52	3.32	2.22	_	_	_
Pot Cap-1 Maneuver	130	459	601	_	-	-
Stage 1	262	-	-	_	_	_
Stage 2	767	-	-	-	-	-
Platoon blocked, %	, 01			_	_	_
Mov Cap-1 Maneuver	129	459	601	_	_	_
Mov Cap-1 Maneuver	218		-	_	_	_
Stage 1	261	_	_	_	_	_
Stage 2	767					
Jiaye Z	101			_		_
Approach	EB		NB		SB	
HCM Control Delay, s	15.8		0.1		0	
HCM LOS	С					
Minor Lane/Major Mvm	\t	NBL	MDT	EBLn1	SBT	SBR
	It					אמכ
Capacity (veh/h)		601	-	349	-	-
		0.005	-	0.042	-	-
HCM Lane V/C Ratio		11		1		
HCM Lane V/C Ratio HCM Control Delay (s)		11	-	15.8	-	-
HCM Lane V/C Ratio		11 B 0	-	15.8 C 0.1	- -	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	₩.	LDIK	NDL	↑ ↑	↑	אטכ
Traffic Vol, veh/h	'T'	6	1 0	TT 1261	T № 678	4
Future Vol, veh/h	2	6	10	1261	678	4
Conflicting Peds, #/hr	0	0	0	0	0/8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -	None	riee -	None
Storage Length	0	None -	50	None -	-	None -
Veh in Median Storage		-	50	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
	96	96	96	96 2	96	96 2
Heavy Vehicles, %	2					
Mvmt Flow	2	6	10	1314	706	4
	Minor2		Major1	N	Major2	
Conflicting Flow All	1385	355	710	0		0
Stage 1	708	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	134	641	885	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %	. 55			-	-	-
Mov Cap-1 Maneuver	133	641	885	_	_	_
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	444	_	_	_	_	_
Stage 2	466		-	-		-
Jiayo Z	-TUU	_	_		-	
Approach	EB		NB		SB	
HCM Control Delay, s	12.7		0.1		0	
HCM LOS	В					
Minor Lane/Major Mvm	ıt	NBL	NRT	EBLn1	SBT	SBR
	ı	885				
Capacity (veh/h) HCM Lane V/C Ratio			-	170	-	-
cicivi i ane v/C Ratio		0.012		0.018	-	-
					-	-
HCM Control Delay (s)		9.1 Δ	-			
		9.1 A 0	-	B 0.1	-	-

Intersection: 1: Western Ave & Project Driveway

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	48	28
Average Queue (ft)	17	3
95th Queue (ft)	44	16
Link Distance (ft)	555	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Western Ave & Project Driveway

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	55	29
Average Queue (ft)	8	6
95th Queue (ft)	32	24
Link Distance (ft)	555	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

ATTACHMENT D

NOISE AND VIBRATION IMPACT ANALYSIS



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 11, 2020

To: Ashley Davis, Principal

FROM: J.T. Stephens, Senior Noise Specialist

Subject: Noise and Vibration Impact Analysis: Lighthouse Infill Residential Project

INTRODUCTION AND PROJECT DESCRIPTION

This noise impact analysis has been prepared to evaluate the potential impacts associated with the proposed Lighthouse Infill Residential Project (proposed project) in the City of Stanton (City), California. This report is intended to satisfy the City's requirement for a project-specific noise impact analysis and examines the impacts of the proposed noise-sensitive uses on the project site together with the project design features and standard conditions. Future noise level impacts are based on the noise measurement data gathered at the project site (from November 12, 2019, to November 13, 2019) to properly account for the traffic noise impacts on the surrounding roadways.

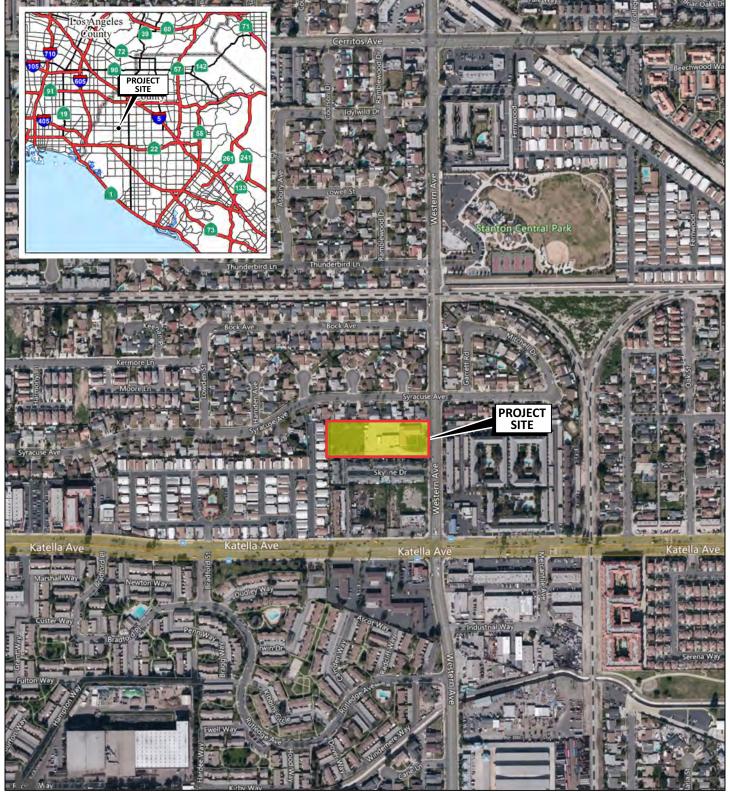
Location and Description

The 2.35-acre project site is located on Assessor's Parcel Number (APN) 079-371-17, at 10871 Western Avenue, in Stanton, California. Figure 1 shows the project location. The project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the east by Western Avenue, to the south by a multi-family residential development and commercial uses with Katella Avenue beyond, and to the west by a mobile home park. The front portion of the rectangular parcel is developed with a church and a surface parking lot. The rear portion of the lot is undeveloped. The proposed project includes the construction of 40 single-family detached units and 130 parking spaces within the project site. Figure 2 illustrates the site plan.

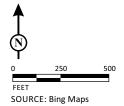
METHODOLOGY

Evaluation of noise impacts associated with the proposed project includes the following:

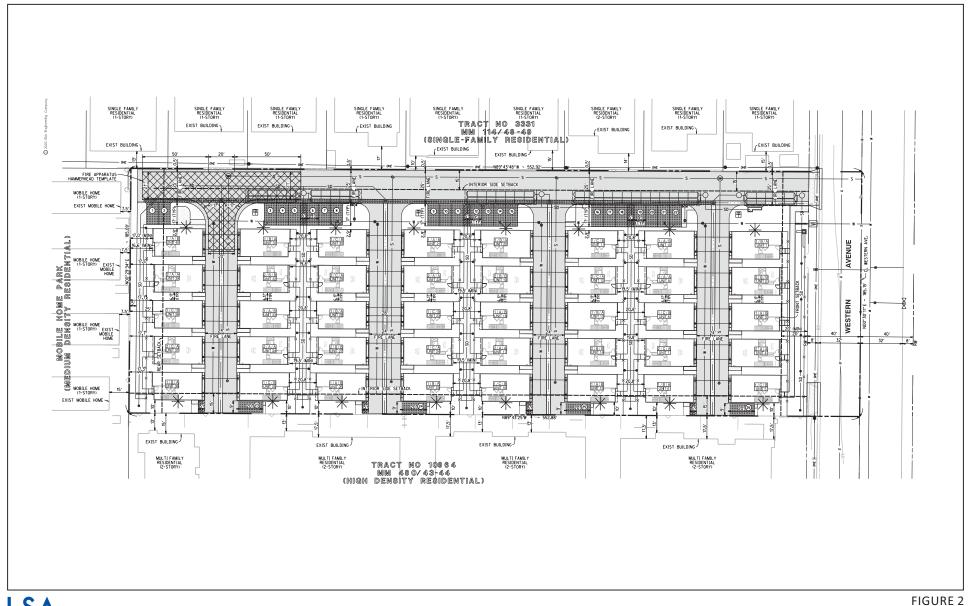
- Determine the short-term construction noise levels at off-site noise sensitive uses and compare to the City's General Plan and Municipal Code Ordinance requirements;
- Determine the long-term noise levels at off-site noise sensitive uses and compare the levels to the City's pertinent noise standards; and
- Determine the required project features, such as mechanical ventilation or building façade enhancements, to reduce long-term, on-site noise impacts from all sources.



LSA FIGURE 1



Lighthouse Infill Residential Project Project Location



LSA

Lighthouse Infill Residential Project

Conceptual Site Plan

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Similarly, line sources with intervening absorptive vegetation or line sources which are located at a great distance to the receptor would decrease 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on

A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale or noise standards in terms of percentile noise levels in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level (i.e., half the time the noise level exceeds this level, and half the time it is less than this level). The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first is audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise levels of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels (3.0 dB or greater) are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities proportional to power, the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this assessment are A-weighted, unless reported otherwise.
L ₀₁ , L ₁₀ , L ₅₀ , L ₉₀	The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L _{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L _{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L _{max} , L _{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: Harris, Cyril M. Handbook of Acoustical Measurements and Noise Control (1991).

Noise Level **Common Outdoor Sound Levels** dB(A) **Common Indoor Sound Levels** 110 **Rock Band** Commercial Jet Flyover at 1000 Feet 100 Gas Lawn Mower at 3 Feet Inside Subway Train (New York) 90 Diesel Truck at 50 Feet Food Blender at 3 Feet 80 Concrete Mixer at 50 Feet Garbage Disposal at 3 Feet Shouting at 3 Feet 70 Air Compressor at 50 Feet Vacuum Cleaner at 10 Feet Lawn Tiller at 50 Feet 60 Normal Speech at 3 Feet **Large Business Office** 50 Quiet Urban Daytime **Dishwasher Next Room** 40 Quiet Urban Nighttime Small Theater, Large Conference Room (Background) **Quiet Suburban Nighttime** 30 Library **Quiet Rural Nighttime Bedroom at Night** 20 Concert Hall (Background) 10 **Broadcast and Recording Studio Threshold of Hearing** 0

Table B: Common Sound Levels and Noise Sources

Source: LSA, Associates, Inc., 2016.

CHARACTERISTICS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible. Typically, there is more adverse reaction to effects associated with the shaking of a building. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 ft from the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft (FTA 2006). When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, both the construction of the project could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for typical construction activities to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2006). Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_{v} = 20 \log_{10} [V/V_{ref}]$$

where L_v is the vibration velocity in decibels (VdB), "V" is the RMS velocity amplitude, and " V_{ref} " is the reference velocity amplitude, or 1 x 10⁻⁶ inches/second (in/sec) used in the United States.

Factors that influence ground-borne vibration and noise include the following:

- **Vibration Source:** Vehicle suspension, wheel types and condition, railroad track/roadway surface, railroad track support system, speed, transit structure, and depth of vibration source
- Vibration Path: Soil type, rock layers, soil layering, depth to water table, and frost depth
- Vibration Receiver: Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to when it's at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock.

Experience with ground-borne vibration indicates: (1) vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and (2) shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances, for example, from a railroad track. Factors such as layering of the soil and the depth to the water table can have significant effects on the propagation of ground-borne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

THRESHOLDS OF SIGNIFICANCE

Based on *Guidelines for the Implementation of the California Environmental Quality Act* (CEQA), Appendix G, Public Resources Code, Sections 15000–15387, a project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and the goals of the community in which it is located. The following are the thresholds for potential noise impacts.

Stationary Noise

As part of the City of Stanton Municipal Code, the Noise Ordinance sets limits on the level and duration of time a stationary noise source may impact a residential area. The determination that a project has the potential to exceed the City's established noise limits is typically based on a noise technical report prepared by a qualified acoustical consultant. The project would normally have a significant noise impact if it would exceed the stationary source noise criteria for the City as specified by the noise standards set forth in the regulatory setting section below.

APPLICABLE NOISE STANDARDS

The following information provides standards to which potential noise impacts will be compared to such that exceedances, where appropriate, will be identified and mitigation will be recommended.

City of Stanton General Plan

Table C, taken from Table 6-2 of the City's General Plan, provides Land Use Compatibility Guidelines consistent with the State of California Office of Planning and Research which are used as a guideline to evaluate the acceptability of the noise levels generated by the traffic flow. In order to create a desirable environment for sensitive uses within the City, Goal CHS-3.1 incorporates strategies and actions to reduce noise impacts from transportation sources. Specifically, Action CHS-3.1.1 (h) states "ensure CNEL levels for noise sensitive land uses meet of exceed normally acceptable levels, as defined by State of California standards." With the incorporation of this action, an acceptable exterior noise level standard of 65 dBA CNEL would be necessary at the private exterior living areas of multi-family homes.

Table C: Land Use Compatibility Noise Guidelines¹

	Community Noise Exposure (dBA CNEL)									
Land Use Category	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable						
Residential - Low Density, Single-										
Family,	50 - 60	55 - 70	70-75	75-85						
Duplex, Mobile Homes										
Residential - Multiple Family	50 - 65	60 - 70	70 - 75	70 - 85						
Transient Lodging - Motels, and	FO CF	60 - 70	70 - 80	00.05						
Hotels	50 - 65	60 - 70	70 - 80	80 - 85						
Schools, Libraries, Churches,										
Hospitals,	50 - 70	60 - 70	70 - 80	80 - 85						
Nursing Homes										
Auditoriums, Concert Halls,	NA	50 - 70	NA	65 - 85						
Amphitheaters	NA	30 - 70	INA	05 - 85						
Sports Arenas, Outdoor Spectator	NA	50 - 75	NA	70 - 85						
Sports	NA	30 - 73	NA	70 - 83						
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 75	72.5 - 85						
Golf Courses, Riding Stables, Water	50 - 70	NA	70 - 80	80 - 85						
Recreation, Cemeteries	30 - 70	INA	70 - 80	80 - 83						
Office Buildings, Business										
Commercial and	50 - 70	67.5 - 77.5	75 - 85	NA						
Professional										
Industrial, Manufacturing, Utilities,	50 - 75	70 - 80	75 - 85	NA						
Agriculture	30 - 73	70 - 80	75 - 85	INA						

Source: City of Stanton General Plan (2008).

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development dBA = A-weighted decibels

City of Stanton Municipal Code

Section 9-28.050, Exterior Noise Standards, of the City's Municipal Code provides noise standards for non-transportation sources to be used as the base of measurement for determining noise violations affecting residential uses. Table D provides the exterior noise levels standards applicable for residential uses which would include the project site. In the event the existing ambient noise level exceeds the applicable noise limit categories, based on time duration of the potential impact, the existing ambient noise level shall be the new noise level standard for the same time duration. Section 9.28.060, as shown in Table E, provides the interior noise level standards for residential uses during nighttime hours.

Table D: Exterior Noise Standards for Residential, Public, and Institutional Districts¹

Duration of Activity	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
More than 30 minutes in an hour, (dBA L ₅₀)	55	50
More than 15 minutes and less than 30 minutes, dBA (dBA L ₂₅)	60	55
More than 5 minutes and less than 15 minutes, dBA (dBA L ₈)	65	60
More than 1 minutes and less than 5 minutes, dBA (dBA L ₂)	70	65
Up to 1 minute or Maximum Level, dBA L _{max}	75	70

Source: City of Stanton, 2019.

dBA = A-weighted decibels

Lxx = Average noise level over XX% of an hour

Table E: Interior Noise Standards for Residential Uses¹

Duration of Activity	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
More than 5 minutes in an hour, dBA (dBA L ₈)	55	45
More than 1 minutes and less than 5 minutes, dBA (dBA L ₂)	60	50
Up to 1 minute or Maximum Level, dBA L _{max}	65	55

Source: City of Stanton, 2019.

dBA = A-weighted decibels

L_{xx} = Average noise level over XX% of an hour

Section 9-28.070 (d), Special Provisions, specifies that construction activities which occur between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday, shall be exempted from these provisions. No construction shall be permitted outside of these hours or on Sundays and federal holidays.

APPLICABLE VIBRATION STANDARDS

The following information provides standards to which potential vibration impacts will be compared to such that exceedances, where appropriate, will be identified and mitigation will be recommended.

City of Stanton Municipal Code

Section 20.300.100 specifies that existing and proposed uses shall not generate vibrations that can or may be considered a nuisance or hazard on any adjacent property or shall be cushioned or isolated to prevent generation of vibrations.

Each of the noise levels provided in this table shall be reduced by five (5) dBA for impacts of simple tone noises or noise consisting of speech or music

Each of the noise levels provided in this table shall be reduced by five (5) dBA for impacts of simple tone noises or noise consisting of speech or music

Federal Transit Administration

The City's Municipal Code does not include standard criteria for assessing vibration impacts; therefore, for the purpose of determining the significance of vibration impacts experienced at sensitive uses surrounding the project, the guidelines within the *FTA Transit Noise and Vibration Impact* Assessment Manual (FTA Manual) (2018) are used to determine vibration impacts.

Ground-borne vibration criteria included in the FTA Manual for human annoyance are shown in Table F. The criteria account for variation in project types as well as the frequency of events, which differ widely among projects. It is logical that when there will be fewer events per day, it should take higher vibration levels to evoke the same community response. This is accounted for in the criteria by distinguishing between projects with frequent and infrequent events, in which the term "frequent events" is defined as more than 70 events per day.

The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table G lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual.

FTA guidelines show that a vibration level of up to 90 VdB (equivalent to 0.12 in/sec in PPV) (FTA 2006) is considered safe for buildings extremely susceptible to vibration damage, and would not result in any construction vibration damage. Therefore, in order to be conservative, the 90 VdB threshold will be used for the nearest structures within the mobile home park located to the north of the project site.

Table F: Ground-Borne Vibration Impact Criteria for General Assessment

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 μin/sec)			
Land Ose Category	Frequent Events ¹	Occasional Events ²	Infrequent Events ³	
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB ⁴	65 VdB⁴	65 VdB⁴	
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).

- Frequent events are defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
- Occasional events are defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
- Infrequent events are defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
- This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

μin/sec = micro-inches per second μPa = micro-Pascals dB = decibels

dBA = A-weighted decibels

FTA = Federal Transit Administration

HVAC = heating, ventilation, and air-conditioning

N/A = not applicable

VdB = vibration velocity decibels

Table G: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L _V (VdB) ¹	
Reinforced concrete, steel, or timber (no plaster)	0.50	102	
Engineered concrete and masonry (no plaster)	0.30	98	
Non-engineered timber and masonry buildings	0.20	94	
Buildings extremely susceptible to vibration damage	0.12	90	

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).

μin/sec = inches per secondPPV = peak particle velocityFTA = Federal Transit AdministrationRMS = root-mean-squarein/sec = inches per secondVdB = vibration velocity decibels

 L_V = velocity in decibels

 $^{^{1}}$ $\,\,$ RMS vibration velocity in decibels (VdB) re 1 $\mu\text{in/sec.}$

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The primary existing noise sources in the project area are transportation facilities, including Western Avenue and Katella Avenue. Train related activities associated with the Union Pacific Railway Corridor, located 840 feet to the east of the project site, also contributes to the existing noise environment in the project vicinity. In addition, operational noise from the commercials uses 300 feet south of the project site is occasionally audible on the project site.

In order to assess the existing noise conditions in the area, noise measurements were conducted at the project site. Two long-term 24-hour measurements were taken from November 13, 2019, to November 14, 2019. The location of the noise measurements are shown on Figure 3 and the results are summarized in Table H. Noise measurement data information is provided in Appendix A.

Location Number	Location Description	Daytime Noise Levels ¹ (dBA L _{eq})	Evening Noise Levels ² (dBA L _{eq})	Nighttime Noise Levels ³ (dBA L _{eq})	Average Daily Noise Levels (dBA CNEL)
LT-1	Located on the eastern portion of the project site approximately 30 ft from Western Avenue	66.8-69.7	65.2-67.5	56.7-67.9	71.5
LT-2	Located on the eastern portion of the project site approximately 430 ft from Western Avenue	45.4-51.5	47.5-48.6	40.6-47.3	52.0

Table H: Existing Noise Level Measurements

Source: Compiled by LSA Associates, Inc. (November 2019).

- ¹ Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.
- ² Evening Noise Levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.
- Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
- ⁴ Hourly noise levels were calculated based on a 15-minute short-term measurement and then adjusting it to the pattern of the nearest long-term measurement.

dBA = A-weighted decibels

ft = fee

L_{eq} = equivalent continuous sound level

Sensitive Land Uses in the Project Vicinity

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is surrounded primarily by residential development with the nearest residential uses immediately adjacent to the north, west, and south. The areas adjacent to the project site include the following uses:

- North: Single-family homes.
- East: Multi-family residential uses across Western Avenue.
- South: Multi-family residential uses.
- West: Mobile home park.

Aircraft Noise

Based on a review of the Los Alamitos Army Airfield (LAAAF), part of the Los Alamitos Joint Forces Training Base (JFTB), Noise Contour Maps (Orange County ALUC 2016), the 65 dBA CNEL noise contour is located approximately 1.7 miles west of the project site. While aircraft operations may contribute to the noise in the project area, the project site is not in a flight pattern area (i.e., takeoff or landing) and is not expected to experience noise levels in excess of the City's exterior standards.



LSA

LEGEND

Project Area

Long Term Noise Monitoring Location

Lighthouse Infill Residential Project Noise Monitoring Locations

SOURCE: Google Earth, 2019
Reg 1903 6 itoring_Locs.cdr (11/15/2019)

PROJECT IMPACT ANALYSIS

The project would result in short-term construction noise and vibration impacts and long-term mobile source noise and vibration impacts as described below.

Short-Term Construction-Related Impacts

Project construction would result in short-term noise and vibration impacts on these adjacent land uses. Maximum construction impacts would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of impacts generally would be from one day to several days depending on the phase of construction. The level and types of impacts that would occur during construction are described below.

Construction Noise Impacts Two types of short-term noise impacts would occur during project construction, including: 1) equipment delivery and construction worker commutes; and 2) project construction operations.

The first type of short-term construction noise would result from transport of construction equipment and materials to the project site and construction worker commutes. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-event noise from equipment trucks passing at a distance of 50 ft from a sensitive noise receptor would reach a maximum level of 84 dBA L_{max}. However, the pieces of heavy equipment for grading and construction activities would be moved on site just one time and would remain on site for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on and off site, would not add to the daily traffic noise in the project vicinity. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets, and the long-term noise level change associated with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table I lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve 1 to 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings.

In addition to the reference maximum noise level, the usage factor provided in Table I is utilized to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip) = L_{eq}$ at a receiver resulting from the operation of a single

piece of equipment over a specified time period

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 ft

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time

D = distance from the receiver to the piece of equipment

Table I: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L _{max}) at 50 Feet ¹		
Backhoes	40	80		
Compactor (ground)	20	80		
Compressor	40	80		
Cranes	16	85		
Dozers	40	85		
Dump Trucks	40	84		
Excavators	40	85		
Flat Bed Trucks	40	84		
Forklift	20	85		
Front-end Loaders	40	80		
Graders	40	85		
Impact Pile Drivers	20	95		
Jackhammers	20	85		
Pick-up Truck	40	55		
Pneumatic Tools	50	85		
Pumps	50	77		
Rock Drills	20	85		
Rollers	20	85		
Scrapers	40	85		
Tractors	40	84		
Welder	40	73		

Source: Roadway Construction Noise Model (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

L_{max} = maximum instantaneous sound level

Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

Each piece of construction equipment operates as an individual point source. Utilizing the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq (composite) = 10 * \log_{10} \left(\sum_{1}^{n} 10^{\frac{Ln}{10}} \right)$$

Utilizing the equations from the methodology above and the reference information in Table I, the composite noise level of the two loudest pieces of equipment, typically the grader and tractor, during construction, would be $81\ dBA\ L_{eq}$ at a distance of $50\ ft$ from the construction area.

Although the project construction noise would be higher than the ambient noise in the project vicinity, it would cease to occur once the project construction is completed. Compliance with the limitations and requirements of the City of Stanton Noise Ordinance, which states that construction activities shall occur only between the hours of 7:00 a.m. to 8:00 p.m., Monday through Saturday, would result in a less than significant impact.

Construction Vibration Building Damage Potential

Ground-borne noise and vibration from construction activity would be mostly low to moderate. While there is currently limited information regarding vibration source levels, to provide a comparison of vibration levels expected for a project of this size, a small bulldozer, as shown in Table J, would generate approximately 58 VdB of ground-borne vibration when measured at 25 ft, based on the FTA Manual. As shown in Table G, it would take a minimum of 90 VdB (or 0.12 in/sec PPV) to cause any potential building damage to structures extremely susceptible to vibration damage. Table J further shows the PPV values and vibration levels (in terms of VdB) from other construction vibration sources at 25 ft from construction vibration sources for comparison purposes.

Table J: Vibration Source Amplitudes for Construction Equipment

-	Reference PPV/L _V at 25 ft				
Equipment	PPV (in/sec)	L _V (VdB) ¹			
Hoe Ram	0.089	87			
Large Bulldozer	0.089	87			
Caisson Drilling	0.089	87			
Loaded Trucks	0.076	86			
Jackhammer	0.035	79			
Small Bulldozer	0.003	58			

Source: Transit Noise and Vibration Impact Assessment (FTA 2006).

 $^{1} \;\;$ RMS VdB re 1 $\mu in/sec.$

 μ in/sec = micro-inches per second

ft = feet

FTA = Federal Transit Administration

in/sec = inches per second

Lv = velocity in decibels PPV = peak particle velocity RMS = root-mean-square VdB = vibration velocity in decibels

The closest structures to the project site are the mobile homes to the west approximately 15 feet from construction activity. Given these structures are within 25 ft of the project construction area

limits, the estimated vibration impacts are propagated for distance. Based on the following formula for vibration transmission (FTA 2006), a vibration level at 50 ft is 9 VdB lower than at 25 ft, a vibration level at 100 ft is 18 VdB lower than at 25 ft, and a vibration level at 400 ft is 36 VdB lower than at 25 ft.

$$LvdB(D) = LvdB(25 ft) - 30 Log(D/25)$$

Utilizing the information in Table J, the operation of typical construction equipment would generate ground-borne vibration levels of up to 65 VdB; however, those levels would not exceed the 90 VdB guideline that is considered safe for fragile buildings. Therefore, construction would not result in any vibration damage and impacts would be less than significant.

Construction Vibration Human Annoyance Potential. As stated above, the existing mobile home residences to the west of the project site is the nearest receptor and would be located approximately 15 feet from the construction activity and would experience vibration levels approaching 65 VdB.

Based on the standards provided in Table F, this level of ground-borne vibration is well below the threshold of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep and would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use.

Land Use Compatibility Analysis

The proposed project is considered an infill project and is located in an area in which all surrounding parcels are currently in use. For this reason, this analysis relies on the existing measured noise levels to provide the most accurate description of the noise environment.

Based on monitoring results shown in Table H, noise levels at the project site approach 71.5 dBA CNEL. While this noise level falls within the normally unacceptable category of the City's land use compatibility matrix, with the incorporation of the 6 ft high vinyl fences on the project plans along with the shielding from the buildings once constructed, the private exterior areas would be below the exterior noise standard of 65 dBA CNEL.

Based on the EPA's *Protective Noise Levels* (EPA 1978), with windows and doors open, interior noise levels would be 59.5 dBA (i.e., 71.5 dBA - 12 dBA = 59.5 dBA), which would exceed the 45 dBA CNEL interior noise standard.

Using the architectural plans for the proposed project (Rick Engineering 2020), LSA conducted interior noise calculations for the master bedroom of Plan C, which faces Western Avenue and has multiple windows. It is assume that the exterior walls are of typical stucco construction. The results of the analysis show a 30 dBA exterior-to-interior noise reduction. These calculations (shown in Appendix B) assume a wall rating of Sound Transmission Class (STC) 46 (Harris 1997) along with a window rating of STC-28 (Milgard 2008). With windows closed, interior noise levels at the master bedroom would be 41.5 dBA (i.e., 71.5 dBA – 30 dBA = 41.5 dBA), which is below the 45 dBA CNEL interior noise standard with windows closed for noise-sensitive land uses. Therefore, with standard

building construction, central air conditioning that would allow windows to remain closed, and windows with a minimum STC rating of 28 or higher, the interior noise levels would be considered acceptable.

Long-Term Ground-Borne Noise and Vibration from Vehicular Traffic

Because the rubber tires and suspension systems of buses and other on-road vehicles provide vibration isolation and reduce noise, it is unusual for on-road vehicles to cause ground-borne noise or vibration problems. When on-road vehicles cause such effects as the rattling of windows, the source is almost always airborne noise. Most problems with on-road vehicle-related noise and vibration can be directly related to a pothole, bump, expansion joint, or other discontinuity in the road surface. Smoothing the bump or filling the pothole will usually solve the problem. The proposed project is located next to roads with smooth pavement. Therefore, vehicular traffic adjacent to the project site would not result in significant ground-borne noise or vibration impacts from vehicular traffic.

SUMMARY OF RECOMMENDATIONS

Based on the analysis above, the proposed project would be in compliance with the City of Stanton Noise Standards with the implementation of the project features. The Project Applicant should verify that final design plans reflect the following design features:

- The project will comply with the City's required hours of construction of 7:00 a.m. and 8:00 p.m., Monday through Saturday, shall be exempted from these provisions. No construction shall be permitted outside of these hours or on Sundays and federal holidays.
- The proposed project includes installation of central air conditioning which allows windows to remain closed.
- The proposed project includes standard windows with a minimum STC rating of 28 at the units facing Western Avenue, Units 1-5.

In addition, during construction, the following best business practices are recommended:

- Ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved.
- Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturer's standards.
- Construction staging areas shall be located away from off-site sensitive uses during the later phases of project development.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators whenever feasible.

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NOVEMBER 2019

LSA

APPENDIX A NOISE MEASUREMENT DATA

Noise Measurement Survey – 24 HR

Project Number: <u>KBH1901</u>	Test Personnel: Corey Knips					
Project Name: <u>Lighthouse Infill</u>	Equipment: Larson Davis Spa	ark 706RC				
Site Number: <u>LT-1</u> Date: <u>11/13/19</u>	Time: From 11:00 AM	To <u>11:00 AM</u>				
Site Location: 10871 Western Avenue, on palm tre	e trunk near Western Avenue.					
Primary Noise Sources: <u>Traffic on Western Avenue</u> Project site).	e and train horn (tracks are 800	ft away from				

Location Photo:



Noise Measurement Survey – 24 HR

Project Number: KBH1901	Test Personnel: <u>Corey Knips</u>					
Project Name: Lighthouse Infill	Equipment: Larson Davis S	Spark 706RC				
Site Number: <u>LT-2</u> Date: <u>11/13/19</u>	Time: From <u>11:00 AM</u>	To <u>11:00 AM</u>				
Site Location: 10871 Western Avenue, on tree tr site.	runk in grassy area on western p	part of the project				
Primary Noise Sources: Faint traffic on Western 800 ft away from Project site).	Avenue, dogs barking, and trai	n horn (tracks are				

Location Photo:



NOVEMBER 2019

LSA

APPENDIX B NOISE MEASUREMENT DATA

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Project Name: Stanton Lighthouse Infill

Floor Plan: C

Job Number: KBH1901
Analyst: J.T. Stephens

FIOOI FIA	iii. C													Allalyst.	J. I. Stephens	
	m: Master Bedroom															
(1) Transmission Loss	S Calculations (Exterior	Wall)														
			-	Trans	mission	Loss (d	IB) by Fr	equency	(Hz)			Fractional	Area S/(10^(TL/1	0))		
Exterior Wall		Wall														
Assembly	Source	Area	STC	125	250	500	1000	2000	4000	125	250	500	1000	2000	4000	dB
Stucco	David Harris p. 371	82.8	46	27	42	44	46	49	54	0.1651	0.0052	0.0033	0.0021	0.0010	0.0003	
Windows/Doors	Milgard	50.0	28	19	20	22	32	37	38	0.6295	0.5000	0.3155	0.0315	0.0100	0.0079	
		0.0	0	0	0	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
		0.0	0	0	0	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
		0.0	0	0	0	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
										0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Totals		132.75								0.0060	0.0038	0.0024	0.0003	0.0001	0.0001	
Composite Exterior Wa	II Sound Transmission Lo	ss 10*LO	G(1/t)							22.23	24.20	26.20	35.96	40.81	42.06	37.39
(2) Room Effects (Abs	sorption)															
				Abso	rption C	oefficier	nts by Fr	equency	(Hz)			Absor	rption (Sabins)			
Room Surface/																
Material	Source	Area	NRC	125	250	500	1000	2000	4000	125	250	500	1000	2000	4000	
Floor - Carpet	David Harris p. 347	177.0	0.30	0.15	0.17	0.12	0.32	0.52	0.30	26.55	30.09	21.24	56.64	92.04	53.10	
Floor - Vinyl	David Harris p. 347	0.0	0.05	0.02	0.03	0.05	0.03	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	
Ceiling - Drywall	David Harris p. 348	177.0	0.50	0.10	0.08	0.05	0.03	0.03	0.03	17.70	14.16	8.85	5.31	5.31	5.31	
Walls - Drywall	David Harris p. 348	481.5	0.50	0.10	0.08	0.05	0.03	0.03	0.03	48.15	38.52	24.08	14.45	14.45	14.45	
Totals		835.5								92.4	82.77	54.165	76.395	111.795	72.855	104.07
Room Effect	10*log (Room Absorp	tion in Sab	ins)/(Exte	erior Wall	Area)					-1.57	-2.05	-3.89	-2.40	-0.75	-2.61	-1.06
(3) Adjustment Factor			, ,		,											
Sound Source Adjustme										-6.00	-6.00	-6.00	-6.00	-6.00	-6.00	-6.00
· · ·	Noise Reduction (dBA)															
()	(/									125	250	500	1000	2000	4000	dBA
(Transmission Loss + F	Room Effects + Adjustmer	nt Factor)							_	14.66	16.14	16.30	27.56	34.06	33.46	
Octave Band Frequency	y Correction Factors for A	-Weighted	Sound L	.evels						16.10	8.60	3.20	0.00	-1.20	-1.00	
											04.74	40.50	07.50	20.00	00.40	
A-Weighted Sound Lev	els									30.76	24.74	19.50	27.56	32.86	32.46	

ATTACHMENT E

AIR QUALITY AND GREENHOUSE GAS TECHNICAL MEMORANDUM



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 11, 2020

To: Kurt Bausback, KB Home Coastal, Director, Planning and Entitlements

FROM: Michael Slavick, Senior Air Quality Specialist

SUBJECT: KB Home Lighthouse Project in Stanton - Air Quality and Greenhouse Gas Technical

Memorandum (LSA Project No. KBH1901)

BACKGROUND

The proposed project is a 2.35-acre parcel located at 10871 Western Avenue located in the City of Stanton (City) California. The project site is bounded to the north by single-family homes with Syracuse Avenue beyond, to the south by a multifamily residential development and residential and commercial uses with Katella Avenue beyond, to the east by Western Avenue, and to the west by the La Lampara Mobile Home Park. Stanton Central Park is located approximately 0.25 mile north of the property and provides a range of amenities for the community and its residents. The project site was previously occupied by the Lighthouse Community Church.

The proposed project involves the demolition of the existing structures on site and the development of 40 single-family detached condominiums. According to the conceptual site plan, the proposed project would include 24 three-bedroom dwelling units and 16 four-bedroom dwelling units. As part of the project, 24 three-car garages and 16 two-car garages would be constructed. The proposed project would also provide 26 guest parking spaces for a total of 130 spaces.

The proposed project is zoned High Density Residential (RH), which is consistent with the High Density Residential Land Use Designation for the parcel in the City of Stanton's General Plan.

Construction, which would occur for approximately 16 months, would include demolition of the existing on-site 12,684 square-foot (sf) structure, vegetation removal, excavation, grading, placement of new concrete foundations, building construction, and the installation of landscaping and irrigation, lighting, storm drain facilities, and underground utilities. Approximately 1,800 cubic yards (cy) of cut is anticipated to be required with approximately 200 cy of the cut volume requiring export. Approximately 1,600 cy of fill is anticipated to be required. It is assumed that construction would utilize standard construction equipment and techniques, and no specialized construction equipment is necessary to construct the proposed project.

Criterion for Class 32 Categorical Exemption

The Class 32 "Infill" Categorical Exemption (*State CEQA Guidelines* Section 15332), hereafter referred to as the Class 32 Exemption, exempts infill development within urbanized areas if it meets certain

criteria. In the City of Stanton, the Class 32 Exemption is available only for projects that: (a) do not trigger Site Plan Review; or (b) trigger Site Plan review, but the Initial Study shows that a Negative Declaration may be adopted. The Class 32 Exemption is not available for any project that requires mitigation measures to reduce potential environmental impacts to less than significant.

According to the South Coast Air Quality Management District (SCAQMD), for a proposed project to qualify for an exemption, the applicant must be able to demonstrate that it does fall under the following exceptions for air quality:

If the proposed project has <u>less than 80 residential</u> units OR <u>less than 75,000 square feet of non-residential use</u>, and involves <u>less than 20,000 cubic yards of soil export</u>, it will not likely exceed the SCAQMD construction or operational thresholds, and therefore will not require an Assessment. If your proposed project exceeds the screening criteria, an air quality assessment will be required. The air quality analysis should be supported by utilizing the California Emissions Estimator Model Version 2016.3.2 (CalEEMod).¹

The selected screening criteria is based on a survey of published air quality studies for which the criteria pollutants did not exceed the established SCAQMD construction or operational thresholds.

The proposed project would meet the specifications for an exemption because it would consist of 40 residential units, which is less than 80 residential units, and would excavate and export approximately 200 cy of soil, which is less than 20,000 cy. The exemption is further supported with the air quality and greenhouse gas emission results from the CalEEMod analysis provided below.

Methods

The air quality and greenhouse gas evaluation was prepared in accordance with the requirements of California Environmental Quality Act (CEQA) to determine if significant air quality impacts are likely to occur in conjunction with implementation of the proposed project. The analysis also makes use of the SCAQMD's CalEEMod for determination of daily and annual construction emissions.

The details of the proposed 16-month project schedule and list of construction equipment capable of completing the anticipated project construction have been estimated by using the default data utilized in the CalEEMod model, and are attached. Construction activities produce combustion emissions from various sources such as site preparation, grading, building construction, and motor vehicles transporting the construction crew and equipment. Exhaust emissions from construction activities would vary daily as construction activity levels change. The use of construction equipment would be limited to a 2.35 acre Project area on-site and result in localized exhaust emissions.

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SCAQMD and City of Los Angeles Class 32 Exemption - Interim air quality screening criteria to determine if a project requires an Air Quality Assessment. CP-7828 [11.10.2016] Class 32 CE Specialized Instructions. Website: https://plncts.lacity.org/Forms_Procedures/7828.pdf (accessed November 2019).

Operational air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would result in area-, energy-, and mobile-source emissions. Area sources include architectural coatings, consumer products, hearths, and landscaping. Energy sources include natural gas consumption for heating. The average daily trips (ADTs) for the proposed project were generated using trip rates from the ITE *Trip Generation Manual*, 10th Edition (2017) and with 40 high density residences would generate approximately 293 ADTs. ¹

AIR QUALITY ANALYSIS

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant. The project site is within the South Coast Air Basin (Basin), which includes (among other areas) the City of Stanton. The SCAQMD is the local agency responsible for the administration and enforcement of air quality regulations in the basin. The applicable air quality plan for the project area is the 2016 Air Quality Management Plan (2016 AQMP)² adopted the in March 2017 which is designed to satisfy the planning requirements of both the federal and State Clean Air Acts. The main purpose of an Air Quality Management Plan (AQMP) is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area. A nonattainment area is considered to have worse air quality than the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS), as defined in the federal Clean Air Act. The Basin is in nonattainment for the federal and State standards for ozone (O₃), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). In addition, the Basin is in nonattainment for the State particulate matter less than 10 microns in diameter (PM₁₀) standard, and in attainment/ maintenance for the federal PM₁₀, carbon monoxide (CO), and nitrogen dioxide (NO₂) standards.

Southern California Association of Governments (SCAG) addresses regional issues relating to transportation, economy, community development, and environment in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. With regard to air quality planning, SCAG has prepared the Road to Greater Mobility and Sustainable Growth, Chapter 5, of the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) that form the basis for the land use and transportation control portions of the 2016 AQMP. These documents are used in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RTP/SCS and AQMP are based, in part, on projections originating with county and city general plans.

Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and State air quality

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¹ Rick Engineering Company. 2019. KB Home Lighthouse Project Traffic Assessment. November 2019.

² Final 2016 Air Quality Management Plan. South Coast Air Quality Management District, March 2016.

standards. Per the SCAQMD's CEQA Air Quality Handbook (April 1993)¹, there are two main indicators of a project's consistency with the applicable AQMP: (1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and (2) whether the project would exceed the 2016 AQMP's assumptions for 2030 or yearly increments based on the year of project buildout and phasing. For the proposed project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. Additionally, if feasible mitigation measures are implemented and are shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP.

The proposed project involves construction of 40 residential units. Based on the City's average household size of 3.58, the 40 proposed units would introduce up to 143 additional residents within the City. Although the proposed project would generate population growth through its provision of a residential development, the project's potential growth-inducing impacts would be considered less than significant since the 143 additional residents represent only a 0.3 percent increase from the City's current population of 39,470 persons. In comparison to the General Plan buildout assumptions, the project would increase the City's housing stock by 40 dwelling units a (0.5 percent increase) and population by 143 persons (a 0.5 percent increase), which is within the SCAG 2040 population growth forecast (27 percent increase) by 2040. Thus, the project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS. As these units would provide housing for the growing population in the AQMP, the proposed project would be consistent with the General Plan or an amendment to the General Plan, and would not conflict with the 2016 AQMP. Furthermore, as discussed in Responses b) through d), emissions generated by the proposed project would be below emissions thresholds established in SCAQMD's Air Quality Significance Thresholds (March 2015)² and would not be expected to result in significant air quality impacts. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the project would be consistent with the projections. Therefore, the proposed project would not conflict with the AQMP and would not conflict with or obstruct implementation of the AQMP. No impact would occur. No mitigation is required.

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

Less than Significant. The South Coast Air Basin is in nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is in nonattainment for the State PM_{10} standard, and is in attainment/maintenance for the federal PM_{10} , CO, and NO_2 standards. Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in

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SCAQMD 1993. CEQA Air Quality Handbook. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993), accessed November 2019.

² SCAQMD 2015. SCAQMD Air Quality Significance Thresholds. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf (accessed November 2019).

SCAQMD's *Air Quality Significance Thresholds* (March 2015)¹. The criteria include emission thresholds, compliance with State and national air quality standards, and conformity with the existing State Implementation Plan (SIP) or consistency with the current AQMP. A summary of the specific criteria established by the SCAQMD is presented in Table A below.

Projects in the Basin with emissions that exceed any of the mass daily emission thresholds as shown in Table A would be considered significant by the SCAQMD.

Table A: SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
VOCs	75 lbs/day	55 lbs/day
СО	550 lbs/day	550 lbs/day
NO _X	100 lbs/day	55 lbs/day
SO _X	150 lbs/day	150 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day

Source: South Coast Air Quality Management District. Air Quality Significance Thresholds (March 2015).

CO = carbon monoxide PM_{10} = particular matter less than 10 microns in size

lbs = pounds ROCs = reactive organic compounds

NO_x = nitrogen oxides SCAQMD = South Coast Air Quality Management District

 $PM_{2.5}$ = particular matter less than 2.5 microns in size SO_X = sulfur oxides

Construction Emissions. Air quality impacts could occur during demolition and construction of the proposed project due to soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, building construction and site work, building erection, paving and architectural coatings include: (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by vehicles and equipment traveling over exposed surfaces, and (3) soil disturbances from compacting and cement paving. The following summarizes construction emissions and associated impacts of the proposed project.

Construction of the proposed project would include the following tasks: demolition, site preparation, grading, concrete, building erection, building construction, and architectural coatings. The project phasing would generally start with the demolition of the existing buildings on the project site, site grading, construction of the model homes, Phase 1 building construction, and continue with the construction of the last phase of the proposed project. It is anticipated that construction activities would take approximately up to 16 months. Peak daily emissions were analyzed using CalEEMod. Project-specific information provided by the project applicant was used where available, including building details, construction schedule, materials, and grading requirements. It is anticipated that approximately 12,684 sf of demolished building materials and net 200 cy of soil would be exported, and the estimated number of truck trips is estimated to be approximately 58 and 25 trips during demolition and grading activities, respectively. The following default equipment from CalEEMod was utilized in the analysis: industrial saws, dozers, loaders, graders, cement and mortar mixers, backhoes,

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SCAQMD 2015. SCAQMD Air Quality Significance Thresholds. Website: www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf (accessed November 2019).

cranes, forklifts, compressors, paving equipment, pavers, and rollers. The equipment assumptions including usage hours were based on the level gradient of the project site, minimal on-site vegetation, and the overall acreage of the project site.

Fugitive dust emissions would be substantially reduced by compliance with SCAQMD Rules 402 and 403. Implementation of these rules, including measures such as on-site watering at least two times daily was accounted for in the project emission estimates.

Table B presents the peak daily construction emissions based on the CalEEMod emission estimates.

Table B: Peak Daily Construction Emissions (lbs/day)

Peak Construction Emissions	voc	NO _x	со	SO ₂	PM ₁₀ (total)	PM _{2.5} (total)
Demolition	2.23	22.60	15.49	0.03	1.89	1.22
Site Preparation	1.69	19.94	11.53	0.03	1.19	0.77
Grading	2.00	22.53	10.55	0.02	3.74	2.28
Building Construction - Model	2.43	17.93	15.96	0.03	1.30	1.01
Paving - Model	1.28	11.63	12.30	0.02	0.83	0.65
Architectural Coating - Model	5.27	1.70	2.03	0.00	0.18	0.13
Building Construction - Phase						
1	2.43	17.93	15.96	0.03	1.30	1.01
Paving - Phase I	1.18	10.68	12.23	0.02	0.75	0.58
Architectural Coating - Phase						
1	10.25	1.54	1.92	0.00	0.16	0.11
Building Construction - Last						
Phase	2.17	16.47	15.49	0.03	1.17	1.14
Paving - Last Phase	1.18	10.68	12.20	0.02	0.75	0.58
Architectural Coating - Last						
Phase	10.25	1.54	1.92	0.00	0.16	0.11
Highest Peak Daily Emissions	10.25	22.60	15.96	0.03	3.74	2.28
SCAQMD Construction Emissions Threshold	75.00	100.00	550.00	150.00	150.00	55.00
Exceed Significance?	No	No	No	No	No	No

Source: Compiled by LSA (March 2020).

Note: Column totals may not add up due to rounding.

CO = carbon monoxide PM_{10} = particulate matter less than 10 microns in diameter

lbs/day = pounds per day ROG = reactive organic gases

NOx = nitrogen oxide SCAQMD = South Coast Air Quality Management District

 $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter SO_2 = sulfur dioxide

Table B shows that construction equipment/vehicle emissions during construction periods would not exceed any of the SCAQMD daily emissions thresholds. Therefore, no air quality impacts would occur.

Operational Emissions. Long-term air emission impacts are those impacts associated with any change in permanent use of the project site by on-site stationary and off-site mobile sources that increase emissions. Stationary-source emissions include emissions associated with electricity consumption and natural gas usage. Mobile-source emissions result from vehicle trips associated with a project.

Based on the CalEEMod estimates, the project would generate 293 total daily trips during project operations (Rick Engineering 2019). Long-term operational emissions associated with the proposed project are shown in Table C. As shown in Table C, the operational emission results indicate that the increase of all criteria pollutants would not exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Therefore, no air quality impacts would occur.

Table C: Peak Daily Operational Emissions (lbs/day)

Source		Pollutant Emissions (lbs/day)						
	ROG	NO _X	со	SO _x	PM ₁₀	PM _{2.5}		
Area Sources	1.03	0.60	3.55	<0.01	0.06	0.06		
Energy Sources	0.02	0.17	0.07	<0.01	0.01	0.01		
Mobile Sources	0.42	1.65	5.50	0.02	1.95	0.53		
Total	1.47	2.42	9.12	0.02	2.03	0.61		
SCAQMD Thresholds	55.0	55.0	550.0	150.0	150.0	55.0		
Significant?	No	No	No	No	No	No		

Source: Compiled by LSA (March 2020).

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in

 PM_{10} = particulate matter less than 10 microns in size

ROCs = reactive organic gases

SCAQMD = South Coast Air Quality Management District

 $SO_X = sulfur oxides$

The projected emissions of criteria pollutants as a result of the proposed project are expected to be below the emissions thresholds established for the region. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the Basin. No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. As described in Response b), the proposed project would not significantly increase long-term emissions within the project area. Project implementation may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following the SCAQMD's standard construction practices (Rules 402 and 403). Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Some of the applicable dust suppression techniques from Rule 403 are summarized as follows:

• Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

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Rick Engineering Company 2019. *KB Home Lighthouse Project Traffic Assessment*. November 2019.

- Water active sites at least twice daily (locations where grading is to occur will be thoroughly watered prior to earthmoving).
- All trucks hauling demolished material, dirt, sand, soil, or other loose materials are to be covered
 or should maintain at least 2 feet (ft) of freeboard in accordance with the requirements of
 California Vehicle Code Section 23114 (freeboard means vertical space between the top of the
 load and top of the trailer).

SCAQMD has issued guidance on applying CalEEMod results to localized impacts analyses.¹ In cases where proximate receptors may be closer than 82 ft (25 meters [m]), as per this guidance, a value of 82 ft (25 m) is to be used in the analysis as a worst-case scenario. Sensitive receptors include residences, schools, and similar uses that are sensitive to adverse air quality. The sensitive receptors nearest to the proposed project are single-family residences located 25 ft to the north of the project site. Table D shows that the construction emission rates would not exceed the localized significance thresholds (LSTs) for the nearest sensitive receptors in the project area.

Table D: Construction Localized Emissions (lbs/day)

Emissions Sources	NO _X	со	PM ₁₀	PM _{2.5}
On-Site Emissions	21	15	3.5	2.2
LST	115	715	6.0	4.0
Significant Emissions?	No	No	No	No

Source: Compiled by LSA (March 2020).

Note: Source Receptor Area – Central Orange County, 2 acres, receptors at 25 meters.

CO = carbon monoxide $NO_X = nitrogen oxides$

 $lbs/day = pounds \ per \ day \\ LSTs = localized significance threshold \\ PM_{10} = particulate \ matter \ less \ than \ 2.5 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ in \ size \\ PM_{10} = particulate \ matter \ less \ than \ 10 \ microns \ log \$

Table E shows that the operational emission rates would not exceed the LSTs for sensitive receptors in the project area. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Table E: Operational Localized Emissions (lbs/day)

Emissions Sources	NOx	СО	PM ₁₀	PM _{2.5}
On-Site Emissions	0.69	3.80	0.16	0.09
LST	115.00	715.00	2.00	1.00
Significant Emissions?	No	No	No	No

Source: Compiled by LSA (March 2020).

Note: Source Receptor Area – Central Orange County, 2 acres, receptors at 25 meters.

CO = carbon monoxide $PM_{2.5}$ = particulate matter less than 2.5 microns in size

LSTs = local significance thresholds PM_{10} = particulate matter less than 10 microns in size

NOx = nitrogen oxides

As evaluated above, the project's on-site emissions would be below the SCAQMD's localized significance thresholds for construction and operations. Therefore, the project would not exceed the most stringent applicable federal or State ambient air quality standards for emissions of NOx, CO,

 $3/11/20 \ (P:\ \ BH1901-Lighthouse\ Infill\ \ \ CEQA\ \ Air\ Quality\ and\ GHG\ \ \ Draft_AQ_Memo_Lighthouse_Stanton\ 3-11-2020.docx)$

South Coast Air Quality Management District (SCAQMD). Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf (accessed June 2018).

PM₁₀, or PM_{2.5}. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (e.g., children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, an air quality health impact would be less than significant in this regard, and no mitigation is required.

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

Less than Significant. SCAQMD's CEQA Air Quality Handbook (SCAQMD 1993)¹ identifies various secondary significance criteria related to odorous air contaminants. Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or heavy manufacturing uses. Pursuant to SCAQMD Rule 402, these sources shall include a quantitative assessment of potential odors and meteorological conditions. The project does not propose any such uses or activities that would result in potentially significant odor impacts. Some nuisance odors may emanate from the operation of diesel-powered construction equipment during construction of the proposed project. Additionally, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). These odors would be limited to the construction period and would disperse quickly; therefore, these no odor impact would occur.

The proposed project is a residential project, which does not typically produce nuisance odors. Therefore, no significant impacts related to nuisance odors would result from the proposed project, and no mitigation is required.

GREENHOUSE GAS EMISSIONS

Would the project:

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

Less than Significant. Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide, methane, nitrous oxide, and ozone. These gases, known as greenhouse gases (GHGs), allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. GHGs are emitted by both natural processes and human activities and the accumulation of GHGs in the atmosphere regulates the Earth's temperature. Emissions of GHGs in excess of natural ambient concentrations are thought to be responsible for the enhancement

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SCAQMD 1993. *CEQA Air Quality Handbook.* Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993), accessed November 2019.

of the greenhouse effect and contributing to what is termed "global warming;" the trend of warming of the Earth's climate from anthropogenic activities. Unlike localized air emissions, which are a temporal issue, global warming is an ongoing global issue. As global climate change impacts are by nature cumulative, direct impacts cannot be evaluated because the impacts themselves are global rather than localized. Therefore, the analysis herein addresses cumulative impacts.

The City does not identify any criteria to evaluate GHG emissions impacts. The potential for the proposed project to results in impacts from GHG emissions is based on the *State CEQA Guidelines* Appendix G thresholds. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence.

On December 5, 2008, the SCAQMD adopted GHG significance thresholds for Stationary Sources, Rules, and Plans where the SCAQMD is lead agency. The threshold uses a tiered approach. A proposed project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year for residential land uses. SCAQMD concluded that projects with emissions less than the screening thresholds would not result in a significant cumulative impact. The City has selected this significance criterion that has been supported by substantial evidence during SCAQMD adoption of its interim standards.

GHG emissions associated with the proposed project would be confined to short-term emissions associated with construction activities, including emissions generated by stationary and mobile construction equipment, off-site trucks hauling construction materials, and worker trips. The equipment that would be used for project construction activities is already present within the County; no new emissions sources would be created by transport of construction equipment. Construction-related GHG emissions would occur during construction of the project, which would occur over an approximate 16-month period. Project-related GHG emissions were estimated using the CalEEMod model. Construction GHG emissions are estimated to total 395 MTCO₂e over the entire period of construction. If emissions are amortized over a 30-year period, construction GHG emissions of 13.16 metric tons would be negligible.

Operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with on-site uses. Areasource emissions would be associated with activities including landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed uses.

The proposed project would result in the generation of approximately 450 MT CO₂e per year. With the combined construction and operational GHG emissions, the proposed project's GHG emissions of

464 MT CO₂e per year would be well below the 3,000 MT CO₂e per year significance threshold recommended by the SCAQMD for residential projects¹.

As discussed, construction and operations of the proposed project would have negligible GHG emissions. Construction and operational emissions, therefore, would have no cumulatively considerable contribution to global climate change impacts, and therefore, no GHG impact would occur. No mitigation is required.

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

Less than Significant. See response to a) above. As discussed, construction and operations of the proposed project would result in negligible GHG emissions. The potential for the proposed project to results in impacts from GHG emissions is based on the *State CEQA Guidelines* Appendix G thresholds. To answer the above question, the City would consider whether the project is consistent with the California 2017 Climate Change Scoping Plan (Scoping Plan)².

The Scoping Plan identifies strategies to reduce California's GHG emissions in support of AB 32 — The Global Warming Solution Act. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the project, such as energy efficiency. While some measures are not directly applicable, the project would not conflict with their implementation. The City does not currently have any adopted plans for reducing GHG emissions. Furthermore, as described under Section a) above, the project's combined long-term operational and amortized construction emissions would not exceed the applicable SCAQMD's threshold of significance. Although these thresholds have not been formally adopted at the time of this analysis, they are considered the allowable amount of emissions for the project to ensure the project does not impede regional and/or State GHG reduction goals. To facilitate implementation of the Scoping Plan, the City adopted the Green Building Code. The proposed project would comply with performance-based standards included in the Green Building Code (e.g., the 2019 Building Energy Efficiency Standards)³.

In summary, the regulatory compliance analysis provided above demonstrates that the proposed project's design measures comply with the regulations and reduction actions/strategies outlined in the California Scoping Plan. The proposed project would, therefore, not result in emissions that would impede or conflict with Statewide attainment of GHG emission reduction goals as described in Assembly Bill 32 (to reduce GHG emissions to 1990 levels by 2020), Senate Bill 32 (reduce GHG

¹ SCAQMD 2010. Minutes for the GHG CEQA Significance Threshold. Website: http://www.aqmd. gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf (accessed November 2019).

² California Air Resources Board 2018. California's 2017 Climate Change Scoping Plan. Website: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm (accessed November 2019).

³ California Energy Commission 2019. 2019 Building Energy Efficiency Standards. Website: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency (accessed November 2019).



emissions 40 percent below 1990 levels by 2030), and Executive Order B-03-05 (reduce GHG emissions 80 percent below 1990 levels by 2050). In addition to the fact that the proposed project would not conflict with AB 32, SB 32, or executive orders, they also would not conflict with any other applicable plans, policies, or regulations intended to reduce GHG emissions. Therefore, no GHG impact would occur, and no mitigation is required.

Attachment: CalEEMod Emission Output Files

CalEEMod Version: CalEEMod.2016.3.2 Page 1 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

KB Home Lighthouse Project Orange County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	40.00	Dwelling Unit	2.12	40,000.00	114
Parking Lot	26.00	Space	0.23	10,400.00	0

1.2 Other Project Characteristics

UrbanizationUrbanWind Speed (m/s)2.2Precipitation Freq (Days)30Climate Zone8Operational Year2022

Utility Company Southern California Edison

 CO2 Intensity
 502.65
 CH4 Intensity
 0.029
 N20 Intensity
 0.006

 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)

1.3 User Entered Comments & Non-Default Data

KB Home Lighthouse Project - Orange County, Annual

Date: 11/11/2019 11:33 AM

Project Characteristics - SCE CO2 Intensity Factor

Land Use - Parcel is 2.35 acres

Construction Phase - Anticipated construction schedule provided by KB Home (Oct 2019)

Demolition - Estimated 12,684 sq ft building demolition

Grading - Cut and fill grading - net export 200cy

Vehicle Trips - Trip generation rate obtained from Rick Engineering Co. (Nov 2019)

Woodstoves - No wood stoves or fireplace

Energy Use -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - 17 units/ac on parcel

Architectural Coating - 3 phase developments - assume 20% model, 40% phase 1 and last phase

Area Mitigation - Natural gas hearth and low VOC cleaning supply

Energy Mitigation - Comply with 2019 Title 24 building energy efficiency standards and energy efficient appliances

Water Mitigation - Utilized low-flow water fixtures and water irrigation systems

Waste Mitigation - Utilized waste recycling and composting bins

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	5,400.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	10,800.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	10,800.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	16,200.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	32,400.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	32,400.00
tblConstructionPhase	NumDays	220.00	32.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	220.00	76.00
tblConstructionPhase	NumDays	220.00	170.00

KB Home Lighthouse Project - Orange County, Annual

Date: 11/11/2019 11:33 AM

Page 3 of 48

tblConstructionPhase	PhaseEndDate	7/12/2021	10/7/2020
tblConstructionPhase	PhaseEndDate	6/14/2021	9/9/2020
tblConstructionPhase	PhaseEndDate	7/28/2020	7/14/2020
tblConstructionPhase	PhaseEndDate	8/10/2020	7/27/2020
tblConstructionPhase	PhaseEndDate	6/28/2021	9/23/2020
tblConstructionPhase	PhaseEndDate	7/31/2020	7/17/2020
tblConstructionPhase	PhaseStartDate	6/29/2021	9/24/2020
tblConstructionPhase	PhaseStartDate	8/11/2020	7/28/2020
tblConstructionPhase	PhaseStartDate	8/1/2020	7/20/2020
tblConstructionPhase	PhaseStartDate	6/15/2021	9/10/2020
tblConstructionPhase	PhaseStartDate	7/29/2020	7/15/2020
tblFireplaces	NumberNoFireplace	4.00	0.00
tblFireplaces	NumberWood	2.00	0.00
tblGrading	AcresOfGrading	4.50	2.35
tblGrading	MaterialExported	0.00	200.00
tblLandUse	LotAcreage	2.50	2.12
tblProjectCharacteristics	CO2IntensityFactor	702.44	502.65
tblVehicleTrips	ST_TR	5.67	7.32
tblVehicleTrips	SU_TR	4.84	7.32
tblVehicleTrips	WD_TR	5.81	7.32
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00

2.0 Emissions Summary

CalEEMod Version: CalEEMod.2016.3.2 Page 4 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

2.1 Overall Construction
<u>Unmitigated Construction</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					ton	s/yr							MT	/yr		
2020	0.1610	1.0845	0.9137	1.6800e- 003	0.0457	0.0567	0.1023	0.0161	0.0539	0.0700	0.0000	143.6525	143.6525	0.0281	0.0000	144.3540
2021	0.3176	1.6714	1.5992	2.9500e- 003	0.0346	0.0839	0.1185	9.2400e- 003	0.0802	0.0894	0.0000	249.2505	249.2505	0.0448	0.0000	250.3705
Maximum	0.3176	1.6714	1.5992	2.9500e- 003	0.0457	0.0839	0.1185	0.0161	0.0802	0.0894	0.0000	249.2505	249.2505	0.0448	0.0000	250.3705

Mitigated Construction

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					tor	ns/yr							M	T/yr		
2020	0.1610	1.0845	0.9137	1.6800e- 003	0.0291	0.0567	0.0857	9.3100e- 003	0.0539	0.0632	0.0000	143.6523	143.6523	0.0281	0.0000	144.3539
2021	0.3176	1.6714	1.5992	2.9500e- 003	0.0346	0.0839	0.1185	9.2400e- 003	0.0802	0.0894	0.0000	249.2502	249.2502	0.0448	0.0000	250.3703
Maximum	0.3176	1.6714	1.5992	2.9500e- 003	0.0346	0.0839	0.1185	9.3100e- 003	0.0802	0.0894	0.0000	249.2502	249.2502	0.0448	0.0000	250.3703
	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	20.65	0.00	7.51	26.88	0.00	4.28	0.00	0.00	0.00	0.00	0.00	0.00

Pg. 354

KB Home Lighthouse Project - Orange County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2020	9-30-2020	0.6186	0.6186
2	10-1-2020	12-31-2020	0.5990	0.5990
3	1-1-2021	3-31-2021	0.5312	0.5312
4	4-1-2021	6-30-2021	0.6054	0.6054
5	7-1-2021	9-30-2021	0.6120	0.6120
		Highest	0.6186	0.6186

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category		tons/yr									MT/yr					
Area	0.1711	0.0118	0.4163	7.0000e- 005		2.8500e- 003	2.8500e- 003		2.8500e- 003	2.8500e- 003	0.0000	8.8391	8.8391	8.1000e- 004	1.5000e- 004	8.9039
Energy	3.8100e- 003	0.0325	0.0138	2.1000e- 004		2.6300e- 003	2.6300e- 003	 	2.6300e- 003	2.6300e- 003	0.0000	82.9781	82.9781	3.3400e- 003	1.2300e- 003	83.4284
Mobile	0.0753	0.3312	1.0446	4.0900e- 003	0.3795	3.0100e- 003	0.3825	0.1016	2.8000e- 003	0.1044	0.0000	377.2133	377.2133	0.0153	0.0000	377.5967
Waste						0.0000	0.0000		0.0000	0.0000	3.7350	0.0000	3.7350	0.2207	0.0000	9.2534
Water						0.0000	0.0000		0.0000	0.0000	0.8268	11.8989	12.7258	0.0856	2.1500e- 003	15.5058
Total	0.2502	0.3756	1.4747	4.3700e- 003	0.3795	8.4900e- 003	0.3880	0.1016	8.2800e- 003	0.1099	4.5618	480.9294	485.4913	0.3258	3.5300e- 003	494.6883

KB Home Lighthouse Project - Orange County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category		tons/yr									MT/yr					
Area	0.1711	0.0118	0.4163	7.0000e- 005		2.8500e- 003	2.8500e- 003		2.8500e- 003	2.8500e- 003	0.0000	8.8391	8.8391	8.1000e- 004	1.5000e- 004	8.9039
Energy	3.6200e- 003	0.0310	0.0132	2.0000e- 004		2.5000e- 003	2.5000e- 003		2.5000e- 003	2.5000e- 003	0.0000	79.8553	79.8553	3.2300e- 003	1.1800e- 003	80.2883
Mobile	0.0725	0.3136	0.9705	3.7500e- 003	0.3466	2.7700e- 003	0.3494	0.0928	2.5800e- 003	0.0954	0.0000	345.8480	345.8480	0.0142	0.0000	346.2029
Waste			1 			0.0000	0.0000		0.0000	0.0000	0.9338	0.0000	0.9338	0.0552	0.0000	2.3134
Water			1 1 1 1 1			0.0000	0.0000		0.0000	0.0000	0.6615	10.0976	10.7591	0.0685	1.7200e- 003	12.9861
Total	0.2472	0.3564	1.3999	4.0200e- 003	0.3466	8.1200e- 003	0.3548	0.0928	7.9300e- 003	0.1008	1.5952	444.6400	446.2352	0.1419	3.0500e- 003	450.6946

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	1.19	5.11	5.07	8.01	8.66	4.36	8.56	8.66	4.23	8.32	65.03	7.55	8.09	56.44	13.60	8.89

3.0 Construction Detail

Construction Phase

KB Home Lighthouse Project - Orange County, Annual

Date: 11/11/2019 11:33 AM

Page 7 of 48

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2020	7/14/2020	5	10	
2	Site Preparation	Site Preparation	7/15/2020	7/17/2020	5	3	
3	Grading	Grading	7/20/2020	7/27/2020	5	6	
4	Building Construction - Model	Building Construction	7/28/2020	9/9/2020	5	32	
5	Paving - Model	Paving	9/10/2020	9/23/2020	5	10	
6	Architectural Coating - Model	Architectural Coating	9/24/2020	10/7/2020	5	10	
7	Building Construction - Phase I	Building Construction	10/13/2020	1/26/2021	5	76	
8	Paving - Phase I	Paving	1/27/2021	2/9/2021	5	10	
9	Architectural Coating - Phase I	Architectural Coating	2/10/2021	2/23/2021	5	10	
	Building Construction - Last Phase	Building Construction	2/24/2021	10/19/2021	5	170	
11	Paving - Last Phase	Paving	10/19/2021	11/1/2021	5	10	
12	Architectural Coating - Last Phase	Architectural Coating	11/2/2021	11/15/2021	5	10	

Acres of Grading (Site Preparation Phase): 2.35

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.23

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating - Model	Air Compressors	1	6.00	78	0.48
Paving - Model	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction - Model	Generator Sets	1	8.00	84	0.74

Page 8 of 48

KB Home Lighthouse Project - Orange County, Annual

Date: 11/11/2019 11:33 AM

Building Construction - Model Cranes 1 8.00 231 0.29 **Building Construction - Model** 7.00 Forklifts 0.20 187 Site Preparation Graders 8.00 0.41 Paving - Model Pavers 8.00 130 0.42 Paving - Model Rollers 8.00 80 0.38 Demolition Rubber Tired Dozers 8.00 247 0.40 Grading Rubber Tired Dozers 8.00 247 0.40 97! 0.37 **Building Construction - Model** Tractors/Loaders/Backhoes 6.00 Demolition Tractors/Loaders/Backhoes 3 8.00 97 0.37 Grading Tractors/Loaders/Backhoes 7.00 97 0.37 Paving - Model Tractors/Loaders/Backhoes 8.00 97 0.37 Site Preparation 7.00 97 0.37 Tractors/Loaders/Backhoes Grading 8.00 187 0.41 Paving - Model Paving Equipment 8.00 132 0.36 Site Preparation Scrapers 8.00 367 0.48 **Building Construction - Model** 8.00 46! 0.45 Welders Architectural Coating - Last Phase Air Compressors 6.00 78 0.48 Architectural Coating - Phase I 6.00 78! 0.48 Air Compressors Paving - Last Phase Cement and Mortar Mixers 8.00 91 0.56 9 Paving - Phase I Cement and Mortar Mixers 8.00 0.56 **Building Construction - Last Phase** 8.00 231 0.29 Cranes 8.00 231 0.29 Building Construction - Phase I Cranes Forklifts 2 7.00 0.20 **Building Construction - Last Phase** 89! Building Construction - Phase I Forklifts 7.00 891 0.20 **Building Construction - Last Phase** Generator Sets 8.00 84 0.74 8.00 84! Building Construction - Phase I Generator Sets 0.74 Paving - Last Phase 8.00 130 0.42 Pavers 1 •

Pg. 358

Page 9 of 48

Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

Paving - Phase I	Pavers	1	8.00	130	0.42
Paving - Last Phase	Paving Equipment	1	8.00	132	0.36
Paving - Phase I	Paving Equipment	1	8.00	132	0.36
Paving - Last Phase	Rollers	2	8.00	80	0.38
Paving - Phase I	Rollers	2	8.00	80	0.38
Building Construction - Last Phase	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction - Phase I	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Paving - Last Phase	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving - Phase I	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Last Phase	Welders	3	8.00	46	0.45
Building Construction - Phase I	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	58.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	25.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Model	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Last Phase	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Phase I	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

KB Home Lighthouse Project - Orange County, Annual

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2400e- 003	0.0000	6.2400e- 003	9.5000e- 004	0.0000	9.5000e- 004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0106	0.1047	0.0733	1.2000e- 004		5.7600e- 003	5.7600e- 003	1	5.3800e- 003	5.3800e- 003	0.0000	10.5338	10.5338	2.7100e- 003	0.0000	10.6015
Total	0.0106	0.1047	0.0733	1.2000e- 004	6.2400e- 003	5.7600e- 003	0.0120	9.5000e- 004	5.3800e- 003	6.3300e- 003	0.0000	10.5338	10.5338	2.7100e- 003	0.0000	10.6015

CalEEMod Version: CalEEMod.2016.3.2 Page 11 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.2 Demolition - 2020
Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	2.2000e- 004	8.2300e- 003	2.0600e- 003	2.0000e- 005	5.0000e- 004	3.0000e- 005	5.2000e- 004	1.4000e- 004	2.0000e- 005	1.6000e- 004	0.0000	2.2300	2.2300	2.4000e- 004	0.0000	2.2359
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e- 004	1.8000e- 004	2.0100e- 003	1.0000e- 005	7.1000e- 004	0.0000	7.2000e- 004	1.9000e- 004	0.0000	1.9000e- 004	0.0000	0.6176	0.6176	1.0000e- 005	0.0000	0.6180
Total	4.7000e- 004	8.4100e- 003	4.0700e- 003	3.0000e- 005	1.2100e- 003	3.0000e- 005	1.2400e- 003	3.3000e- 004	2.0000e- 005	3.5000e- 004	0.0000	2.8476	2.8476	2.5000e- 004	0.0000	2.8539

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Fugitive Dust			! !		2.4300e- 003	0.0000	2.4300e- 003	3.7000e- 004	0.0000	3.7000e- 004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0106	0.1047	0.0733	1.2000e- 004		5.7600e- 003	5.7600e- 003	1	5.3800e- 003	5.3800e- 003	0.0000	10.5338	10.5338	2.7100e- 003	0.0000	10.6015
Total	0.0106	0.1047	0.0733	1.2000e- 004	2.4300e- 003	5.7600e- 003	8.1900e- 003	3.7000e- 004	5.3800e- 003	5.7500e- 003	0.0000	10.5338	10.5338	2.7100e- 003	0.0000	10.6015

CalEEMod Version: CalEEMod.2016.3.2 Page 12 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.2 Demolition - 2020 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	2.2000e- 004	8.2300e- 003	2.0600e- 003	2.0000e- 005	5.0000e- 004	3.0000e- 005	5.2000e- 004	1.4000e- 004	2.0000e- 005	1.6000e- 004	0.0000	2.2300	2.2300	2.4000e- 004	0.0000	2.2359
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e- 004	1.8000e- 004	2.0100e- 003	1.0000e- 005	7.1000e- 004	0.0000	7.2000e- 004	1.9000e- 004	0.0000	1.9000e- 004	0.0000	0.6176	0.6176	1.0000e- 005	0.0000	0.6180
Total	4.7000e- 004	8.4100e- 003	4.0700e- 003	3.0000e- 005	1.2100e- 003	3.0000e- 005	1.2400e- 003	3.3000e- 004	2.0000e- 005	3.5000e- 004	0.0000	2.8476	2.8476	2.5000e- 004	0.0000	2.8539

3.3 Site Preparation - 2020

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	⁻ /yr		
Fugitive Dust					1.2500e- 003	0.0000	1.2500e- 003	1.3000e- 004	0.0000	1.3000e- 004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4800e- 003	0.0299	0.0169	4.0000e- 005		1.1700e- 003	1.1700e- 003	1	1.0700e- 003	1.0700e- 003	0.0000	3.2290	3.2290	1.0400e- 003	0.0000	3.2551
Total	2.4800e- 003	0.0299	0.0169	4.0000e- 005	1.2500e- 003	1.1700e- 003	2.4200e- 003	1.3000e- 004	1.0700e- 003	1.2000e- 003	0.0000	3.2290	3.2290	1.0400e- 003	0.0000	3.2551

CalEEMod Version: CalEEMod.2016.3.2 Page 13 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.3 Site Preparation - 2020
Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e- 005	3.0000e- 005	3.7000e- 004	0.0000	1.3000e- 004	0.0000	1.3000e- 004	3.0000e- 005	0.0000	4.0000e- 005	0.0000	0.1140	0.1140	0.0000	0.0000	0.1141
Total	5.0000e- 005	3.0000e- 005	3.7000e- 004	0.0000	1.3000e- 004	0.0000	1.3000e- 004	3.0000e- 005	0.0000	4.0000e- 005	0.0000	0.1140	0.1140	0.0000	0.0000	0.1141

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	⁻ /yr		
Fugitive Dust			i i		4.9000e- 004	0.0000	4.9000e- 004	5.0000e- 005	0.0000	5.0000e- 005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4800e- 003	0.0299	0.0169	4.0000e- 005		1.1700e- 003	1.1700e- 003	1	1.0700e- 003	1.0700e- 003	0.0000	3.2290	3.2290	1.0400e- 003	0.0000	3.2551
Total	2.4800e- 003	0.0299	0.0169	4.0000e- 005	4.9000e- 004	1.1700e- 003	1.6600e- 003	5.0000e- 005	1.0700e- 003	1.1200e- 003	0.0000	3.2290	3.2290	1.0400e- 003	0.0000	3.2551

CalEEMod Version: CalEEMod.2016.3.2 Page 14 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.3 Site Preparation - 2020 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e- 005	3.0000e- 005	3.7000e- 004	0.0000	1.3000e- 004	0.0000	1.3000e- 004	3.0000e- 005	0.0000	4.0000e- 005	0.0000	0.1140	0.1140	0.0000	0.0000	0.1141
Total	5.0000e- 005	3.0000e- 005	3.7000e- 004	0.0000	1.3000e- 004	0.0000	1.3000e- 004	3.0000e- 005	0.0000	4.0000e- 005	0.0000	0.1140	0.1140	0.0000	0.0000	0.1141

3.4 Grading - 2020

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Fugitive Dust	01 01 01 01				0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
1	5.7700e- 003	0.0640	0.0298	6.0000e- 005		2.9700e- 003	2.9700e- 003		2.7300e- 003	2.7300e- 003	0.0000	5.4333	5.4333	1.7600e- 003	0.0000	5.4773
Total	5.7700e- 003	0.0640	0.0298	6.0000e- 005	0.0197	2.9700e- 003	0.0226	0.0101	2.7300e- 003	0.0128	0.0000	5.4333	5.4333	1.7600e- 003	0.0000	5.4773

CalEEMod Version: CalEEMod.2016.3.2 Page 15 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.4 Grading - 2020

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	1.0000e- 004	3.5500e- 003	8.9000e- 004	1.0000e- 005	2.1000e- 004	1.0000e- 005	2.3000e- 004	6.0000e- 005	1.0000e- 005	7.0000e- 005	0.0000	0.9612	0.9612	1.0000e- 004	0.0000	0.9638
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e- 004	8.0000e- 005	9.3000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2851	0.2851	1.0000e- 005	0.0000	0.2852
Total	2.2000e- 004	3.6300e- 003	1.8200e- 003	1.0000e- 005	5.4000e- 004	1.0000e- 005	5.6000e- 004	1.5000e- 004	1.0000e- 005	1.6000e- 004	0.0000	1.2463	1.2463	1.1000e- 004	0.0000	1.2490

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Fugitive Dust					7.6700e- 003	0.0000	7.6700e- 003	3.9400e- 003	0.0000	3.9400e- 003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7700e- 003	0.0640	0.0298	6.0000e- 005	 	2.9700e- 003	2.9700e- 003		2.7300e- 003	2.7300e- 003	0.0000	5.4333	5.4333	1.7600e- 003	0.0000	5.4773
Total	5.7700e- 003	0.0640	0.0298	6.0000e- 005	7.6700e- 003	2.9700e- 003	0.0106	3.9400e- 003	2.7300e- 003	6.6700e- 003	0.0000	5.4333	5.4333	1.7600e- 003	0.0000	5.4773

CalEEMod Version: CalEEMod.2016.3.2 Page 16 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.4 Grading - 2020 <u>Mitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	1.0000e- 004	3.5500e- 003	8.9000e- 004	1.0000e- 005	2.1000e- 004	1.0000e- 005	2.3000e- 004	6.0000e- 005	1.0000e- 005	7.0000e- 005	0.0000	0.9612	0.9612	1.0000e- 004	0.0000	0.9638
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e- 004	8.0000e- 005	9.3000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2851	0.2851	1.0000e- 005	0.0000	0.2852
Total	2.2000e- 004	3.6300e- 003	1.8200e- 003	1.0000e- 005	5.4000e- 004	1.0000e- 005	5.6000e- 004	1.5000e- 004	1.0000e- 005	1.6000e- 004	0.0000	1.2463	1.2463	1.1000e- 004	0.0000	1.2490

3.5 Building Construction - Model - 2020

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.0366	0.2789	0.2384	4.0000e- 004		0.0152	0.0152		0.0145	0.0145	0.0000	33.2231	33.2231	6.7400e- 003	0.0000	33.3917
Total	0.0366	0.2789	0.2384	4.0000e- 004		0.0152	0.0152		0.0145	0.0145	0.0000	33.2231	33.2231	6.7400e- 003	0.0000	33.3917

CalEEMod Version: CalEEMod.2016.3.2 Page 17 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.5 Building Construction - Model - 2020 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e- 004	6.7900e- 003	1.8500e- 003	2.0000e- 005	4.0000e- 004	4.0000e- 005	4.4000e- 004	1.2000e- 004	3.0000e- 005	1.5000e- 004	0.0000	1.5579	1.5579	1.3000e- 004	0.0000	1.5612
Worker	1.8100e- 003	1.2700e- 003	0.0144	5.0000e- 005	5.0900e- 003	3.0000e- 005	5.1300e- 003	1.3500e- 003	3.0000e- 005	1.3800e- 003	0.0000	4.4087	4.4087	1.0000e- 004	0.0000	4.4113
Total	2.0200e- 003	8.0600e- 003	0.0162	7.0000e- 005	5.4900e- 003	7.0000e- 005	5.5700e- 003	1.4700e- 003	6.0000e- 005	1.5300e- 003	0.0000	5.9667	5.9667	2.3000e- 004	0.0000	5.9724

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.0366	0.2789	0.2384	4.0000e- 004		0.0152	0.0152		0.0145	0.0145	0.0000	33.2231	33.2231	6.7400e- 003	0.0000	33.3916
Total	0.0366	0.2789	0.2384	4.0000e- 004		0.0152	0.0152		0.0145	0.0145	0.0000	33.2231	33.2231	6.7400e- 003	0.0000	33.3916

CalEEMod Version: CalEEMod.2016.3.2 Page 18 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.5 Building Construction - Model - 2020 <u>Mitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	2.1000e- 004	6.7900e- 003	1.8500e- 003	2.0000e- 005	4.0000e- 004	4.0000e- 005	4.4000e- 004	1.2000e- 004	3.0000e- 005	1.5000e- 004	0.0000	1.5579	1.5579	1.3000e- 004	0.0000	1.5612
Worker	1.8100e- 003	1.2700e- 003	0.0144	5.0000e- 005	5.0900e- 003	3.0000e- 005	5.1300e- 003	1.3500e- 003	3.0000e- 005	1.3800e- 003	0.0000	4.4087	4.4087	1.0000e- 004	0.0000	4.4113
Total	2.0200e- 003	8.0600e- 003	0.0162	7.0000e- 005	5.4900e- 003	7.0000e- 005	5.5700e- 003	1.4700e- 003	6.0000e- 005	1.5300e- 003	0.0000	5.9667	5.9667	2.3000e- 004	0.0000	5.9724

3.6 Paving - Model - 2020

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	5.7700e- 003	0.0579	0.0590	9.0000e- 005		3.2800e- 003	3.2800e- 003		3.0300e- 003	3.0300e- 003	0.0000	7.7529	7.7529	2.4600e- 003	0.0000	7.8143
Paving	3.0000e- 004					0.0000	0.0000	1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.0700e- 003	0.0579	0.0590	9.0000e- 005		3.2800e- 003	3.2800e- 003		3.0300e- 003	3.0300e- 003	0.0000	7.7529	7.7529	2.4600e- 003	0.0000	7.8143

CalEEMod Version: CalEEMod.2016.3.2 Page 19 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.6 Paving - Model - 2020 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e- 004	2.0000e- 004	2.3200e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	1.0000e- 005	2.2000e- 004	0.0000	0.7126	0.7126	2.0000e- 005	0.0000	0.7130
Total	2.9000e- 004	2.0000e- 004	2.3200e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	1.0000e- 005	2.2000e- 004	0.0000	0.7126	0.7126	2.0000e- 005	0.0000	0.7130

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons	s/yr							МТ	-/yr		
Off-Road	5.7700e- 003	0.0579	0.0590	9.0000e- 005		3.2800e- 003	3.2800e- 003		3.0300e- 003	3.0300e- 003	0.0000	7.7529	7.7529	2.4600e- 003	0.0000	7.8143
Paving	3.0000e- 004		 	;		0.0000	0.0000	1 1 1 1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.0700e- 003	0.0579	0.0590	9.0000e- 005		3.2800e- 003	3.2800e- 003		3.0300e- 003	3.0300e- 003	0.0000	7.7529	7.7529	2.4600e- 003	0.0000	7.8143

CalEEMod Version: CalEEMod.2016.3.2 Page 20 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.6 Paving - Model - 2020 Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e- 004	2.0000e- 004	2.3200e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	1.0000e- 005	2.2000e- 004	0.0000	0.7126	0.7126	2.0000e- 005	0.0000	0.7130
Total	2.9000e- 004	2.0000e- 004	2.3200e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	1.0000e- 005	2.2000e- 004	0.0000	0.7126	0.7126	2.0000e- 005	0.0000	0.7130

3.7 Architectural Coating - Model - 2020 <u>Unmitigated Construction On-Site</u>

Fugitive PM10 Fugitive PM2.5 ROG NOx СО SO2 Exhaust PM10 Exhaust PM2.5 Bio- CO2 NBio- CO2 Total CO2 CH4 N20 CO2e PM2.5 PM10 Total MT/yr Category tons/yr 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 Archit. Coating 0.0250 0.0000 0.0000 0.0000 Off-Road 1.2100e-8.4200e-9.1600e-1.0000e-5.5000e-5.5000e-5.5000e-5.5000e-1.2766 1.2766 1.0000e-0.0000 1.2791 004 003 003 005 004 004 004 0.0000 0.0262 8.4200e-1.0000e-5.5000e-5.5000e-5.5000e-1.2766 1.2766 1.0000e-0.0000 1.2791 Total 9.1600e-5.5000e-005 004 004 003 004 004 003 004

CalEEMod Version: CalEEMod.2016.3.2 Page 21 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.7 Architectural Coating - Model - 2020 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e- 004	8.0000e- 005	9.3000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2851	0.2851	1.0000e- 005	0.0000	0.2852
Total	1.2000e- 004	8.0000e- 005	9.3000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2851	0.2851	1.0000e- 005	0.0000	0.2852

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Archit. Coating	0.0250					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e- 003	8.4200e- 003	9.1600e- 003	1.0000e- 005		5.5000e- 004	5.5000e- 004	i i	5.5000e- 004	5.5000e- 004	0.0000	1.2766	1.2766	1.0000e- 004	0.0000	1.2791
Total	0.0262	8.4200e- 003	9.1600e- 003	1.0000e- 005		5.5000e- 004	5.5000e- 004		5.5000e- 004	5.5000e- 004	0.0000	1.2766	1.2766	1.0000e- 004	0.0000	1.2791

CalEEMod Version: CalEEMod.2016.3.2 Page 22 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.7 Architectural Coating - Model - 2020 Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/уг		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	1.2000e- 004	8.0000e- 005	9.3000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2851	0.2851	1.0000e- 005	0.0000	0.2852
Total	1.2000e- 004	8.0000e- 005	9.3000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2851	0.2851	1.0000e- 005	0.0000	0.2852

3.8 Building Construction - Phase I - 2020

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.0664	0.5056	0.4320	7.3000e- 004		0.0275	0.0275		0.0264	0.0264	0.0000	60.2169	60.2169	0.0122	0.0000	60.5224
Total	0.0664	0.5056	0.4320	7.3000e- 004		0.0275	0.0275		0.0264	0.0264	0.0000	60.2169	60.2169	0.0122	0.0000	60.5224

CalEEMod Version: CalEEMod.2016.3.2 Page 23 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.8 Building Construction - Phase I - 2020 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/уг		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e- 004	0.0123	3.3500e- 003	3.0000e- 005	7.3000e- 004	6.0000e- 005	7.9000e- 004	2.1000e- 004	6.0000e- 005	2.7000e- 004	0.0000	2.8237	2.8237	2.4000e- 004	0.0000	2.8296
1	3.2800e- 003	2.3000e- 003	0.0261	9.0000e- 005	9.2300e- 003	6.0000e- 005	9.2900e- 003	2.4500e- 003	6.0000e- 005	2.5100e- 003	0.0000	7.9909	7.9909	1.8000e- 004	0.0000	7.9954
Total	3.6600e- 003	0.0146	0.0294	1.2000e- 004	9.9600e- 003	1.2000e- 004	0.0101	2.6600e- 003	1.2000e- 004	2.7800e- 003	0.0000	10.8146	10.8146	4.2000e- 004	0.0000	10.8250

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.0664	0.5056	0.4320	7.3000e- 004		0.0275	0.0275		0.0264	0.0264	0.0000	60.2168	60.2168	0.0122	0.0000	60.5223
Total	0.0664	0.5056	0.4320	7.3000e- 004		0.0275	0.0275		0.0264	0.0264	0.0000	60.2168	60.2168	0.0122	0.0000	60.5223

CalEEMod Version: CalEEMod.2016.3.2 Page 24 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.8 Building Construction - Phase I - 2020 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e- 004	0.0123	3.3500e- 003	3.0000e- 005	7.3000e- 004	6.0000e- 005	7.9000e- 004	2.1000e- 004	6.0000e- 005	2.7000e- 004	0.0000	2.8237	2.8237	2.4000e- 004	0.0000	2.8296
Worker	3.2800e- 003	2.3000e- 003	0.0261	9.0000e- 005	9.2300e- 003	6.0000e- 005	9.2900e- 003	2.4500e- 003	6.0000e- 005	2.5100e- 003	0.0000	7.9909	7.9909	1.8000e- 004	0.0000	7.9954
Total	3.6600e- 003	0.0146	0.0294	1.2000e- 004	9.9600e- 003	1.2000e- 004	0.0101	2.6600e- 003	1.2000e- 004	2.7800e- 003	0.0000	10.8146	10.8146	4.2000e- 004	0.0000	10.8250

3.8 Building Construction - Phase I - 2021

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
On read	0.0184	0.1443	0.1311	2.3000e- 004		7.3600e- 003	7.3600e- 003		7.0500e- 003	7.0500e- 003	0.0000	18.6884	18.6884	3.6800e- 003	0.0000	18.7803
Total	0.0184	0.1443	0.1311	2.3000e- 004		7.3600e- 003	7.3600e- 003		7.0500e- 003	7.0500e- 003	0.0000	18.6884	18.6884	3.6800e- 003	0.0000	18.7803

CalEEMod Version: CalEEMod.2016.3.2 Page 25 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.8 Building Construction - Phase I - 2021 Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e- 004	3.4300e- 003	9.6000e- 004	1.0000e- 005	2.3000e- 004	1.0000e- 005	2.3000e- 004	7.0000e- 005	1.0000e- 005	7.0000e- 005	0.0000	0.8688	0.8688	7.0000e- 005	0.0000	0.8705
Worker	9.6000e- 004	6.4000e- 004	7.5000e- 003	3.0000e- 005	2.8700e- 003	2.0000e- 005	2.8800e- 003	7.6000e- 004	2.0000e- 005	7.8000e- 004	0.0000	2.3939	2.3939	5.0000e- 005	0.0000	2.3952
Total	1.0600e- 003	4.0700e- 003	8.4600e- 003	4.0000e- 005	3.1000e- 003	3.0000e- 005	3.1100e- 003	8.3000e- 004	3.0000e- 005	8.5000e- 004	0.0000	3.2626	3.2626	1.2000e- 004	0.0000	3.2657

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.0184	0.1443	0.1311	2.3000e- 004		7.3600e- 003	7.3600e- 003		7.0500e- 003	7.0500e- 003	0.0000	18.6884	18.6884	3.6800e- 003	0.0000	18.7803
Total	0.0184	0.1443	0.1311	2.3000e- 004		7.3600e- 003	7.3600e- 003		7.0500e- 003	7.0500e- 003	0.0000	18.6884	18.6884	3.6800e- 003	0.0000	18.7803

CalEEMod Version: CalEEMod.2016.3.2 Page 26 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.8 Building Construction - Phase I - 2021 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e- 004	3.4300e- 003	9.6000e- 004	1.0000e- 005	2.3000e- 004	1.0000e- 005	2.3000e- 004	7.0000e- 005	1.0000e- 005	7.0000e- 005	0.0000	0.8688	0.8688	7.0000e- 005	0.0000	0.8705
Worker	9.6000e- 004	6.4000e- 004	7.5000e- 003	3.0000e- 005	2.8700e- 003	2.0000e- 005	2.8800e- 003	7.6000e- 004	2.0000e- 005	7.8000e- 004	0.0000	2.3939	2.3939	5.0000e- 005	0.0000	2.3952
Total	1.0600e- 003	4.0700e- 003	8.4600e- 003	4.0000e- 005	3.1000e- 003	3.0000e- 005	3.1100e- 003	8.3000e- 004	3.0000e- 005	8.5000e- 004	0.0000	3.2626	3.2626	1.2000e- 004	0.0000	3.2657

3.9 Paving - Phase I - 2021

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	5.3200e- 003	0.0532	0.0589	9.0000e- 005		2.9100e- 003	2.9100e- 003		2.6900e- 003	2.6900e- 003	0.0000	7.7524	7.7524	2.4600e- 003	0.0000	7.8138
Paving	3.0000e- 004					0.0000	0.0000	1 1 1 1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.6200e- 003	0.0532	0.0589	9.0000e- 005		2.9100e- 003	2.9100e- 003		2.6900e- 003	2.6900e- 003	0.0000	7.7524	7.7524	2.4600e- 003	0.0000	7.8138

CalEEMod Version: CalEEMod.2016.3.2 Page 27 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.9 Paving - Phase I - 2021 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e- 004	1.8000e- 004	2.1500e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	0.0000	2.2000e- 004	0.0000	0.6879	0.6879	1.0000e- 005	0.0000	0.6883
Total	2.7000e- 004	1.8000e- 004	2.1500e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	0.0000	2.2000e- 004	0.0000	0.6879	0.6879	1.0000e- 005	0.0000	0.6883

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Oli Rodd	5.3200e- 003	0.0532	0.0589	9.0000e- 005		2.9100e- 003	2.9100e- 003		2.6900e- 003	2.6900e- 003	0.0000	7.7524	7.7524	2.4600e- 003	0.0000	7.8138
Paving	3.0000e- 004					0.0000	0.0000	1 1 1 1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.6200e- 003	0.0532	0.0589	9.0000e- 005		2.9100e- 003	2.9100e- 003		2.6900e- 003	2.6900e- 003	0.0000	7.7524	7.7524	2.4600e- 003	0.0000	7.8138

CalEEMod Version: CalEEMod.2016.3.2 Page 28 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.9 Paving - Phase I - 2021 Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e- 004	1.8000e- 004	2.1500e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	0.0000	2.2000e- 004	0.0000	0.6879	0.6879	1.0000e- 005	0.0000	0.6883
Total	2.7000e- 004	1.8000e- 004	2.1500e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	0.0000	2.2000e- 004	0.0000	0.6879	0.6879	1.0000e- 005	0.0000	0.6883

3.10 Architectural Coating - Phase I - 2021

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Archit. Coating	0.0501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e- 003	7.6300e- 003	9.0900e- 003	1.0000e- 005		4.7000e- 004	4.7000e- 004		4.7000e- 004	4.7000e- 004	0.0000	1.2766	1.2766	9.0000e- 005	0.0000	1.2788
Total	0.0512	7.6300e- 003	9.0900e- 003	1.0000e- 005		4.7000e- 004	4.7000e- 004		4.7000e- 004	4.7000e- 004	0.0000	1.2766	1.2766	9.0000e- 005	0.0000	1.2788

CalEEMod Version: CalEEMod.2016.3.2 Page 29 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.10 Architectural Coating - Phase I - 2021 Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e- 004	7.0000e- 005	8.6000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2752	0.2752	1.0000e- 005	0.0000	0.2753
Total	1.1000e- 004	7.0000e- 005	8.6000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2752	0.2752	1.0000e- 005	0.0000	0.2753

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	⁻ /yr		
Archit. Coating	0.0501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e- 003	7.6300e- 003	9.0900e- 003	1.0000e- 005		4.7000e- 004	4.7000e- 004	1 1 1 1	4.7000e- 004	4.7000e- 004	0.0000	1.2766	1.2766	9.0000e- 005	0.0000	1.2788
Total	0.0512	7.6300e- 003	9.0900e- 003	1.0000e- 005		4.7000e- 004	4.7000e- 004		4.7000e- 004	4.7000e- 004	0.0000	1.2766	1.2766	9.0000e- 005	0.0000	1.2788

CalEEMod Version: CalEEMod.2016.3.2 Page 30 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.10 Architectural Coating - Phase I - 2021 Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e- 004	7.0000e- 005	8.6000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2752	0.2752	1.0000e- 005	0.0000	0.2753
Total	1.1000e- 004	7.0000e- 005	8.6000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2752	0.2752	1.0000e- 005	0.0000	0.2753

3.11 Building Construction - Last Phase - 2021

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.1738	1.3623	1.2379	2.1300e- 003		0.0695	0.0695		0.0666	0.0666	0.0000	176.5014	176.5014	0.0347	0.0000	177.3695
Total	0.1738	1.3623	1.2379	2.1300e- 003		0.0695	0.0695		0.0666	0.0666	0.0000	176.5014	176.5014	0.0347	0.0000	177.3695

CalEEMod Version: CalEEMod.2016.3.2 Page 31 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.11 Building Construction - Last Phase - 2021 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3000e- 004	0.0324	9.0800e- 003	8.0000e- 005	2.1400e- 003	7.0000e- 005	2.2100e- 003	6.2000e- 004	6.0000e- 005	6.8000e- 004	0.0000	8.2052	8.2052	6.6000e- 004	0.0000	8.2218
Worker	9.0300e- 003	6.0700e- 003	0.0708	2.5000e- 004	0.0271	1.8000e- 004	0.0272	7.1900e- 003	1.6000e- 004	7.3500e- 003	0.0000	22.6087	22.6087	4.8000e- 004	0.0000	22.6208
Total	9.9600e- 003	0.0385	0.0799	3.3000e- 004	0.0292	2.5000e- 004	0.0295	7.8100e- 003	2.2000e- 004	8.0300e- 003	0.0000	30.8139	30.8139	1.1400e- 003	0.0000	30.8426

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.1738	1.3623	1.2379	2.1300e- 003		0.0695	0.0695		0.0666	0.0666	0.0000	176.5012	176.5012	0.0347	0.0000	177.3693
Total	0.1738	1.3623	1.2379	2.1300e- 003		0.0695	0.0695		0.0666	0.0666	0.0000	176.5012	176.5012	0.0347	0.0000	177.3693

CalEEMod Version: CalEEMod.2016.3.2 Page 32 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.11 Building Construction - Last Phase - 2021 <u>Mitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3000e- 004	0.0324	9.0800e- 003	8.0000e- 005	2.1400e- 003	7.0000e- 005	2.2100e- 003	6.2000e- 004	6.0000e- 005	6.8000e- 004	0.0000	8.2052	8.2052	6.6000e- 004	0.0000	8.2218
Worker	9.0300e- 003	6.0700e- 003	0.0708	2.5000e- 004	0.0271	1.8000e- 004	0.0272	7.1900e- 003	1.6000e- 004	7.3500e- 003	0.0000	22.6087	22.6087	4.8000e- 004	0.0000	22.6208
Total	9.9600e- 003	0.0385	0.0799	3.3000e- 004	0.0292	2.5000e- 004	0.0295	7.8100e- 003	2.2000e- 004	8.0300e- 003	0.0000	30.8139	30.8139	1.1400e- 003	0.0000	30.8426

3.12 Paving - Last Phase - 2021

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	5.3200e- 003	0.0532	0.0589	9.0000e- 005		2.9100e- 003	2.9100e- 003		2.6900e- 003	2.6900e- 003	0.0000	7.7524	7.7524	2.4600e- 003	0.0000	7.8138
Paving	3.0000e- 004					0.0000	0.0000	1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.6200e- 003	0.0532	0.0589	9.0000e- 005		2.9100e- 003	2.9100e- 003		2.6900e- 003	2.6900e- 003	0.0000	7.7524	7.7524	2.4600e- 003	0.0000	7.8138

CalEEMod Version: CalEEMod.2016.3.2 Page 33 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.12 Paving - Last Phase - 2021 Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e- 004	1.8000e- 004	2.1500e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	0.0000	2.2000e- 004	0.0000	0.6879	0.6879	1.0000e- 005	0.0000	0.6883
Total	2.7000e- 004	1.8000e- 004	2.1500e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	0.0000	2.2000e- 004	0.0000	0.6879	0.6879	1.0000e- 005	0.0000	0.6883

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons	s/yr							МТ	Γ/yr		
Off-Road	5.3200e- 003	0.0532	0.0589	9.0000e- 005		2.9100e- 003	2.9100e- 003		2.6900e- 003	2.6900e- 003	0.0000	7.7524	7.7524	2.4600e- 003	0.0000	7.8138
Paving	3.0000e- 004		1 1 1 1	;		0.0000	0.0000	1 1 1 1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.6200e- 003	0.0532	0.0589	9.0000e- 005		2.9100e- 003	2.9100e- 003		2.6900e- 003	2.6900e- 003	0.0000	7.7524	7.7524	2.4600e- 003	0.0000	7.8138

CalEEMod Version: CalEEMod.2016.3.2 Page 34 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.12 Paving - Last Phase - 2021 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/уг		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	2.7000e- 004	1.8000e- 004	2.1500e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	0.0000	2.2000e- 004	0.0000	0.6879	0.6879	1.0000e- 005	0.0000	0.6883
Total	2.7000e- 004	1.8000e- 004	2.1500e- 003	1.0000e- 005	8.2000e- 004	1.0000e- 005	8.3000e- 004	2.2000e- 004	0.0000	2.2000e- 004	0.0000	0.6879	0.6879	1.0000e- 005	0.0000	0.6883

3.13 Architectural Coating - Last Phase - 2021

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Archit. Coating	0.0501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e- 003	7.6300e- 003	9.0900e- 003	1.0000e- 005	 	4.7000e- 004	4.7000e- 004	1 1 1 1	4.7000e- 004	4.7000e- 004	0.0000	1.2766	1.2766	9.0000e- 005	0.0000	1.2788
Total	0.0512	7.6300e- 003	9.0900e- 003	1.0000e- 005		4.7000e- 004	4.7000e- 004		4.7000e- 004	4.7000e- 004	0.0000	1.2766	1.2766	9.0000e- 005	0.0000	1.2788

CalEEMod Version: CalEEMod.2016.3.2 Page 35 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.13 Architectural Coating - Last Phase - 2021 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
· · · · · · · · ·	1.1000e- 004	7.0000e- 005	8.6000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2752	0.2752	1.0000e- 005	0.0000	0.2753
Total	1.1000e- 004	7.0000e- 005	8.6000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2752	0.2752	1.0000e- 005	0.0000	0.2753

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	⁻ /yr		
Archit. Coating	0.0501		i i i			0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e- 003	7.6300e- 003	9.0900e- 003	1.0000e- 005		4.7000e- 004	4.7000e- 004	1	4.7000e- 004	4.7000e- 004	0.0000	1.2766	1.2766	9.0000e- 005	0.0000	1.2788
Total	0.0512	7.6300e- 003	9.0900e- 003	1.0000e- 005		4.7000e- 004	4.7000e- 004		4.7000e- 004	4.7000e- 004	0.0000	1.2766	1.2766	9.0000e- 005	0.0000	1.2788

CalEEMod Version: CalEEMod.2016.3.2 Page 36 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

3.13 Architectural Coating - Last Phase - 2021 Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e- 004	7.0000e- 005	8.6000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2752	0.2752	1.0000e- 005	0.0000	0.2753
Total	1.1000e- 004	7.0000e- 005	8.6000e- 004	0.0000	3.3000e- 004	0.0000	3.3000e- 004	9.0000e- 005	0.0000	9.0000e- 005	0.0000	0.2752	0.2752	1.0000e- 005	0.0000	0.2753

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

CalEEMod Version: CalEEMod.2016.3.2 Page 37 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Mitigated	0.0725	0.3136	0.9705	3.7500e- 003	0.3466	2.7700e- 003	0.3494	0.0928	2.5800e- 003	0.0954	0.0000	345.8480	345.8480	0.0142	0.0000	346.2029
Unmitigated	0.0753	0.3312	1.0446	4.0900e- 003	0.3795	3.0100e- 003	0.3825	0.1016	2.8000e- 003	0.1044	0.0000	377.2133	377.2133	0.0153	0.0000	377.5967

4.2 Trip Summary Information

	Avei	rage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	292.80	292.80	292.80	1,000,542	913,916
Total	292.80	292.80	292.80	1,000,542	913,916

4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	МН
Condo/Townhouse	0.561378	0.043284	0.209473	0.111826	0.015545	0.005795	0.025829	0.017125	0.001747	0.001542	0.004926	0.000594	0.000934

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	44.0022	44.0022	2.5400e- 003	5.3000e- 004	44.2221
Electricity Unmitigated						0.0000	0.0000	 	0.0000	0.0000	0.0000	45.3126	45.3126	2.6100e- 003	5.4000e- 004	45.5391
NaturalGas Mitigated	3.6200e- 003	0.0310	0.0132	2.0000e- 004		2.5000e- 003	2.5000e- 003		2.5000e- 003	2.5000e- 003	0.0000	35.8531	35.8531	6.9000e- 004	6.6000e- 004	36.0662
NaturalGas Unmitigated	3.8100e- 003	0.0325	0.0138	2.1000e- 004		2.6300e- 003	2.6300e- 003		2.6300e- 003	2.6300e- 003	0.0000	37.6655	37.6655	7.2000e- 004	6.9000e- 004	37.8894

CalEEMod Version: CalEEMod.2016.3.2 Page 39 of 48 Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					ton	s/yr							MT	/yr		
Condo/Townhous e	705825	3.8100e- 003	0.0325	0.0138	2.1000e- 004		2.6300e- 003	2.6300e- 003		2.6300e- 003	2.6300e- 003	0.0000	37.6655	37.6655	7.2000e- 004	6.9000e- 004	37.8894
Total		3.8100e- 003	0.0325	0.0138	2.1000e- 004		2.6300e- 003	2.6300e- 003		2.6300e- 003	2.6300e- 003	0.0000	37.6655	37.6655	7.2000e- 004	6.9000e- 004	37.8894

Mitigated

	NaturalGa s Use	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					ton	s/yr							MT	/yr		
Condo/Townhous e	671862	3.6200e- 003	0.0310	0.0132	2.0000e- 004		2.5000e- 003	2.5000e- 003		2.5000e- 003	2.5000e- 003	0.0000	35.8531	35.8531	6.9000e- 004	6.6000e- 004	36.0662
Total		3.6200e- 003	0.0310	0.0132	2.0000e- 004		2.5000e- 003	2.5000e- 003		2.5000e- 003	2.5000e- 003	0.0000	35.8531	35.8531	6.9000e- 004	6.6000e- 004	36.0662

Page 40 of 48

Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

5.3 Energy by Land Use - Electricity **Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		МТ	-/yr	
Condo/Townhous e	198741	45.3126	2.6100e- 003	5.4000e- 004	45.5391
Total		45.3126	2.6100e- 003	5.4000e- 004	45.5391

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		MT	-/yr	
Condo/Townhous e	192993	44.0022	2.5400e- 003	5.3000e- 004	44.2221
Total		44.0022	2.5400e- 003	5.3000e- 004	44.2221

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths
Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Mitigated	0.1711	0.0118	0.4163	7.0000e- 005		2.8500e- 003	2.8500e- 003		2.8500e- 003	2.8500e- 003	0.0000	8.8391	8.8391	8.1000e- 004	1.5000e- 004	8.9039
Unmitigated	0.1711	0.0118	0.4163	7.0000e- 005		2.8500e- 003	2.8500e- 003		2.8500e- 003	2.8500e- 003	0.0000	8.8391	8.8391	8.1000e- 004	1.5000e- 004	8.9039

6.2 Area by SubCategory Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr								MT	-/yr						
Architectural Coating	0.0125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1452		 			0.0000	0.0000	 	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.3000e- 004	7.0500e- 003	3.0000e- 003	4.0000e- 005		5.7000e- 004	5.7000e- 004	 	5.7000e- 004	5.7000e- 004	0.0000	8.1647	8.1647	1.6000e- 004	1.5000e- 004	8.2132
Landscaping	0.0125	4.7700e- 003	0.4133	2.0000e- 005		2.2800e- 003	2.2800e- 003	 	2.2800e- 003	2.2800e- 003	0.0000	0.6745	0.6745	6.5000e- 004	0.0000	0.6908
Total	0.1711	0.0118	0.4163	6.0000e- 005		2.8500e- 003	2.8500e- 003		2.8500e- 003	2.8500e- 003	0.0000	8.8391	8.8391	8.1000e- 004	1.5000e- 004	8.9039

6.2 Area by SubCategory Mitigated

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr							МТ	/yr							
Architectural Coating	0.0125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	0.1452	 	1 1 1			0.0000	0.0000	1 	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.3000e- 004	7.0500e- 003	3.0000e- 003	4.0000e- 005		5.7000e- 004	5.7000e- 004	1 	5.7000e- 004	5.7000e- 004	0.0000	8.1647	8.1647	1.6000e- 004	1.5000e- 004	8.2132
Landscaping	0.0125	4.7700e- 003	0.4133	2.0000e- 005		2.2800e- 003	2.2800e- 003	1 	2.2800e- 003	2.2800e- 003	0.0000	0.6745	0.6745	6.5000e- 004	0.0000	0.6908
Total	0.1711	0.0118	0.4163	6.0000e- 005		2.8500e- 003	2.8500e- 003		2.8500e- 003	2.8500e- 003	0.0000	8.8391	8.8391	8.1000e- 004	1.5000e- 004	8.9039

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category		МТ	√yr	
		0.0685	1.7200e- 003	12.9861
Unmitigated	12.7258	0.0856	2.1500e- 003	15.5058

7.2 Water by Land Use <u>Unmitigated</u>

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		MT	/yr	
Condo/Townhous e	2.60616 / 1.64301	12.7258	0.0856	2.1500e- 003	15.5058
Total		12.7258	0.0856	2.1500e- 003	15.5058

7.2 Water by Land Use

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		МТ	-/yr	
Condo/Townhous e	2.08493 / 1.54279	10.7591	0.0685	1.7200e- 003	12.9861
Total		10.7591	0.0685	1.7200e- 003	12.9861

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Page 46 of 48

Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e			
	MT/yr						
ga.ea	0.9338	0.0552	0.0000	2.3134			
Unmitigated	3.7350	0.2207	0.0000	9.2534			

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		МТ	/yr	
Condo/Townhous e	18.4	3.7350	0.2207	0.0000	9.2534
Total		3.7350	0.2207	0.0000	9.2534

Date: 11/11/2019 11:33 AM

KB Home Lighthouse Project - Orange County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		МТ	-/yr	
Condo/Townhous e	4.6	0.9338	0.0552	0.0000	2.3134
Total		0.9338	0.0552	0.0000	2.3134

9.0 Operational Offroad

Equipment Type Number Hours/Day Days/Year Horse Power Load	ype
--	-----

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pg. 397

KB Home Lighthouse Project - Orange County, Annual

CalEEMod Version: CalEEMod.2016.3.2 Page 1 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

KB Home Lighthouse Project Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	40.00	Dwelling Unit	2.12	40,000.00	114
Parking Lot	26.00	Space	0.23	10,400.00	0

1.2 Other Project Characteristics

UrbanizationUrbanWind Speed (m/s)2.2Precipitation Freq (Days)30Climate Zone8Operational Year2022

Utility Company Southern California Edison

 CO2 Intensity
 502.65
 CH4 Intensity
 0.029
 N20 Intensity
 0.006

 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)

1.3 User Entered Comments & Non-Default Data

CalEEMod Version: CalEEMod.2016.3.2 Page 2 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

Project Characteristics - SCE CO2 Intensity Factor

Land Use - Parcel is 2.35 acres

Construction Phase - Anticipated construction schedule provided by KB Home (Oct 2019)

Demolition - Estimated 12,684 sq ft building demolition

Grading - Cut and fill grading - net export 200cy

Vehicle Trips - Trip generation rate obtained from Rick Engineering Co. (Nov 2019)

Woodstoves - No wood stoves or fireplace

Energy Use -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - 17 units/ac on parcel

Architectural Coating - 3 phase developments - assume 20% model, 40% phase 1 and last phase

Area Mitigation - Natural gas hearth and low VOC cleaning supply

Energy Mitigation - Comply with 2019 Title 24 building energy efficiency standards and energy efficient appliances

Water Mitigation - Utilized low-flow water fixtures and water irrigation systems

Waste Mitigation - Utilized waste recycling and composting bins

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	5,400.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	10,800.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	10,800.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	16,200.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	32,400.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	32,400.00
tblConstructionPhase	NumDays	220.00	32.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	220.00	76.00
tblConstructionPhase	NumDays	220.00	170.00

Page 3 of 42

Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

tblConstructionPhase	PhaseEndDate	7/12/2021	10/7/2020
tblConstructionPhase	PhaseEndDate	6/14/2021	9/9/2020
tblConstructionPhase	PhaseEndDate	7/28/2020	7/14/2020
tblConstructionPhase	PhaseEndDate	8/10/2020	7/27/2020
tblConstructionPhase	PhaseEndDate	6/28/2021	9/23/2020
tblConstructionPhase	PhaseEndDate	7/31/2020	7/17/2020
tblConstructionPhase	PhaseStartDate	6/29/2021	9/24/2020
tblConstructionPhase	PhaseStartDate	8/11/2020	7/28/2020
tblConstructionPhase	PhaseStartDate	8/1/2020	7/20/2020
tblConstructionPhase	PhaseStartDate	6/15/2021	9/10/2020
tblConstructionPhase	PhaseStartDate	7/29/2020	7/15/2020
tblFireplaces	NumberNoFireplace	4.00	0.00
tblFireplaces	NumberWood	2.00	0.00
tblGrading	AcresOfGrading	4.50	2.35
tblGrading	MaterialExported	0.00	200.00
tblLandUse	LotAcreage	2.50	2.12
tblProjectCharacteristics	CO2IntensityFactor	702.44	502.65
tblVehicleTrips	ST_TR	5.67	7.32
tblVehicleTrips	SU_TR	4.84	7.32
tblVehicleTrips	WD_TR	5.81	7.32
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00

2.0 Emissions Summary

CalEEMod Version: CalEEMod.2016.3.2 Page 4 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day									lb/day						
2020	5.2710	22.5726	15.9564	0.0300	6.7404	1.1586	7.7351	3.4176	1.0820	4.3327	0.0000	2,958.791 9	2,958.791 9	0.7694	0.0000	2,975.078 5
2021	10.2522	27.1467	27.7768	0.0485	0.5174	1.4038	1.9212	0.1378	1.3239	1.4617	0.0000	4,568.528 7	4,568.528 7	1.0103	0.0000	4,593.787 0
Maximum	10.2522	27.1467	27.7768	0.0485	6.7404	1.4038	7.7351	3.4176	1.3239	4.3327	0.0000	4,568.528 7	4,568.528 7	1.0103	0.0000	4,593.787 0

Mitigated Construction

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day												lb/	day		
2020	5.2710	22.5726	15.9564	0.0300	2.7412	1.1586	3.7358	1.3630	1.0820	2.2782	0.0000	2,958.791 9	2,958.791 9	0.7694	0.0000	2,975.078 5
2021	10.2522	27.1467	27.7768	0.0485	0.5174	1.4038	1.9212	0.1378	1.3239	1.4617	0.0000	4,568.528 6	4,568.528 6	1.0103	0.0000	4,593.787 0
Maximum	10.2522	27.1467	27.7768	0.0485	2.7412	1.4038	3.7358	1.3630	1.3239	2.2782	0.0000	4,568.528 6	4,568.528 6	1.0103	0.0000	4,593.787 0
	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	55.10	0.00	41.42	57.79	0.00	35.46	0.00	0.00	0.00	0.00	0.00	0.00

Pg. 402

CalEEMod Version: CalEEMod.2016.3.2 Page 5 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category		lb/day											lb/d	lay		
Area	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701
Energy	0.0209	0.1782	0.0758	1.1400e- 003		0.0144	0.0144		0.0144	0.0144		227.5021	227.5021	4.3600e- 003	4.1700e- 003	228.8540
Mobile	0.4331	1.7392	5.9352	0.0233	2.1225	0.0165	2.1390	0.5676	0.0154	0.5829		2,361.309 9	2,361.309 9	0.0935		2,363.647 3
Total	1.4842	2.5196	9.5572	0.0282	2.1225	0.0948	2.2172	0.5676	0.0936	0.6612	0.0000	3,314.759 8	3,314.759 8	0.1174	0.0174	3,322.871 4

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category		lb/day											lb/d	day		
Area	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639	 	0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701
Energy	0.0199	0.1696	0.0722	1.0800e- 003		0.0137	0.0137		0.0137	0.0137		216.5551	216.5551	4.1500e- 003	3.9700e- 003	217.8420
Mobile	0.4176	1.6496	5.5000	0.0213	1.9387	0.0152	1.9539	0.5184	0.0142	0.5326		2,164.958 8	2,164.958 8	0.0865		2,167.120 6
Total	1.4677	2.4213	9.1184	0.0262	1.9387	0.0928	2.0315	0.5184	0.0917	0.6102	0.0000	3,107.461 7	3,107.461 7	0.1102	0.0172	3,115.332 7

Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	1.11	3.90	4.59	7.10	8.66	2.09	8.38	8.66	2.03	7.72	0.00	6.25	6.25	6.17	1.15	6.25

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2020	7/14/2020	5	10	
2	Site Preparation	Site Preparation	7/15/2020	7/17/2020	5	3	
3	Grading	Grading	7/20/2020	7/27/2020	5	6	
4	Building Construction - Model	Building Construction	7/28/2020	9/9/2020	5	32	
5	Paving - Model	Paving	9/10/2020	9/23/2020	5	10	
6	Architectural Coating - Model	Architectural Coating	9/24/2020	10/7/2020	5	10	
7	Building Construction - Phase I	Building Construction	10/13/2020	1/26/2021	5	76	
8	Paving - Phase I	Paving	1/27/2021	2/9/2021	5	10	
9	Architectural Coating - Phase I	Architectural Coating	2/10/2021	2/23/2021	5	10	
10	Building Construction - Last Phase	Building Construction	2/24/2021	10/19/2021	5	170	
11	Paving - Last Phase	Paving	10/19/2021	11/1/2021	5	10	
12	Architectural Coating - Last Phase	Architectural Coating	11/2/2021	11/15/2021	5	10	

Acres of Grading (Site Preparation Phase): 2.35

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.23

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

Page 7 of 42

KB Home Lighthouse Project - Orange County, Summer

Date: 11/11/2019 11:32 AM

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating - Model	Air Compressors	1	6.00	78	0.48
Paving - Model	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction - Model	Generator Sets	1	8.00	84	0.74
Building Construction - Model	Cranes	1	8.00	231	0.29
Building Construction - Model	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving - Model	Pavers	1	8.00	130	0.42
Paving - Model	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction - Model	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving - Model	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving - Model	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction - Model	Welders	3	8.00	46	0.45
Architectural Coating - Last Phase	Air Compressors	1	6.00	78	0.48
Architectural Coating - Phase I	Air Compressors	1	6.00	78	0.48
Paving - Last Phase	Cement and Mortar Mixers	1	8.00	9	0.56
Paving - Phase I	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction - Last Phase	Cranes	1	8.00	231	0.29

KB Home Lighthouse Project - Orange County, Summer

Building Construction - Phase I	Cranes	1	8.00	231	0.29
Building Construction - Last Phase	Forklifts	2	7.00	89	0.20
Building Construction - Phase I	Forklifts	2	7.00	89	0.20
Building Construction - Last Phase	Generator Sets	1	8.00	84	0.74
Building Construction - Phase I	Generator Sets	1	8.00	84	0.74
Paving - Last Phase	Pavers	 1	8.00	130	0.42
Paving - Phase I	Pavers	 1	8.00	130	0.42
Paving - Last Phase	Paving Equipment	 1	8.00	132	0.36
Paving - Phase I	Paving Equipment	 1	8.00	132	0.36
Paving - Last Phase	Rollers	2	8.00	80	0.38
Paving - Phase I	Rollers	2	8.00	80	0.38
Building Construction - Last Phase	Tractors/Loaders/Backhoes	 1	6.00	97	0.37
Building Construction - Phase I	Tractors/Loaders/Backhoes	 1	6.00	97	0.37
Paving - Last Phase	Tractors/Loaders/Backhoes	 1	8.00	97	0.37
Paving - Phase I	Tractors/Loaders/Backhoes	 1	8.00	97	0.37
Building Construction - Last Phase	Welders	3	8.00	46	0.45
Building Construction - Phase I	Welders	3	8.00	46	0.45
		•			

Trips and VMT

KB Home Lighthouse Project - Orange County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	58.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	25.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Model	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Last Phase	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Phase I	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

CalEEMod Version: CalEEMod.2016.3.2 Page 10 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.2 Demolition - 2020
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust	 				1.2486	0.0000	1.2486	0.1890	0.0000	0.1890		1	0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.312 7	2,322.312 7	0.5970		2,337.236 3
Total	2.1262	20.9463	14.6573	0.0241	1.2486	1.1525	2.4010	0.1890	1.0761	1.2652		2,322.312 7	2,322.312 7	0.5970		2,337.236 3

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0438	1.5948	0.4030	4.4400e- 003	0.1010	5.1600e- 003	0.1062	0.0277	4.9400e- 003	0.0326		494.7736	494.7736	0.0513		496.0558
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0500	0.0315	0.4255	1.4200e- 003	0.1453	9.6000e- 004	0.1463	0.0385	8.8000e- 004	0.0394		141.7057	141.7057	3.2300e- 003		141.7864
Total	0.0938	1.6263	0.8285	5.8600e- 003	0.2463	6.1200e- 003	0.2524	0.0662	5.8200e- 003	0.0720		636.4793	636.4793	0.0545		637.8422

CalEEMod Version: CalEEMod.2016.3.2 Page 11 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.2 Demolition - 2020 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust) 				0.4869	0.0000	0.4869	0.0737	0.0000	0.0737		! !	0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.312 7	2,322.312 7	0.5970		2,337.236 3
Total	2.1262	20.9463	14.6573	0.0241	0.4869	1.1525	1.6394	0.0737	1.0761	1.1499	0.0000	2,322.312 7	2,322.312 7	0.5970		2,337.236 3

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0438	1.5948	0.4030	4.4400e- 003	0.1010	5.1600e- 003	0.1062	0.0277	4.9400e- 003	0.0326		494.7736	494.7736	0.0513		496.0558
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0500	0.0315	0.4255	1.4200e- 003	0.1453	9.6000e- 004	0.1463	0.0385	8.8000e- 004	0.0394		141.7057	141.7057	3.2300e- 003		141.7864
Total	0.0938	1.6263	0.8285	5.8600e- 003	0.2463	6.1200e- 003	0.2524	0.0662	5.8200e- 003	0.0720		636.4793	636.4793	0.0545		637.8422

CalEEMod Version: CalEEMod.2016.3.2 Page 12 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.3 Site Preparation - 2020
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Fugitive Dust	 				0.8307	0.0000	0.8307	0.0897	0.0000	0.0897			0.0000			0.0000
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149		2,372.906 2	2,372.906 2	0.7675		2,392.092 4
Total	1.6521	19.9196	11.2678	0.0245	0.8307	0.7771	1.6078	0.0897	0.7149	0.8046		2,372.906 2	2,372.906 2	0.7675		2,392.092 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0307	0.0194	0.2619	8.7000e- 004	0.0894	5.9000e- 004	0.0900	0.0237	5.4000e- 004	0.0243		87.2035	87.2035	1.9900e- 003	 	87.2532
Total	0.0307	0.0194	0.2619	8.7000e- 004	0.0894	5.9000e- 004	0.0900	0.0237	5.4000e- 004	0.0243		87.2035	87.2035	1.9900e- 003		87.2532

CalEEMod Version: CalEEMod.2016.3.2 Page 13 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.3 Site Preparation - 2020 Mitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust					0.3240	0.0000	0.3240	0.0350	0.0000	0.0350		1 1 1 1	0.0000			0.0000
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149	0.0000	2,372.906 2	2,372.906 2	0.7675		2,392.092 4
Total	1.6521	19.9196	11.2678	0.0245	0.3240	0.7771	1.1011	0.0350	0.7149	0.7499	0.0000	2,372.906 2	2,372.906 2	0.7675		2,392.092 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0307	0.0194	0.2619	8.7000e- 004	0.0894	5.9000e- 004	0.0900	0.0237	5.4000e- 004	0.0243		87.2035	87.2035	1.9900e- 003	 	87.2532
Total	0.0307	0.0194	0.2619	8.7000e- 004	0.0894	5.9000e- 004	0.0900	0.0237	5.4000e- 004	0.0243		87.2035	87.2035	1.9900e- 003		87.2532

CalEEMod Version: CalEEMod.2016.3.2 Page 14 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.4 Grading - 2020
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
1 agiavo Basi					6.5561	0.0000	6.5561	3.3681	0.0000	3.3681			0.0000			0.0000
Off-Road	1.9219	21.3418	9.9355	0.0206	 	0.9902	0.9902	 	0.9110	0.9110		1,996.406 1	1,996.406 1	0.6457	; ! ! !	2,012.548 0
Total	1.9219	21.3418	9.9355	0.0206	6.5561	0.9902	7.5463	3.3681	0.9110	4.2790		1,996.406 1	1,996.406 1	0.6457		2,012.548 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0315	1.1457	0.2895	3.1900e- 003	0.0726	3.7100e- 003	0.0763	0.0199	3.5500e- 003	0.0234		355.4408	355.4408	0.0368		356.3619
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0384	0.0242	0.3273	1.0900e- 003	0.1118	7.4000e- 004	0.1125	0.0296	6.8000e- 004	0.0303		109.0044	109.0044	2.4800e- 003	,	109.0665
Total	0.0699	1.1699	0.6168	4.2800e- 003	0.1843	4.4500e- 003	0.1888	0.0495	4.2300e- 003	0.0537		464.4452	464.4452	0.0393		465.4284

CalEEMod Version: CalEEMod.2016.3.2 Page 15 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.4 Grading - 2020 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Fugitive Dust	11 11 11				2.5569	0.0000	2.5569	1.3135	0.0000	1.3135			0.0000			0.0000
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110	0.0000	1,996.406 1	1,996.406 1	0.6457	 	2,012.548 0
Total	1.9219	21.3418	9.9355	0.0206	2.5569	0.9902	3.5470	1.3135	0.9110	2.2245	0.0000	1,996.406 1	1,996.406 1	0.6457		2,012.548 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0315	1.1457	0.2895	3.1900e- 003	0.0726	3.7100e- 003	0.0763	0.0199	3.5500e- 003	0.0234		355.4408	355.4408	0.0368		356.3619
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0384	0.0242	0.3273	1.0900e- 003	0.1118	7.4000e- 004	0.1125	0.0296	6.8000e- 004	0.0303		109.0044	109.0044	2.4800e- 003	 	109.0665
Total	0.0699	1.1699	0.6168	4.2800e- 003	0.1843	4.4500e- 003	0.1888	0.0495	4.2300e- 003	0.0537		464.4452	464.4452	0.0393		465.4284

CalEEMod Version: CalEEMod.2016.3.2 Page 16 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.5 Building Construction - Model - 2020 Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.887 7	2,288.887 7	0.4646		2,300.501 4
Total	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.887 7	2,288.887 7	0.4646		2,300.501 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0128	0.4167	0.1100	1.0000e- 003	0.0256	2.1700e- 003	0.0277	7.3500e- 003	2.0800e- 003	9.4300e- 003		108.4516	108.4516	8.7700e- 003		108.6709
Worker	0.1115	0.0702	0.9493	3.1700e- 003	0.3242	2.1400e- 003	0.3263	0.0860	1.9700e- 003	0.0879		316.1127	316.1127	7.2100e- 003		316.2928
Total	0.1242	0.4869	1.0592	4.1700e- 003	0.3497	4.3100e- 003	0.3540	0.0933	4.0500e- 003	0.0974		424.5642	424.5642	0.0160		424.9637

CalEEMod Version: CalEEMod.2016.3.2 Page 17 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.5 Building Construction - Model - 2020 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.887 7	2,288.887 7	0.4646		2,300.501 4
Total	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.887 7	2,288.887 7	0.4646		2,300.501 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0128	0.4167	0.1100	1.0000e- 003	0.0256	2.1700e- 003	0.0277	7.3500e- 003	2.0800e- 003	9.4300e- 003		108.4516	108.4516	8.7700e- 003		108.6709
Worker	0.1115	0.0702	0.9493	3.1700e- 003	0.3242	2.1400e- 003	0.3263	0.0860	1.9700e- 003	0.0879		316.1127	316.1127	7.2100e- 003		316.2928
Total	0.1242	0.4869	1.0592	4.1700e- 003	0.3497	4.3100e- 003	0.3540	0.0933	4.0500e- 003	0.0974		424.5642	424.5642	0.0160		424.9637

CalEEMod Version: CalEEMod.2016.3.2 Page 18 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.6 Paving - Model - 2020 Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.218 0	1,709.218 0	0.5417		1,722.760 5
Paving	0.0603					0.0000	0.0000		0.0000	0.0000			0.0000		 	0.0000
Total	1.2149	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.218 0	1,709.218 0	0.5417		1,722.760 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0576	0.0363	0.4910	1.6400e- 003	0.1677	1.1100e- 003	0.1688	0.0445	1.0200e- 003	0.0455		163.5065	163.5065	3.7300e- 003		163.5997
Total	0.0576	0.0363	0.4910	1.6400e- 003	0.1677	1.1100e- 003	0.1688	0.0445	1.0200e- 003	0.0455		163.5065	163.5065	3.7300e- 003		163.5997

CalEEMod Version: CalEEMod.2016.3.2 Page 19 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.6 Paving - Model - 2020 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051	0.0000	1,709.218 0	1,709.218 0	0.5417		1,722.760 5
Paving	0.0603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2149	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051	0.0000	1,709.218 0	1,709.218 0	0.5417		1,722.760 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0576	0.0363	0.4910	1.6400e- 003	0.1677	1.1100e- 003	0.1688	0.0445	1.0200e- 003	0.0455		163.5065	163.5065	3.7300e- 003		163.5997
Total	0.0576	0.0363	0.4910	1.6400e- 003	0.1677	1.1100e- 003	0.1688	0.0445	1.0200e- 003	0.0455		163.5065	163.5065	3.7300e- 003		163.5997

CalEEMod Version: CalEEMod.2016.3.2 Page 20 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.7 Architectural Coating - Model - 2020 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Archit. Coating						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e- 003		0.1109	0.1109	 	0.1109	0.1109		281.4481	281.4481	0.0218	;	281.9928
Total	5.2480	1.6838	1.8314	2.9700e- 003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0231	0.0145	0.1964	6.6000e- 004	0.0671	4.4000e- 004	0.0675	0.0178	4.1000e- 004	0.0182		65.4026	65.4026	1.4900e- 003		65.4399
Total	0.0231	0.0145	0.1964	6.6000e- 004	0.0671	4.4000e- 004	0.0675	0.0178	4.1000e- 004	0.0182		65.4026	65.4026	1.4900e- 003		65.4399

CalEEMod Version: CalEEMod.2016.3.2 Page 21 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.7 Architectural Coating - Model - 2020 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Archit. Coating	5.0058					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e- 003		0.1109	0.1109	 	0.1109	0.1109	0.0000	281.4481	281.4481	0.0218	;	281.9928
Total	5.2480	1.6838	1.8314	2.9700e- 003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0231	0.0145	0.1964	6.6000e- 004	0.0671	4.4000e- 004	0.0675	0.0178	4.1000e- 004	0.0182		65.4026	65.4026	1.4900e- 003		65.4399
Total	0.0231	0.0145	0.1964	6.6000e- 004	0.0671	4.4000e- 004	0.0675	0.0178	4.1000e- 004	0.0182		65.4026	65.4026	1.4900e- 003		65.4399

CalEEMod Version: CalEEMod.2016.3.2 Page 22 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.8 Building Construction - Phase I - 2020 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.887 7	2,288.887 7	0.4646		2,300.501 4
Total	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.887 7	2,288.887 7	0.4646		2,300.501 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0128	0.4167	0.1100	1.0000e- 003	0.0256	2.1700e- 003	0.0277	7.3500e- 003	2.0800e- 003	9.4300e- 003		108.4516	108.4516	8.7700e- 003		108.6709
Worker	0.1115	0.0702	0.9493	3.1700e- 003	0.3242	2.1400e- 003	0.3263	0.0860	1.9700e- 003	0.0879		316.1127	316.1127	7.2100e- 003		316.2928
Total	0.1242	0.4869	1.0592	4.1700e- 003	0.3497	4.3100e- 003	0.3540	0.0933	4.0500e- 003	0.0974		424.5642	424.5642	0.0160		424.9637

CalEEMod Version: CalEEMod.2016.3.2 Page 23 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.8 Building Construction - Phase I - 2020 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.887 7	2,288.887 7	0.4646		2,300.501 4
Total	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.887 7	2,288.887 7	0.4646		2,300.501 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0128	0.4167	0.1100	1.0000e- 003	0.0256	2.1700e- 003	0.0277	7.3500e- 003	2.0800e- 003	9.4300e- 003		108.4516	108.4516	8.7700e- 003		108.6709
Worker	0.1115	0.0702	0.9493	3.1700e- 003	0.3242	2.1400e- 003	0.3263	0.0860	1.9700e- 003	0.0879		316.1127	316.1127	7.2100e- 003		316.2928
Total	0.1242	0.4869	1.0592	4.1700e- 003	0.3497	4.3100e- 003	0.3540	0.0933	4.0500e- 003	0.0974		424.5642	424.5642	0.0160		424.9637

CalEEMod Version: CalEEMod.2016.3.2 Page 24 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.8 Building Construction - Phase I - 2021 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173	 	0.7831	0.7831		2,288.935 5	2,288.935 5	0.4503		2,300.193 5
Total	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.935 5	2,288.935 5	0.4503		2,300.193 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0107	0.3753	0.1018	9.9000e- 004	0.0256	7.8000e- 004	0.0263	7.3500e- 003	7.5000e- 004	8.1000e- 003		107.5170	107.5170	8.4300e- 003		107.7278
Worker	0.1047	0.0633	0.8808	3.0600e- 003	0.3242	2.1000e- 003	0.3263	0.0860	1.9300e- 003	0.0879		305.1363	305.1363	6.5300e- 003		305.2997
Total	0.1153	0.4386	0.9826	4.0500e- 003	0.3497	2.8800e- 003	0.3526	0.0933	2.6800e- 003	0.0960		412.6533	412.6533	0.0150		413.0274

CalEEMod Version: CalEEMod.2016.3.2 Page 25 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.8 Building Construction - Phase I - 2021 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173	 	0.7831	0.7831	0.0000	2,288.935 5	2,288.935 5	0.4503		2,300.193 5
Total	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.935 5	2,288.935 5	0.4503		2,300.193 5

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0107	0.3753	0.1018	9.9000e- 004	0.0256	7.8000e- 004	0.0263	7.3500e- 003	7.5000e- 004	8.1000e- 003		107.5170	107.5170	8.4300e- 003		107.7278
Worker	0.1047	0.0633	0.8808	3.0600e- 003	0.3242	2.1000e- 003	0.3263	0.0860	1.9300e- 003	0.0879		305.1363	305.1363	6.5300e- 003		305.2997
Total	0.1153	0.4386	0.9826	4.0500e- 003	0.3497	2.8800e- 003	0.3526	0.0933	2.6800e- 003	0.0960		412.6533	412.6533	0.0150		413.0274

CalEEMod Version: CalEEMod.2016.3.2 Page 26 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.9 Paving - Phase I - 2021

<u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.110 7	1,709.110 7	0.5417		1,722.652 4
Paving	0.0603					0.0000	0.0000		0.0000	0.0000		i i i	0.0000		 	0.0000
Total	1.1236	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.110 7	1,709.110 7	0.5417		1,722.652 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0328	0.4556	1.5800e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		157.8291	157.8291	3.3800e- 003		157.9136
Total	0.0541	0.0328	0.4556	1.5800e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		157.8291	157.8291	3.3800e- 003		157.9136

CalEEMod Version: CalEEMod.2016.3.2 Page 27 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.9 Paving - Phase I - 2021 Mitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.110 7	1,709.110 7	0.5417		1,722.652 4
Paving	0.0603] 			0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1236	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.110 7	1,709.110 7	0.5417		1,722.652 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0541	0.0328	0.4556	1.5800e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		157.8291	157.8291	3.3800e- 003	 	157.9136
Total	0.0541	0.0328	0.4556	1.5800e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		157.8291	157.8291	3.3800e- 003		157.9136

CalEEMod Version: CalEEMod.2016.3.2 Page 28 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.10 Architectural Coating - Phase I - 2021 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Archit. Coating	10.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193	;	281.9309
Total	10.2305	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0217	0.0131	0.1822	6.3000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		63.1317	63.1317	1.3500e- 003		63.1655
Total	0.0217	0.0131	0.1822	6.3000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		63.1317	63.1317	1.3500e- 003		63.1655

CalEEMod Version: CalEEMod.2016.3.2 Page 29 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.10 Architectural Coating - Phase I - 2021 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Archit. Coating	10.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
	0.2189	1.5268	1.8176	2.9700e- 003		0.0941	0.0941	1	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193	 	281.9309
Total	10.2305	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0217	0.0131	0.1822	6.3000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		63.1317	63.1317	1.3500e- 003		63.1655
Total	0.0217	0.0131	0.1822	6.3000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		63.1317	63.1317	1.3500e- 003		63.1655

CalEEMod Version: CalEEMod.2016.3.2 Page 30 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.11 Building Construction - Last Phase - 2021 Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.935 5	2,288.935 5	0.4503		2,300.193 5
Total	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.935 5	2,288.935 5	0.4503		2,300.193 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0107	0.3753	0.1018	9.9000e- 004	0.0256	7.8000e- 004	0.0263	7.3500e- 003	7.5000e- 004	8.1000e- 003		107.5170	107.5170	8.4300e- 003		107.7278
Worker	0.1047	0.0633	0.8808	3.0600e- 003	0.3242	2.1000e- 003	0.3263	0.0860	1.9300e- 003	0.0879		305.1363	305.1363	6.5300e- 003		305.2997
Total	0.1153	0.4386	0.9826	4.0500e- 003	0.3497	2.8800e- 003	0.3526	0.0933	2.6800e- 003	0.0960		412.6533	412.6533	0.0150		413.0274

CalEEMod Version: CalEEMod.2016.3.2 Page 31 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.11 Building Construction - Last Phase - 2021 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.935 5	2,288.935 5	0.4503		2,300.193 5
Total	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.935 5	2,288.935 5	0.4503		2,300.193 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	lb/day										
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0107	0.3753	0.1018	9.9000e- 004	0.0256	7.8000e- 004	0.0263	7.3500e- 003	7.5000e- 004	8.1000e- 003		107.5170	107.5170	8.4300e- 003		107.7278
Worker	0.1047	0.0633	0.8808	3.0600e- 003	0.3242	2.1000e- 003	0.3263	0.0860	1.9300e- 003	0.0879		305.1363	305.1363	6.5300e- 003		305.2997
Total	0.1153	0.4386	0.9826	4.0500e- 003	0.3497	2.8800e- 003	0.3526	0.0933	2.6800e- 003	0.0960		412.6533	412.6533	0.0150		413.0274

CalEEMod Version: CalEEMod.2016.3.2 Page 32 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.12 Paving - Last Phase - 2021 Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.110 7	1,709.110 7	0.5417		1,722.652 4
Paving	0.0603	 				0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1236	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.110 7	1,709.110 7	0.5417		1,722.652 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	lb/day										
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0328	0.4556	1.5800e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		157.8291	157.8291	3.3800e- 003		157.9136
Total	0.0541	0.0328	0.4556	1.5800e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		157.8291	157.8291	3.3800e- 003		157.9136

CalEEMod Version: CalEEMod.2016.3.2 Page 33 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.12 Paving - Last Phase - 2021 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.110 7	1,709.110 7	0.5417		1,722.652 4
Paving	0.0603				 	0.0000	0.0000		0.0000	0.0000		!	0.0000			0.0000
Total	1.1236	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.110 7	1,709.110 7	0.5417		1,722.652 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	lb/day										
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0541	0.0328	0.4556	1.5800e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		157.8291	157.8291	3.3800e- 003	 	157.9136
Total	0.0541	0.0328	0.4556	1.5800e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		157.8291	157.8291	3.3800e- 003		157.9136

CalEEMod Version: CalEEMod.2016.3.2 Page 34 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.13 Architectural Coating - Last Phase - 2021 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Archit. Coating	10.0116				! !	0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	10.2305	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	lb/day										
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0217	0.0131	0.1822	6.3000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		63.1317	63.1317	1.3500e- 003		63.1655
Total	0.0217	0.0131	0.1822	6.3000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		63.1317	63.1317	1.3500e- 003		63.1655

CalEEMod Version: CalEEMod.2016.3.2 Page 35 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

3.13 Architectural Coating - Last Phase - 2021 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Archit. Coating	10.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e- 003		0.0941	0.0941	 	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193	i i i	281.9309
Total	10.2305	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0217	0.0131	0.1822	6.3000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		63.1317	63.1317	1.3500e- 003	 	63.1655
Total	0.0217	0.0131	0.1822	6.3000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		63.1317	63.1317	1.3500e- 003		63.1655

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Mitigated	0.4176	1.6496	5.5000	0.0213	1.9387	0.0152	1.9539	0.5184	0.0142	0.5326		2,164.958 8	2,164.958 8	0.0865		2,167.120 6
Unmitigated	0.4331	1.7392	5.9352	0.0233	2.1225	0.0165	2.1390	0.5676	0.0154	0.5829		2,361.309 9	2,361.309 9	0.0935	 	2,363.647 3

4.2 Trip Summary Information

	Avei	age Daily Trip Ra	ite	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	292.80	292.80	292.80	1,000,542	913,916
Total	292.80	292.80	292.80	1,000,542	913,916

4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	МН
Condo/Townhouse	0.561378	0.043284	0.209473	0.111826	0.015545	0.005795	0.025829	0.017125	0.001747	0.001542	0.004926	0.000594	0.000934

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
	0.0199	0.1696	0.0722	1.0800e- 003		0.0137	0.0137		0.0137	0.0137		216.5551	216.5551	4.1500e- 003	3.9700e- 003	217.8420
	0.0209	0.1782	0.0758	1.1400e- 003		0.0144	0.0144	 	0.0144	0.0144		227.5021	227.5021	4.3600e- 003	4.1700e- 003	228.8540

CalEEMod Version: CalEEMod.2016.3.2 Page 38 of 42 Date: 11/11/2019 11:32 AM

KB Home Lighthouse Project - Orange County, Summer

5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/c	lay		
Condo/Townhous e	1933.77	0.0209	0.1782	0.0758	1.1400e- 003		0.0144	0.0144	1 1 1	0.0144	0.0144		227.5021	227.5021	4.3600e- 003	4.1700e- 003	228.8540
Total		0.0209	0.1782	0.0758	1.1400e- 003		0.0144	0.0144		0.0144	0.0144		227.5021	227.5021	4.3600e- 003	4.1700e- 003	228.8540

Mitigated

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/d	day		
Condo/Townhous e	1.84072	0.0199	0.1696	0.0722	1.0800e- 003		0.0137	0.0137		0.0137	0.0137		216.5551	216.5551	4.1500e- 003	3.9700e- 003	217.8420
Total		0.0199	0.1696	0.0722	1.0800e- 003		0.0137	0.0137		0.0137	0.0137		216.5551	216.5551	4.1500e- 003	3.9700e- 003	217.8420

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths
Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Mitigated	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701
Unmitigated	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701

6.2 Area by SubCategory Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating	0.0686					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7957			 		0.0000	0.0000		0.0000	0.0000			0.0000	 		0.0000
Hearth	0.0660	0.5640	0.2400	3.6000e- 003		0.0456	0.0456		0.0456	0.0456	0.0000	720.0000	720.0000	0.0138	0.0132	724.2786
Landscaping	0.1000	0.0381	3.3063	1.7000e- 004		0.0183	0.0183		0.0183	0.0183		5.9478	5.9478	5.7500e- 003		6.0915
Total	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701

6.2 Area by SubCategory

Mitigated

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating	0.0686					0.0000	0.0000	 	0.0000	0.0000			0.0000		i i i	0.0000
Consumer Products	0.7957					0.0000	0.0000	 	0.0000	0.0000			0.0000			0.0000
Hearth	0.0660	0.5640	0.2400	3.6000e- 003		0.0456	0.0456		0.0456	0.0456	0.0000	720.0000	720.0000	0.0138	0.0132	724.2786
Landscaping	0.1000	0.0381	3.3063	1.7000e- 004		0.0183	0.0183	 	0.0183	0.0183		5.9478	5.9478	5.7500e- 003		6.0915
Total	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

	Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
--	----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

	Equipment Type	Number
--	----------------	--------

11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.2 Page 1 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

KB Home Lighthouse Project Orange County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	40.00	Dwelling Unit	2.12	40,000.00	114
Parking Lot	26.00	Space	0.23	10,400.00	0

1.2 Other Project Characteristics

UrbanizationUrbanWind Speed (m/s)2.2Precipitation Freq (Days)30Climate Zone8Operational Year2022

Utility Company Southern California Edison

 CO2 Intensity
 502.65
 CH4 Intensity
 0.029
 N20 Intensity
 0.006

 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)

1.3 User Entered Comments & Non-Default Data

CalEEMod Version: CalEEMod.2016.3.2 Page 2 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

Project Characteristics - SCE CO2 Intensity Factor

Land Use - Parcel is 2.35 acres

Construction Phase - Anticipated construction schedule provided by KB Home (Oct 2019)

Demolition - Estimated 12,684 sq ft building demolition

Grading - Cut and fill grading - net export 200cy

Vehicle Trips - Trip generation rate obtained from Rick Engineering Co. (Nov 2019)

Woodstoves - No wood stoves or fireplace

Energy Use -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - 17 units/ac on parcel

Architectural Coating - 3 phase developments - assume 20% model, 40% phase 1 and last phase

Area Mitigation - Natural gas hearth and low VOC cleaning supply

Energy Mitigation - Comply with 2019 Title 24 building energy efficiency standards and energy efficient appliances

Water Mitigation - Utilized low-flow water fixtures and water irrigation systems

Waste Mitigation - Utilized waste recycling and composting bins

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	5,400.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	10,800.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,000.00	10,800.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	16,200.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	32,400.00
tblArchitecturalCoating	ConstArea_Residential_Interior	81,000.00	32,400.00
tblConstructionPhase	NumDays	220.00	32.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	220.00	76.00
tblConstructionPhase	NumDays	220.00	170.00

KB Home Lighthouse Project - Orange County, Winter

Date: 11/11/2019 11:29 AM

Page 3 of 42

tblConstructionPhase	PhaseEndDate	7/12/2021	10/7/2020
tblConstructionPhase	PhaseEndDate	6/14/2021	9/9/2020
tblConstructionPhase	PhaseEndDate	7/28/2020	7/14/2020
tblConstructionPhase	PhaseEndDate	8/10/2020	7/27/2020
tblConstructionPhase	PhaseEndDate	6/28/2021	9/23/2020
tblConstructionPhase	PhaseEndDate	7/31/2020	7/17/2020
tblConstructionPhase	PhaseStartDate	6/29/2021	9/24/2020
tblConstructionPhase	PhaseStartDate	8/11/2020	7/28/2020
tblConstructionPhase	PhaseStartDate	8/1/2020	7/20/2020
tblConstructionPhase	PhaseStartDate	6/15/2021	9/10/2020
tblConstructionPhase	PhaseStartDate	7/29/2020	7/15/2020
tblFireplaces	NumberNoFireplace	4.00	0.00
tblFireplaces	NumberWood	2.00	0.00
tblGrading	AcresOfGrading	4.50	2.35
tblGrading	MaterialExported	0.00	200.00
tblLandUse	LotAcreage	2.50	2.12
tblProjectCharacteristics	CO2IntensityFactor	702.44	502.65
tblVehicleTrips	ST_TR	5.67	7.32
tblVehicleTrips	SU_TR	4.84	7.32
tblVehicleTrips	WD_TR	5.81	7.32
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00

2.0 Emissions Summary

CalEEMod Version: CalEEMod.2016.3.2 Page 4 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					lb/e	day							lb/d	day		
2020	5.2740	22.5958	15.8951	0.0298	6.7404	1.1587	7.7351	3.4176	1.0821	4.3328	0.0000	2,943.727 8	2,943.727 8	0.7693	0.0000	2,960.040 6
2021	10.2550	27.1553	27.6834	0.0482	0.5174	1.4038	1.9212	0.1378	1.3239	1.4617	0.0000	4,541.088 0	4,541.088 0	1.0102	0.0000	4,566.343 4
Maximum	10.2550	27.1553	27.6834	0.0482	6.7404	1.4038	7.7351	3.4176	1.3239	4.3328	0.0000	4,541.088 0	4,541.088 0	1.0102	0.0000	4,566.343 4

Mitigated Construction

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					lb/	day							lb	'day		
2020	5.2740	22.5958	15.8951	0.0298	2.7412	1.1587	3.7359	1.3630	1.0821	2.2783	0.0000	2,943.727 8	2,943.727 8	0.7693	0.0000	2,960.040 6
2021	10.2550	27.1553	27.6834	0.0482	0.5174	1.4038	1.9212	0.1378	1.3239	1.4617	0.0000	4,541.088 0	4,541.088 0	1.0102	0.0000	4,566.343 3
Maximum	10.2550	27.1553	27.6834	0.0482	2.7412	1.4038	3.7359	1.3630	1.3239	2.2783	0.0000	4,541.088 0	4,541.088 0	1.0102	0.0000	4,566.343 3
	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	55.10	0.00	41.42	57.79	0.00	35.46	0.00	0.00	0.00	0.00	0.00	0.00

Pg. 444

CalEEMod Version: CalEEMod.2016.3.2 Page 5 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Category	lb/day											lb/day						
Area	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701		
Energy	0.0209	0.1782	0.0758	1.1400e- 003		0.0144	0.0144		0.0144	0.0144		227.5021	227.5021	4.3600e- 003	4.1700e- 003	228.8540		
Mobile	0.4256	1.7891	5.6597	0.0222	2.1225	0.0166	2.1390	0.5676	0.0154	0.5830		2,257.208 6	2,257.208 6	0.0931		2,259.536 6		
Total	1.4768	2.5694	9.2818	0.0271	2.1225	0.0949	2.2173	0.5676	0.0937	0.6613	0.0000	3,210.658 5	3,210.658 5	0.1170	0.0174	3,218.760 7		

Mitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Area	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701
Energy	0.0199	0.1696	0.0722	1.0800e- 003		0.0137	0.0137		0.0137	0.0137		216.5551	216.5551	4.1500e- 003	3.9700e- 003	217.8420
Mobile	0.4104	1.6942	5.2624	0.0204	1.9387	0.0153	1.9540	0.5184	0.0142	0.5327		2,069.285 9	2,069.285 9	0.0863		2,071.442 4
Total	1.4605	2.4660	8.8808	0.0252	1.9387	0.0929	2.0316	0.5184	0.0918	0.6102	0.0000	3,011.788 8	3,011.788 8	0.1100	0.0172	3,019.654 5

Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	1.10	4.03	4.32	7.04	8.66	2.10	8.38	8.66	2.02	7.72	0.00	6.19	6.19	6.04	1.15	6.19

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2020	7/14/2020	5	10	
2	Site Preparation	Site Preparation	7/15/2020	7/17/2020	5	3	
3	Grading	Grading	7/20/2020	7/27/2020	5	6	
4	Building Construction - Model	Building Construction	7/28/2020	9/9/2020	5	32	
5	Paving - Model	Paving	9/10/2020	9/23/2020	5	10	
6	Architectural Coating - Model	Architectural Coating	9/24/2020	10/7/2020	5	10	
7	Building Construction - Phase I	Building Construction	10/13/2020	1/26/2021	5	76	
8	Paving - Phase I	Paving	1/27/2021	2/9/2021	5	10	
9	Architectural Coating - Phase I	Architectural Coating	2/10/2021	2/23/2021	5	10	
10	Building Construction - Last Phase	Building Construction	2/24/2021	10/19/2021	5	170	
11	Paving - Last Phase	Paving	10/19/2021	11/1/2021	5	10	
12	Architectural Coating - Last Phase	Architectural Coating	11/2/2021	11/15/2021	5	10	

Acres of Grading (Site Preparation Phase): 2.35

Acres of Grading (Grading Phase): 3

Acres of Paving: 0.23

Residential Indoor: 16,200; Residential Outdoor: 5,400; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

Page 7 of 42

Date: 11/11/2019 11:29 AM

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating - Model	Air Compressors	1	6.00	78	0.48
Paving - Model	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction - Model	Generator Sets	1	8.00	84	0.74
Building Construction - Model	Cranes	1	8.00	231	0.29
Building Construction - Model	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving - Model	Pavers	1	8.00	130	0.42
Paving - Model	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction - Model	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving - Model	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving - Model	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction - Model	Welders	3	8.00	46	0.45
Architectural Coating - Last Phase	Air Compressors	1	6.00	78	0.48
Architectural Coating - Phase I	Air Compressors	1	6.00	78	0.48
Paving - Last Phase	Cement and Mortar Mixers	1	8.00	9	0.56
Paving - Phase I	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction - Last Phase	Cranes	1	8.00	231	0.29

Pg. 447

KB Home Lighthouse Project - Orange County, Winter

Cranes	1	8.00	231	0.29
Forklifts	2	7.00	89	0.20
Forklifts	2	7.00	89	0.20
Generator Sets	1	8.00	84	0.74
Generator Sets	1	8.00	84	0.74
Pavers	1	8.00	130	0.42
Pavers	1	8.00	130	0.42
Paving Equipment	1	8.00	132	0.36
Paving Equipment	1	8.00	132	0.36
Rollers	2	8.00	80	0.38
Rollers	2	8.00	80	0.38
Tractors/Loaders/Backhoes	1	6.00	97	0.37
Tractors/Loaders/Backhoes	1	6.00	97	0.37
Tractors/Loaders/Backhoes	1	8.00	97	0.37
Tractors/Loaders/Backhoes	1	8.00	97	0.37
Welders	3	8.00	46	0.45
Welders	3	8.00	46	0.45
	Forklifts Forklifts Generator Sets Generator Sets Pavers Pavers Paving Equipment Paving Equipment Rollers Tractors/Loaders/Backhoes Tractors/Loaders/Backhoes Tractors/Loaders/Backhoes Tractors/Loaders/Backhoes Welders	Forklifts 2 Forklifts 2 Generator Sets 1 Generator Sets 1 Pavers 1 Pavers 1 Paving Equipment 1 Paving Equipment 1 Rollers 2 Tractors/Loaders/Backhoes 1 Tractors/Loaders/Backhoes 1 Tractors/Loaders/Backhoes 1 Tractors/Loaders/Backhoes 1 Welders 3	Forklifts 2 7.00 Forklifts 2 7.00 Generator Sets 1 8.00 Generator Sets 1 8.00 Pavers 1 8.00 Pavers 1 8.00 Paving Equipment 1 8.00 Rollers 2 8.00 Rollers 2 8.00 Tractors/Loaders/Backhoes 1 6.00 Tractors/Loaders/Backhoes 1 6.00 Tractors/Loaders/Backhoes 1 8.00 Welders 3 8.00	Forklifts 2 7.00 89 Forklifts 2 7.00 89 Generator Sets 1 8.00 84 Generator Sets 1 8.00 84 Pavers 1 8.00 130 Pavers 1 8.00 130 Paving Equipment 1 8.00 132 Rollers 2 8.00 80 Rollers 2 8.00 80 Tractors/Loaders/Backhoes 1 6.00 97 Tractors/Loaders/Backhoes 1 6.00 97 Tractors/Loaders/Backhoes 1 8.00 97 Welders 3 8.00 46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	58.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	25.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Model	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating -	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction -	8	29.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Last Phase	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving - Phase I	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

CalEEMod Version: CalEEMod.2016.3.2 Page 10 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.2 Demolition - 2020
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust	 				1.2486	0.0000	1.2486	0.1890	0.0000	0.1890		1	0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.312 7	2,322.312 7	0.5970		2,337.236 3
Total	2.1262	20.9463	14.6573	0.0241	1.2486	1.1525	2.4010	0.1890	1.0761	1.2652		2,322.312 7	2,322.312 7	0.5970		2,337.236 3

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0449	1.6149	0.4243	4.3700e- 003	0.1010	5.2600e- 003	0.1063	0.0277	5.0300e- 003	0.0327		487.3044	487.3044	0.0525		488.6170
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0565	0.0346	0.3933	1.3400e- 003	0.1453	9.6000e- 004	0.1463	0.0385	8.8000e- 004	0.0394		134.1108	134.1108	3.0600e- 003		134.1873
Total	0.1014	1.6495	0.8176	5.7100e- 003	0.2463	6.2200e- 003	0.2525	0.0662	5.9100e- 003	0.0721		621.4151	621.4151	0.0556		622.8043

CalEEMod Version: CalEEMod.2016.3.2 Page 11 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.2 Demolition - 2020 Mitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust					0.4869	0.0000	0.4869	0.0737	0.0000	0.0737		 	0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.312 7	2,322.312 7	0.5970		2,337.236 3
Total	2.1262	20.9463	14.6573	0.0241	0.4869	1.1525	1.6394	0.0737	1.0761	1.1499	0.0000	2,322.312 7	2,322.312 7	0.5970		2,337.236 3

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0449	1.6149	0.4243	4.3700e- 003	0.1010	5.2600e- 003	0.1063	0.0277	5.0300e- 003	0.0327		487.3044	487.3044	0.0525		488.6170
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0565	0.0346	0.3933	1.3400e- 003	0.1453	9.6000e- 004	0.1463	0.0385	8.8000e- 004	0.0394		134.1108	134.1108	3.0600e- 003		134.1873
Total	0.1014	1.6495	0.8176	5.7100e- 003	0.2463	6.2200e- 003	0.2525	0.0662	5.9100e- 003	0.0721		621.4151	621.4151	0.0556		622.8043

CalEEMod Version: CalEEMod.2016.3.2 Page 12 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.3 Site Preparation - 2020

<u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust	11 11 11				0.8307	0.0000	0.8307	0.0897	0.0000	0.0897		1	0.0000			0.0000
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149		2,372.906 2	2,372.906 2	0.7675		2,392.092 4
Total	1.6521	19.9196	11.2678	0.0245	0.8307	0.7771	1.6078	0.0897	0.7149	0.8046		2,372.906 2	2,372.906 2	0.7675		2,392.092 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0347	0.0213	0.2420	8.3000e- 004	0.0894	5.9000e- 004	0.0900	0.0237	5.4000e- 004	0.0243		82.5297	82.5297	1.8800e- 003		82.5768
Total	0.0347	0.0213	0.2420	8.3000e- 004	0.0894	5.9000e- 004	0.0900	0.0237	5.4000e- 004	0.0243		82.5297	82.5297	1.8800e- 003		82.5768

CalEEMod Version: CalEEMod.2016.3.2 Page 13 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.3 Site Preparation - 2020 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust					0.3240	0.0000	0.3240	0.0350	0.0000	0.0350			0.0000			0.0000
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149	0.0000	2,372.906 2	2,372.906 2	0.7675	1 1 1 1	2,392.092 4
Total	1.6521	19.9196	11.2678	0.0245	0.3240	0.7771	1.1011	0.0350	0.7149	0.7499	0.0000	2,372.906 2	2,372.906	0.7675		2,392.092 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0347	0.0213	0.2420	8.3000e- 004	0.0894	5.9000e- 004	0.0900	0.0237	5.4000e- 004	0.0243		82.5297	82.5297	1.8800e- 003		82.5768
Total	0.0347	0.0213	0.2420	8.3000e- 004	0.0894	5.9000e- 004	0.0900	0.0237	5.4000e- 004	0.0243		82.5297	82.5297	1.8800e- 003		82.5768

CalEEMod Version: CalEEMod.2016.3.2 Page 14 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.4 Grading - 2020
Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Fugitive Dust	 				6.5561	0.0000	6.5561	3.3681	0.0000	3.3681			0.0000			0.0000
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110		1,996.406 1	1,996.406 1	0.6457	 	2,012.548 0
Total	1.9219	21.3418	9.9355	0.0206	6.5561	0.9902	7.5463	3.3681	0.9110	4.2790		1,996.406 1	1,996.406 1	0.6457		2,012.548 0

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0323	1.1601	0.3048	3.1400e- 003	0.0726	3.7800e- 003	0.0763	0.0199	3.6100e- 003	0.0235		350.0750	350.0750	0.0377		351.0180
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0434	0.0266	0.3025	1.0300e- 003	0.1118	7.4000e- 004	0.1125	0.0296	6.8000e- 004	0.0303		103.1621	103.1621	2.3500e- 003	;	103.2210
Total	0.0757	1.1867	0.6073	4.1700e- 003	0.1843	4.5200e- 003	0.1889	0.0495	4.2900e- 003	0.0538		453.2371	453.2371	0.0401		454.2389

CalEEMod Version: CalEEMod.2016.3.2 Page 15 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.4 Grading - 2020

<u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Fugitive Dust	11 11 11				2.5569	0.0000	2.5569	1.3135	0.0000	1.3135			0.0000			0.0000
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110	0.0000	1,996.406 1	1,996.406 1	0.6457	 	2,012.548 0
Total	1.9219	21.3418	9.9355	0.0206	2.5569	0.9902	3.5470	1.3135	0.9110	2.2245	0.0000	1,996.406 1	1,996.406 1	0.6457		2,012.548 0

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	lay		
Hauling	0.0323	1.1601	0.3048	3.1400e- 003	0.0726	3.7800e- 003	0.0763	0.0199	3.6100e- 003	0.0235		350.0750	350.0750	0.0377		351.0180
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0434	0.0266	0.3025	1.0300e- 003	0.1118	7.4000e- 004	0.1125	0.0296	6.8000e- 004	0.0303		103.1621	103.1621	2.3500e- 003		103.2210
Total	0.0757	1.1867	0.6073	4.1700e- 003	0.1843	4.5200e- 003	0.1889	0.0495	4.2900e- 003	0.0538		453.2371	453.2371	0.0401		454.2389

CalEEMod Version: CalEEMod.2016.3.2 Page 16 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.5 Building Construction - Model - 2020 Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.887 7	2,288.887 7	0.4646		2,300.501 4
Total	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.887 7	2,288.887 7	0.4646	-	2,300.501 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0133	0.4166	0.1206	9.7000e- 004	0.0256	2.2100e- 003	0.0278	7.3500e- 003	2.1200e- 003	9.4700e- 003		105.7864	105.7864	9.2100e- 003		106.0168
Worker	0.1259	0.0772	0.8774	3.0000e- 003	0.3242	2.1400e- 003	0.3263	0.0860	1.9700e- 003	0.0879		299.1701	299.1701	6.8300e- 003		299.3408
Total	0.1393	0.4937	0.9979	3.9700e- 003	0.3497	4.3500e- 003	0.3541	0.0933	4.0900e- 003	0.0974		404.9566	404.9566	0.0160		405.3576

CalEEMod Version: CalEEMod.2016.3.2 Page 17 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.5 Building Construction - Model - 2020 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.887 7	2,288.887 7	0.4646		2,300.501 4
Total	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.887 7	2,288.887 7	0.4646		2,300.501 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0133	0.4166	0.1206	9.7000e- 004	0.0256	2.2100e- 003	0.0278	7.3500e- 003	2.1200e- 003	9.4700e- 003		105.7864	105.7864	9.2100e- 003	 	106.0168
Worker	0.1259	0.0772	0.8774	3.0000e- 003	0.3242	2.1400e- 003	0.3263	0.0860	1.9700e- 003	0.0879		299.1701	299.1701	6.8300e- 003	 	299.3408
Total	0.1393	0.4937	0.9979	3.9700e- 003	0.3497	4.3500e- 003	0.3541	0.0933	4.0900e- 003	0.0974		404.9566	404.9566	0.0160		405.3576

CalEEMod Version: CalEEMod.2016.3.2 Page 18 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.6 Paving - Model - 2020 Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565	! !	0.6051	0.6051		1,709.218 0	1,709.218 0	0.5417		1,722.760 5
Paving	0.0603				 	0.0000	0.0000	1	0.0000	0.0000		 	0.0000		 	0.0000
Total	1.2149	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.218 0	1,709.218 0	0.5417		1,722.760 5

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0651	0.0399	0.4538	1.5500e- 003	0.1677	1.1100e- 003	0.1688	0.0445	1.0200e- 003	0.0455		154.7432	154.7432	3.5300e- 003		154.8314
Total	0.0651	0.0399	0.4538	1.5500e- 003	0.1677	1.1100e- 003	0.1688	0.0445	1.0200e- 003	0.0455		154.7432	154.7432	3.5300e- 003		154.8314

CalEEMod Version: CalEEMod.2016.3.2 Page 19 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.6 Paving - Model - 2020 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051	0.0000	1,709.218 0	1,709.218 0	0.5417		1,722.760 5
Paving	0.0603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2149	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051	0.0000	1,709.218 0	1,709.218 0	0.5417		1,722.760 5

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0651	0.0399	0.4538	1.5500e- 003	0.1677	1.1100e- 003	0.1688	0.0445	1.0200e- 003	0.0455		154.7432	154.7432	3.5300e- 003	 	154.8314
Total	0.0651	0.0399	0.4538	1.5500e- 003	0.1677	1.1100e- 003	0.1688	0.0445	1.0200e- 003	0.0455		154.7432	154.7432	3.5300e- 003		154.8314

CalEEMod Version: CalEEMod.2016.3.2 Page 20 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.7 Architectural Coating - Model - 2020 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Archit. Coating	5.0058					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e- 003	 	0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218	;	281.9928
Total	5.2480	1.6838	1.8314	2.9700e- 003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/o	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0261	0.0160	0.1815	6.2000e- 004	0.0671	4.4000e- 004	0.0675	0.0178	4.1000e- 004	0.0182		61.8973	61.8973	1.4100e- 003		61.9326
Total	0.0261	0.0160	0.1815	6.2000e- 004	0.0671	4.4000e- 004	0.0675	0.0178	4.1000e- 004	0.0182		61.8973	61.8973	1.4100e- 003		61.9326

CalEEMod Version: CalEEMod.2016.3.2 Page 21 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.7 Architectural Coating - Model - 2020 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Archit. Coating	:					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e- 003		0.1109	0.1109	1	0.1109	0.1109	0.0000	281.4481	281.4481	0.0218	 	281.9928
Total	5.2480	1.6838	1.8314	2.9700e- 003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/o	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0261	0.0160	0.1815	6.2000e- 004	0.0671	4.4000e- 004	0.0675	0.0178	4.1000e- 004	0.0182		61.8973	61.8973	1.4100e- 003	 	61.9326
Total	0.0261	0.0160	0.1815	6.2000e- 004	0.0671	4.4000e- 004	0.0675	0.0178	4.1000e- 004	0.0182		61.8973	61.8973	1.4100e- 003		61.9326

CalEEMod Version: CalEEMod.2016.3.2 Page 22 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.8 Building Construction - Phase I - 2020 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.887 7	2,288.887 7	0.4646		2,300.501 4
Total	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.887 7	2,288.887 7	0.4646		2,300.501 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0133	0.4166	0.1206	9.7000e- 004	0.0256	2.2100e- 003	0.0278	7.3500e- 003	2.1200e- 003	9.4700e- 003		105.7864	105.7864	9.2100e- 003		106.0168
Worker	0.1259	0.0772	0.8774	3.0000e- 003	0.3242	2.1400e- 003	0.3263	0.0860	1.9700e- 003	0.0879		299.1701	299.1701	6.8300e- 003		299.3408
Total	0.1393	0.4937	0.9979	3.9700e- 003	0.3497	4.3500e- 003	0.3541	0.0933	4.0900e- 003	0.0974		404.9566	404.9566	0.0160		405.3576

CalEEMod Version: CalEEMod.2016.3.2 Page 23 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.8 Building Construction - Phase I - 2020 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.887 7	2,288.887 7	0.4646		2,300.501 4
Total	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.887 7	2,288.887 7	0.4646		2,300.501 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0133	0.4166	0.1206	9.7000e- 004	0.0256	2.2100e- 003	0.0278	7.3500e- 003	2.1200e- 003	9.4700e- 003		105.7864	105.7864	9.2100e- 003		106.0168
Worker	0.1259	0.0772	0.8774	3.0000e- 003	0.3242	2.1400e- 003	0.3263	0.0860	1.9700e- 003	0.0879		299.1701	299.1701	6.8300e- 003		299.3408
Total	0.1393	0.4937	0.9979	3.9700e- 003	0.3497	4.3500e- 003	0.3541	0.0933	4.0900e- 003	0.0974		404.9566	404.9566	0.0160		405.3576

CalEEMod Version: CalEEMod.2016.3.2 Page 24 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.8 Building Construction - Phase I - 2021 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.935 5	2,288.935 5	0.4503		2,300.193 5
Total	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.935 5	2,288.935 5	0.4503		2,300.193 5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0112	0.3744	0.1117	9.6000e- 004	0.0256	8.1000e- 004	0.0264	7.3500e- 003	7.7000e- 004	8.1300e- 003		104.8756	104.8756	8.8400e- 003		105.0967
Worker	0.1185	0.0696	0.8128	2.9000e- 003	0.3242	2.1000e- 003	0.3263	0.0860	1.9300e- 003	0.0879		288.7913	288.7913	6.1800e- 003		288.9459
Total	0.1297	0.4440	0.9244	3.8600e- 003	0.3497	2.9100e- 003	0.3526	0.0933	2.7000e- 003	0.0960		393.6669	393.6669	0.0150		394.0426

CalEEMod Version: CalEEMod.2016.3.2 Page 25 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.8 Building Construction - Phase I - 2021 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.935 5	2,288.935 5	0.4503		2,300.193 5
Total	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.935 5	2,288.935 5	0.4503		2,300.193 5

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0112	0.3744	0.1117	9.6000e- 004	0.0256	8.1000e- 004	0.0264	7.3500e- 003	7.7000e- 004	8.1300e- 003		104.8756	104.8756	8.8400e- 003		105.0967
Worker	0.1185	0.0696	0.8128	2.9000e- 003	0.3242	2.1000e- 003	0.3263	0.0860	1.9300e- 003	0.0879		288.7913	288.7913	6.1800e- 003		288.9459
Total	0.1297	0.4440	0.9244	3.8600e- 003	0.3497	2.9100e- 003	0.3526	0.0933	2.7000e- 003	0.0960		393.6669	393.6669	0.0150		394.0426

CalEEMod Version: CalEEMod.2016.3.2 Page 26 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.9 Paving - Phase I - 2021

<u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.110 7	1,709.110 7	0.5417		1,722.652 4
Paving	0.0603	 				0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1236	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.110 7	1,709.110 7	0.5417		1,722.652 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Category	lb/day											lb/day							
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000			
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000			
Worker	0.0613	0.0360	0.4204	1.5000e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		149.3748	149.3748	3.2000e- 003	 	149.4548			
Total	0.0613	0.0360	0.4204	1.5000e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		149.3748	149.3748	3.2000e- 003		149.4548			

CalEEMod Version: CalEEMod.2016.3.2 Page 27 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.9 Paving - Phase I - 2021 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.110 7	1,709.110 7	0.5417		1,722.652 4
Paving	0.0603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1236	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.110 7	1,709.110 7	0.5417		1,722.652 4

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e				
Category		lb/day											lb/day							
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000				
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000				
Worker	0.0613	0.0360	0.4204	1.5000e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		149.3748	149.3748	3.2000e- 003		149.4548				
Total	0.0613	0.0360	0.4204	1.5000e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		149.3748	149.3748	3.2000e- 003		149.4548				

CalEEMod Version: CalEEMod.2016.3.2 Page 28 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.10 Architectural Coating - Phase I - 2021 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Archit. Coating	10.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193	 	281.9309
Total	10.2305	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Category	lb/day											lb/day							
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000			
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000			
Worker	0.0245	0.0144	0.1682	6.0000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		59.7499	59.7499	1.2800e- 003		59.7819			
Total	0.0245	0.0144	0.1682	6.0000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		59.7499	59.7499	1.2800e- 003		59.7819			

CalEEMod Version: CalEEMod.2016.3.2 Page 29 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.10 Architectural Coating - Phase I - 2021 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Archit. Coating	10.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
	0.2189	1.5268	1.8176	2.9700e- 003		0.0941	0.0941	1	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193	 	281.9309
Total	10.2305	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0245	0.0144	0.1682	6.0000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		59.7499	59.7499	1.2800e- 003	 	59.7819
Total	0.0245	0.0144	0.1682	6.0000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		59.7499	59.7499	1.2800e- 003		59.7819

CalEEMod Version: CalEEMod.2016.3.2 Page 30 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.11 Building Construction - Last Phase - 2021 Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.935 5	2,288.935 5	0.4503		2,300.193 5
Total	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.935 5	2,288.935 5	0.4503		2,300.193 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0112	0.3744	0.1117	9.6000e- 004	0.0256	8.1000e- 004	0.0264	7.3500e- 003	7.7000e- 004	8.1300e- 003		104.8756	104.8756	8.8400e- 003		105.0967
Worker	0.1185	0.0696	0.8128	2.9000e- 003	0.3242	2.1000e- 003	0.3263	0.0860	1.9300e- 003	0.0879		288.7913	288.7913	6.1800e- 003		288.9459
Total	0.1297	0.4440	0.9244	3.8600e- 003	0.3497	2.9100e- 003	0.3526	0.0933	2.7000e- 003	0.0960		393.6669	393.6669	0.0150		394.0426

CalEEMod Version: CalEEMod.2016.3.2 Page 31 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.11 Building Construction - Last Phase - 2021 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.935 5	2,288.935 5	0.4503		2,300.193 5
Total	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.935 5	2,288.935 5	0.4503		2,300.193 5

Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0112	0.3744	0.1117	9.6000e- 004	0.0256	8.1000e- 004	0.0264	7.3500e- 003	7.7000e- 004	8.1300e- 003		104.8756	104.8756	8.8400e- 003		105.0967
Worker	0.1185	0.0696	0.8128	2.9000e- 003	0.3242	2.1000e- 003	0.3263	0.0860	1.9300e- 003	0.0879		288.7913	288.7913	6.1800e- 003		288.9459
Total	0.1297	0.4440	0.9244	3.8600e- 003	0.3497	2.9100e- 003	0.3526	0.0933	2.7000e- 003	0.0960		393.6669	393.6669	0.0150		394.0426

CalEEMod Version: CalEEMod.2016.3.2 Page 32 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.12 Paving - Last Phase - 2021 Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.110 7	1,709.110 7	0.5417		1,722.652 4
Paving	0.0603		1 1 1			0.0000	0.0000	 	0.0000	0.0000		 	0.0000		 	0.0000
Total	1.1236	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.110 7	1,709.110 7	0.5417		1,722.652 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0613	0.0360	0.4204	1.5000e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		149.3748	149.3748	3.2000e- 003	 	149.4548
Total	0.0613	0.0360	0.4204	1.5000e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		149.3748	149.3748	3.2000e- 003		149.4548

CalEEMod Version: CalEEMod.2016.3.2 Page 33 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.12 Paving - Last Phase - 2021 Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.110 7	1,709.110 7	0.5417		1,722.652 4
Paving	0.0603					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1236	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.110 7	1,709.110 7	0.5417		1,722.652 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0613	0.0360	0.4204	1.5000e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		149.3748	149.3748	3.2000e- 003	 	149.4548
Total	0.0613	0.0360	0.4204	1.5000e- 003	0.1677	1.0900e- 003	0.1688	0.0445	1.0000e- 003	0.0455		149.3748	149.3748	3.2000e- 003		149.4548

CalEEMod Version: CalEEMod.2016.3.2 Page 34 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.13 Architectural Coating - Last Phase - 2021 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Archit. Coating						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193	 	281.9309
Total	10.2305	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Worker	0.0245	0.0144	0.1682	6.0000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		59.7499	59.7499	1.2800e- 003	 	59.7819
Total	0.0245	0.0144	0.1682	6.0000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		59.7499	59.7499	1.2800e- 003		59.7819

CalEEMod Version: CalEEMod.2016.3.2 Page 35 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

3.13 Architectural Coating - Last Phase - 2021 <u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Archit. Coating	10.0116					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e- 003		0.0941	0.0941	 	0.0941	0.0941	0.0000	281.4481	281.4481	0.0193	i i i	281.9309
Total	10.2305	1.5268	1.8176	2.9700e- 003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	,	0.0000
Worker	0.0245	0.0144	0.1682	6.0000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		59.7499	59.7499	1.2800e- 003		59.7819
Total	0.0245	0.0144	0.1682	6.0000e- 004	0.0671	4.3000e- 004	0.0675	0.0178	4.0000e- 004	0.0182		59.7499	59.7499	1.2800e- 003		59.7819

4.0 Operational Detail - Mobile

KB Home Lighthouse Project - Orange County, Winter

4.1 Mitigation Measures Mobile

Increase Density

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Mitigated	0.4104	1.6942	5.2624	0.0204	1.9387	0.0153	1.9540	0.5184	0.0142	0.5327		2,069.285 9	2,069.285 9	0.0863	! !	2,071.442 4
Unmitigated	0.4256	1.7891	5.6597	0.0222	2.1225	0.0166	2.1390	0.5676	0.0154	0.5830		2,257.208 6	2,257.208 6	0.0931		2,259.536 6

4.2 Trip Summary Information

	Aver	age Daily Trip Ra	ite	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	292.80	292.80	292.80	1,000,542	913,916
Total	292.80	292.80	292.80	1,000,542	913,916

4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	МН
Condo/Townhouse	0.561378	0.043284	0.209473	0.111826	0.015545	0.005795	0.025829	0.017125	0.001747	0.001542	0.004926	0.000594	0.000934

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
NaturalGas Mitigated	0.0199	0.1696	0.0722	1.0800e- 003		0.0137	0.0137		0.0137	0.0137		216.5551	216.5551	4.1500e- 003	3.9700e- 003	217.8420
NaturalGas Unmitigated	0.0209	0.1782	0.0758	1.1400e- 003		0.0144	0.0144	 	0.0144	0.0144		227.5021	227.5021	4.3600e- 003	4.1700e- 003	228.8540

CalEEMod Version: CalEEMod.2016.3.2 Page 38 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/c	day		
Condo/Townhous e	1933.77	0.0209	0.1782	0.0758	1.1400e- 003		0.0144	0.0144		0.0144	0.0144		227.5021	227.5021	4.3600e- 003	4.1700e- 003	228.8540
Total		0.0209	0.1782	0.0758	1.1400e- 003		0.0144	0.0144		0.0144	0.0144		227.5021	227.5021	4.3600e- 003	4.1700e- 003	228.8540

Mitigated

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/c	lay		
Condo/Townhous e	1.84072	0.0199	0.1696	0.0722	1.0800e- 003		0.0137	0.0137	i I	0.0137	0.0137		216.5551	216.5551	4.1500e- 003	3.9700e- 003	217.8420
Total		0.0199	0.1696	0.0722	1.0800e- 003		0.0137	0.0137		0.0137	0.0137		216.5551	216.5551	4.1500e- 003	3.9700e- 003	217.8420

6.0 Area Detail

6.1 Mitigation Measures Area

KB Home Lighthouse Project - Orange County, Winter

Use only Natural Gas Hearths
Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Mitigated	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701
Unmitigated	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701

KB Home Lighthouse Project - Orange County, Winter

6.2 Area by SubCategory Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating						0.0000	0.0000		0.0000	0.0000			0.0000	! !	 	0.0000
Consumer Products	0.7957				 	0.0000	0.0000		0.0000	0.0000			0.0000		 	0.0000
Hearth	0.0660	0.5640	0.2400	3.6000e- 003	 	0.0456	0.0456		0.0456	0.0456	0.0000	720.0000	720.0000	0.0138	0.0132	724.2786
Landscaping	0.1000	0.0381	3.3063	1.7000e- 004		0.0183	0.0183		0.0183	0.0183		5.9478	5.9478	5.7500e- 003	 	6.0915
Total	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701

CalEEMod Version: CalEEMod.2016.3.2 Page 41 of 42 Date: 11/11/2019 11:29 AM

KB Home Lighthouse Project - Orange County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
	0.0686					0.0000	0.0000	i i	0.0000	0.0000			0.0000		i i i	0.0000
Consumer Products	0.7957		 	 		0.0000	0.0000	i i	0.0000	0.0000			0.0000		 	0.0000
Hearth	0.0660	0.5640	0.2400	3.6000e- 003		0.0456	0.0456		0.0456	0.0456	0.0000	720.0000	720.0000	0.0138	0.0132	724.2786
Landscaping	0.1000	0.0381	3.3063	1.7000e- 004		0.0183	0.0183	1 1 1 1	0.0183	0.0183		5.9478	5.9478	5.7500e- 003		6.0915
Total	1.0303	0.6021	3.5463	3.7700e- 003		0.0639	0.0639		0.0639	0.0639	0.0000	725.9478	725.9478	0.0196	0.0132	730.3701

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

KB Home Lighthouse Project - Orange County, Winter

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT F

HISTORIC EVALUATION MEMORANDUM



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

Date: December 23, 2019

To: Shelby Cramton, LSA

FROM: Casey Tibbet, M.A., Associate/Cultural Resources Manager/Architectural Historian

SUBJECT: 10871 Western Avenue, City of Stanton, California (LSA Project Number KBH1901)

As part of the environmental review process, a historical evaluation of the property at 10871 Western Avenue (Assessor's Parcel Number 079-371-17) in Stanton, California, has been completed. The evaluation was documented on Department of Parks and Recreation (DPR) 523A (Primary Record) and 523B (Building, Structure, and Object Record) forms and the property was identified on a DPR Location Map. Full descriptions of the architectural elements, historic context, and significance evaluation of the existing church are provided in the attached DPR forms.

As a result of that evaluation, which included archival research and an intensive-level field survey, it was determined that the 1968 church does not appear to be eligible for listing in the California Register of Historical Resources under any criteria. It is not representative of a significant historical event or associated with any historically significant people. The architecture is unremarkable and the architect does not appear to be anyone of note.

For these reasons, the church at 10871 Western Avenue in Stanton does not qualify as a "historical resource" as defined by the California Environmental Quality Act (CEQA) and, for purposes of this project, the City may make a finding of "no impact" with regard to historical resources.

Attachment: DPR forms

State of California — The Resou	rces Agency	Primary #	
DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD		HRI#	
		Trinomial	
		NRHP Status Code 6	SZ
	Other Listings		
	Review Code	Reviewer	Date
Page <u>1</u> of <u>7</u>	Resour	ce Name or #: 10871 Wester	n Avenue
P1. Other Identifier: Stanton Ligi	nthouse Community Chur	ch of the Nazarene	
P2. Location: ☐ Not for Publicate Location Map as necessary.)	ion ⊠ Unrestricted *a.	County: Orange	_and (P2b and P2c or P2d. Attach a
*b. USGS 7.5' Quad: Los Ala	mitos. CA Date: 1981	T4S: R11W: Section 23 S.B.B	s.M.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property is situated on the west side of Western Avenue north of Katella Avenue in an area developed predominantly with multifamily housing. The property includes two one-story buildings with parking on three sides and a large undeveloped lot to the rear (west). Block walls run along the north, south, and west property lines.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN 079-371-17

mN (G.P.S.)

City: Stanton

The primary building, which consists of the sanctuary (oriented east-west) and classrooms (oriented north-south), is L-shaped in plan and surmounted by a moderately-pitched, cross-gabled roof sheathed with composition shingles. The roof has narrow eaves, a spire, and roof-mounted compressors. The exterior walls are covered with stucco with flagstone accents. The east-facing, asymmetrical façade includes a large cross mounted on a full-height flagstone wall flanked by landscaped planters that are formed by low flagstone garden walls and the recessed walls of the sanctuary. Each planter features a narrow vertical-rectangular window behind the flagstone wall. The north-facing window is boarded over, but the south-facing one consists of a single, fixed pebble glass pane. The remainder of the east-facing elevation is set back approximately 100 feet from the sidewalk and includes five metal-framed sliding windows and five doors. The south elevation (adjacent to the parking area) has an attic vent centered below the gable end above a door and a metal-framed sliding window. The south elevation (adjacent to the lawn area) has a recessed entry with a pair of metal-framed glass doors and one sidelight, a horizontal-rectangular fixed pebble glass window, two doors, and a metal-framed sliding window. The north elevation has a metal-framed sliding window, a door, a single (see Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP16-Religious Building

mE/

c. Address: 10871 Western Avenue

d. UTM: Zone: 11;

***P4.** Resources Present: ⊠Building □Structure □Object □Site □District □Element of District □Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Top: façade, view to the west. Bottom: south and east elevations (12/13/19)

Zip: 90680

*P6. Date Constructed/Age and Sources: ⊠Historic □Prehistoric □Both 1967 (Building Permits)

*P7. Owner and Address: Unknown

*P8. Recorded by: (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507

*P9. Date Recorded: December 13, 2019

*P10. Survey Type: (Describe)
Intensive-level CEQA compliance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") None

*Attachments:

NONE

Location Map

Sketch Map

Continuation Sheet

Building, Structure, and Object Record

Archaeological Record

District Record

Linear Feature Record

Milling Station Record

Record

Artifact Record

Other (List):

POPPA 35 (1/95) *Required information

Ctot	o of Colifornia The Descurred Agency		Drimon. #
	e of California — The Resources Agency ARTMENT OF PARKS AND RECREATION		Primary # HRI#
	ILDING, STRUCTURE, AND OBJECT		
	e <u>2</u> of <u>7</u>		NRHP Status Code 6Z
	*Resource Name or # (Assi	gned by re	ecorder) 10871 Western Avenue
	Historic Name: Stanton Church of the Nazarene		
	Common Name:	04 D	and Harry Obvious
	Original Use: Church Architectural Style: Vernacular with Contemporary eler		ent Use: Church
	Construction History: (Construction date, alterations, and date		tions)
	1966 - Permit issued to owner Stanton Nazarene Church f	or a new	
	1967 – Electrical, heating, and plumbing permits issued for		d as R.J. Lee and general contractor is E.L. Rubright.
	1968 - Final inspections completed. Permit issued to owner	er Church	of the Nazarene (Reverend George L. Smith) for a new ed the completion of the 6,000-square foot church (<i>Los</i>
	1972 - Electrical permit issued to Rev. George L. Smith, C		
	1977 – Permit issued to Church of the Nazarene for an add		
			Based on historic aerial photographs, this appears to be s between 1972 and 1980 (Historicaerials.com var.).
	1978 – Plumbing, electrical, and heat/air permits.	л арроа	o botwoon 1012 and 1000 (motorical maio.com var.).
	1979 - Certificate of Occupancy issued to Church of the N		
	1982 – Grading permit issued to Stanton Church of the Na. 1996 – Certificate of Occupancy issued to Osmin Rivera/Ig		
	listed as Church of the Nazarene.	jiesia erii	istiana Escriczer i entecosies, me. i roporty owner is
	2001 - Permit issued to Lighthouse Community Church to	reroof 77	square feet with composition.
B7.	Moved? ⊠No □Yes □Unknown Date:		Original Location:
В8.	Related Features: parking lot and vacant field		
B9a.	Architect: R.J. Lee b. Builde	r: <u> </u>	E.L. Rubright
`B10.	Significance: Theme: Architecture Period of Significance: 1968 Property Discuss importance in terms of historical or architectural context as	/ Typo: F	Area: City of Stanton Policious Institution Applicable Criteria: NA
([Discuss importance in terms of historical or architectural context as	defined by	theme, period, and geographic scope. Also address integrity.)
	This 1968 church is not eligible for listing in the California ria (see evaluation below). It is not a historical resource as d	Registe	r of Historical Resources (California Register) under any
Histo	oric Context. Because the church dates to the late 1960	ns the h	istoric context is focused on the 20 th century and more
spec	ifically on the post-World War II (WWII) period. See Continu	ation She	eet
B11.	. Additional Resource Attributes: (List attributes and codes)		
	·		
	References:		
	ker, R.R. I70 American Architects Directory. R.R. Bowker Publisher fo	r the	
	American Institute of Architects. Accessed online in Dec		(Sketch Map with north arrow required.)
	2019 at: https://aiahistoricaldirectory.atlassian.net/wiki/sp		See Location Map
See	<u>AHDAA/pages/20873518/1970+American+Architects+D</u> Continuation Sheet	<u>irectory</u>	Gee Location Map
B13.	Remarks:		
	Evaluator: Casey Tibbet, M.A., LSA Associates, Inc., 15 enue, Suite 200, Riverside, California 92507	00 Iowa	
	(F. J. d B J 2042)		
Date	of Evaluation: December 2019		
	(This space reserved for official comments.)		

Pg. 486 (1/95

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

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Page 3	of <u>7</u>	*Resource Name or #: (Assigned by recorder)	10871 Western Avenue	
*Recorded by	LSA Associates, Inc.	*Date: December 2019	X Continuation	Update

*P3a. Description: (continued from page 1)

vertical-rectangular fixed pebble glass window, two pairs of vertical-rectangular fixed pebble glass windows, a horizontal-rectangular fixed pebble glass window, a recessed entry with metal-framed glass doors and a sidelight, and (below the gable end) an attic vent above utility cabinets flanked by metal-framed sliding windows. The west (rear) elevation has eight metal-framed windows (two ribbon windows and six sliding windows) and six doors, one of which is recessed.

The rear building is rectangular in plan and has a flat roof that is sheathed with composition sheets. It has wide eaves supported by large exposed rafters and pilasters with eave brackets. The west (rear) elevation has a door, a wide projection with a north-facing door, and another door. The north elevation has a wide pilaster, double doors, two square fixed windows, a narrow pilaster, a door, three square fixed windows, a narrow pilaster, a door, and three square fixed windows. The east elevation has two doors separated by a wide projection. The south elevation has three square fixed windows, a narrow pilaster, a brick chimney, a door, a narrow pilaster, two square fixed windows, a pair of doors, and a single door.

The condition and integrity of the property is fair.

P5a. Photo or Drawing (continued from page 1)



South elevations of both buildings and east elevation of front building, view to the northwest (12/13/19)



West (rear) and south elevations of both buildings, view to the northeast (12/13/19)



North elevations of both buildings and west (rear) elevation of front building, view to the east-northeast (12/13/19)

State of California - The Resources Agency						
DEPARTMENT OF PARKS AND RECREATION					Primary #	
CONTINUATION SHEET				SHEET	HRI#	
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Page	4	of	7	*Pasaurea Nama or #: (Assigned by recorder)	10971 Woo	etorn Avonuo

Update

*B10. Significance (continued from page 2)

*Recorded by LSA Associates, Inc.

The City of Stanton was originally incorporated in 1911 in response to the City of Anaheim's proposal to create a sewer farm on ranch land within the community (OrangeCounty.net 2018). According to a news article the day of the vote, in January 1911, Anaheim "secretly obtained an option upon seventy-five acres of land owned by J.M. Gilbert, whose residence is at Compton ... After Anaheim voted \$90,000 in bonds for a new sewer farm, the City Trustees let the cat out of the bag as to where the farm would be located" and instantly the 750 residents of that area protested the sewer farm (*Los Angeles Times* 1911a). At the time, the area consisted of a few small crossroads communities called Benedict, Clair, Hansen, and Magnolia (Brigandi 2019). The land proposed for the sewer farm was "pretty well surrounded by 500 acres owned by Phil A. Stanton of Los Angeles" (Ibid). Stanton, a real estate developer and politician who served in the California State Assembly from 1903 to 1910 including a term as Speaker of the Assembly, soon joined the opposition and, in appreciation the ranchers proposed calling the united communities Stanton (Online Archive of California n.d.; *Los Angeles Times* 1911a). On May 23, 1911, 143 ballots were cast resulting in a vote for incorporation and "the city of Stanton, comprising 7000 acres west of Anaheim, jumped upon the map" (*Los Angeles Times* 1911b). The new city officials promptly passed "ordinances prohibiting the establishment of sewer farms, or the use of sewage or sewer water for any purposes, within the limits of the city" (*Los Angeles Times* 1911c). Although Anaheim fought both the election and the new ordinances, all were upheld (Brigandi 2019).

"Benedict, located near the Pacific Electric tracks at Beach and Katella [approximately one half mile southeast of the subject property], changed its name to Stanton, and some development followed" including a post office and a newspaper (Brigandi 2019). In July 1924, with the sewer farm issue long since resolved and no other major issues of concern on the horizon, about 325 voters voted for the disincorporation of Stanton (*Los Angeles Times* 1924; *Long Beach Press* 1924).

The community of Stanton remained unincorporated until 1956 when its residents once again felt threatened by neighboring cities and a petition for incorporation began circulating (Los Angeles Times 1956a). According to G.W. Irwin and Edwin Evans, leaders of the movement for incorporation, "Stanton seeks to incorporate a six-square-mile area bounded by Knott, Lincoln, Magnolia and Chapman Aves" because if the area stays unincorporated, it will "either be swallowed by other cities or will become an island, entirely surrounded by other cities and cut off from other county territory" (Los Angeles Times 1956a). According to Evans "The proposed Dairy City ... blocks us on the west ... Buena Park is grabbing all the territory to the northwest and north and maybe the east. Anaheim proposes to extend its boundaries right up to our eastern doorsteps. And we may have to fight Garden Grove for territory to our southeast" (Ibid.). Feeling the pressure of the post-war residential construction boom, communities were driven to annex more and more land. The County reported several shopping centers planned for the Stanton area in addition to the "many large subdivisions" either completed or in the construction or planning stages (Ibid.). In response to "numerous protestors" County Supervisors significantly reduced the proposed city boundaries "by clipping five square miles off the territory" and making it "two miles long in a north-south direction. The northern boundary" being "600 feet south of Ball Road and the southern extremity" being "Chapman Ave. State Highway 39 [Beach Boulevard] will be at the west edge or the northern section of the city and east of the southern portion" (Los Angeles Times 1956b). The irregular eastern boundary generally followed Dale Avenue south to Cerritos Avenue, then jogged west to Fern Avenue, then south to Orangewood Avenue where it jogged west again and then turned south to Chapman (Ibid.). The city boundaries did not include the subject property, which is approximately one half mile west of Highway 39, but it did include most of the old town of Stanton and about 1,300 people (Ibid.; Brigandi 2019). Much of the areas proposed for new residential were eliminated from the boundaries (Ibid.).

On June 18, 1956, the five-man City Council was sworn in, making the new city official (*Los Angeles Times* 1956c). Local businessman Victor Zuniga was elected mayor (Brigandi 2019). In September 1956, the new city and the County Supervisors approved the rezoning of property just outside Stanton from multifamily to light industrial, paving the way for the industrialization of a section south of Stanton (*Long Beach Independent* 1956). By 1960, Stanton's population had grown by nearly 900 percent (about 12,000 people) and its area had tripled (Brigandi 2019). By the time the church was built in the late 1960s, the property was in the city limits. Today, Stanton remains about the size it was in 1960, but has a population of about 38,000 (Brigandi 2019).

Church of the Nazarene. Throughout its history, this church has been owned by the Church of the Nazarene. According to the Church of the Nazarene website "The Church of the Nazarene is a Protestant Christian church in the Wesleyan, Holiness tradition. Organized in 1908, the denomination is now home to about 2.5 million members worshipping in more than 30,000 congregations in 162 world areas" (Church of the Nazarene n.d.). In the post-WWII period the Nazarene church strove to expand and like many other religious groups of the time they built affordable churches with multipurpose spaces in new suburbs. The Nazarene Church calls the 1945–1960 period the Mid-Century Crusade for Souls and the 1960–1980 period Toward the Post-War Evangelical Mainstream, reflecting their desire to expand and become a comfortable, mainstream presence (Ibid.).

Architecture Context. The subject church was built in 1968 in the early part of the Church's "Toward the Post-War Evangelical Mainstream" movement. In the post-WWII period, the architectural styles for churches in the suburbs moved away from the standard Gothic Revival and white pillared Colonial Revival styles toward more modern designs (Kim 2015). (See Continuation Sheet)

State of California - The Resources Agency	Dalar and H					
DEPARTMENT OF PARKS AND RECREATION	Primary #					
CONTINUATION SHEET	HRI #					
	Trinomial					
Page 5 of 7 *Resource Name or #: (Assigned by recorder)	10871 Western Avenue					
*Recorded by LSA Associates, Inc. *Date: December 2019	X Continuation Update					
*B10. Significance (continued from page 3) In many cases "The new churches were economical A-frames and simple, rectilinear buildings constructed with inexpensive, familiar materials such as brick, clay, stone, and solid wood, often in shades of tan or gray (Ibid.). The style was comfortable and the space was flexible, allowing the back of the sanctuary to blend into the social area (Ibid.). The design of the subject church, although not an A-frame, has Contemporary elements with a similar intent. The design is economical with very few decorative elements and small sanctuary windows; functional with several classrooms and the sanctuary blending into a social area; and current with the moderately-pitched cross-gabled roof and Contemporary-style flagstone accent wall. In short, it is an undistinguished example of the thousands of churches built in suburbs throughout the region in the same time period. The original building permit lists R.J. Lee as the architect of the church (City of Stanton var.). A 1963 "help wanted" advertisement lists R.J. Lee, AIA (Los Angeles Times 1963). Robert J. Lee, AIA is listed in the 1970 American Architects Directory. According to that entry, Mr. Lee graduated with a master of arts degree from the University of California, Berkeley in 1954, became a member of the AIA						
Southern California Chapter in 1959, and opened the Robert J. Lee firm in 1960 (Bowker 1970). In 1970, the directory listed him at 800 N. Highland Avenue in Hollywood (Ibid.). Although it could not be verified that the R.J. Lee listed on the building permit is Robert						

Significance Evaluation. The property is being evaluated under the California Register criteria for CEQA compliance purposes. No local ordinance for cultural resources/historic preservation was found.

J. Lee, research conducted for Robert J. Lee, AIA revealed that he designed a Beverly Hills home in the Trousdale Estates with "smart Contemporary lines" in 1960 and the homes in the 40-acre La Cañada Highlands development by H.H. Shapiro and Art Shapiro in 1966 (Los Angeles Times 1960; Independent Star-News 1966). If the church was designed by Robert J. Lee, it is a very modest and

Criterion 1: Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States. This church was built in 1968 and is loosely associated with the post-WWII residential boom that made a significant contribution to the broad patterns of local, regional, and even national history. "More than 40 million housing units were built in the United States during the 30 year period following the end of World War II, and at least 30 million of these were single-family houses" (California Department of Transportation 2011:2). In conjunction with all of these new homes, new amenities like shopping centers, schools, and churches were also built. However, the subject church was built late in the period and is an exceedingly common type and style and is not part of a cohesive neighborhood or subdivision. For these reasons, it does not convey this history or a strong association with this important pattern of development. In addition, no indication was found that represents a significant period in the history of the Church of the Nazarene.

Criterion 2: Associated with the lives of persons important to local, California or national history. Based on the research conducted to date, the church does not appear to be associated with persons important in history.

Criterion 3: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values. This building is clearly identifiable as a church from the post-WWII period, but is not a good example of a particular style, method of construction, or region. No evidence was found indicating it is the work of a master and it does not possess high artistic values.

Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. This church was built in 1968 using common materials and construction practices. It does not have the potential to yield information important to the history or prehistory of the local area, California, or the nation.

*B12. References: (continued from page 2)

unremarkable example of his work.

Bowker, R.R.

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Brigandi, Phil

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City of Stanton

Var. Building permits for 10871 Western Avenue provided by city staff in December 2019.

See Continuation Sheet

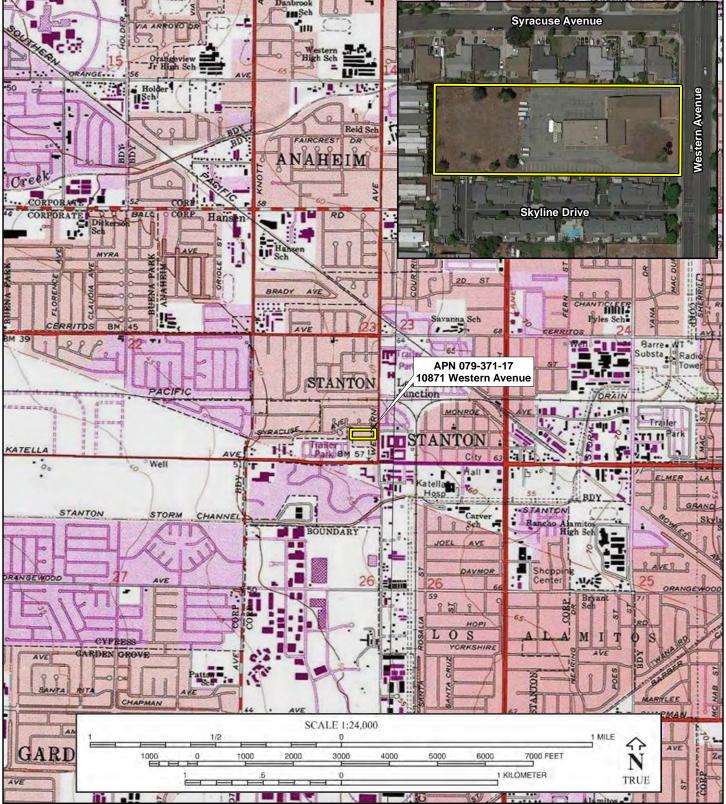
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Page 6 of 7 *Resource Name or #: (Assigned by recorder)	10871 Western Avenue		
*Recorded by LSA Associates, Inc. *Date: December 2019	X Continuation Update		
*B12. References: (continued from page 5)			
Church of the Nazarene			
n.d. Our Beginning. Accessed online in December 2019 at: https://nazarene.org/foun-historicaerials.com	<u>ding</u> .		
Var. Historic aerial photographs of the project area accessed online in December 201	9 at: https://www.historicaerials.com/viewer.		
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1966 La Cañada Highlands Nearing Completion. March 13, page 11. Kim, Jane Yong			
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1911a Making a City To Block One. May 23, page 6.			
1911b Stanton Gets Place On Map. May 24, page 17.			
1911c Stanton Confident of Issue. July 4, page 15.			
1924 No Chance of Losing Election. July 24, page 22. 1956a Stanton Pushing for Incorporation. January 1, page 112.			
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 1960 Beverly Hills Bargain (real estate advertisement). November 20, page 322. 1963 Help Wanted advertisements. October 27, page 287. 			
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State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
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*Resource Name or # (Assigned by recorder) 10871 Western Avenue





CITY OF STANTON REPORT TO THE PLANNING COMMISSION

TO: Chair and Members of the Planning Commission

DATE: April 15, 2020

SUBJECT: PUBLIC HEARING TO CONSIDER CONDITIONAL USE PERMIT C20-

02 TO ALLOW THE OPERATION OF A TATTOO PARLOR LOCATED AT 12885 BEACH BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE WITHIN THE SOUTH GATEWAY MIXED USE (SGMX)

OVERLAY.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Find that the effects of the proposed project are Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15301, Class 1 (Existing Facility);
- Declare that the project is consistent with the approved Mitigated Negative Declaration (SCH#2017101007) for the original project; and
- Adopt Resolution No. 2524 approving Conditional Use Permit C20-02.

BACKGROUND

The applicant, Tom Carpenter, representing Frontier Village Center, LLC, proposes the operation of a tattoo parlor located at 12885 Beach Boulevard at the Rodeo 39 Public Market at the 22 & Beach shopping center. Per Section 20.220.020 of the Stanton Municipal Code (SMC), a tattoo parlor requires approval of a conditional use permit. As such, the applicant has submitted an application for Conditional Use Permit C20-02.

ANALYSIS/JUSTIFICATION

PROJECT LOCATION/DESCRIPTION – The subject property, 12885 Beach Boulevard, is located in the 22 & Beach shopping center, at the northwest corner of Beach and Garden Grove Boulevards. The applicant proposes to operate the tattoo parlor in a 400 square foot tenant space located inside the Rodeo 39 Public Market. The subject site is zoned Commercial General (CG) within the South Gateway Mixed Use Overlay and a General Plan designation of South Gateway Mixed Use. Surrounding land uses and zoning include:

Direction	Zoning	Existing Land Use
North	Commercial General (CG)/ South Gateway Mixed Use Overlay within the City of Stanton	Residential component of the mixed-use development.
South	Community Commercial (C-2) within the City of Garden Grove	Commercial Uses within the City of Garden Grove including motels and a piano store.
East	Commercial General (CG) within the City of Stanton	Plaza on the Boulevard Commercial Center with restaurants, retail uses, and Walmart Neighborhood Market anchoring the center.
West	Planned Development (PD)/Planned Unit Development - Industrial (PUD) within the City of Stanton and Garden Grove	Residential condominiums within Stanton, and commercial and industrial uses within the City of Garden Grove.

PROPOSED OPERATIONS – The proposed business is a tattoo parlor with an open floor plan including 3 tattoo beds and a sink. The business is within an open concept tenant space which provides visibility to the public. The applicant proposes to showcase local and well recognized tattoo artists providing high quality tattoo artwork. The tattoo parlor will provide body art for its customers who must be 18 years of age or older. Body piercing is not being requested for consideration as part of this application.

The artists will be properly licensed and will comply with the standards set forth by the State of California for the regulation of persons engaged in the business of body art in California. Tattoo parlors are subject to the regulations established by the California Safe Body Act of July 1, 2012, which was enacted to provide minimum statewide standards for the regulation of persons engaged in the business of body art in California. The regulations are intended to protect both the practitioner and the client from transmission of infectious diseases. The Act resides in the California Health and Safety Code Sections 119300-119328 which are enforced by the Orange County Health Care Agency. A condition of approval has been included that requires the applicant to obtain all necessary permits from the Orange County Health Care Agency prior to initiation of operations.

In terms of the hours of operation, the tattoo parlor would operate only during the allowed hours of operation for the Rodeo 39 Public Market. The hours of operation for indoor uses are 5:00 a.m. to 12:00 a.m. Sunday through Thursday and 5:00 a.m. to 2:00 a.m. Friday and Saturday.

The Sheriff's Department has reviewed the proposed use and indicated that there were no objections. Staff is recommending Planning Condition No.9, which would allow the Community Development Director or the Chief of Police to require additional security measures or operational changes on site if deemed necessary based on increased public safety concerns or neighborhood complaints. With the conditions of approval incorporated into the resolutions, the proposed project will not have a significant impact on crime in the vicinity or significantly increase calls for service.

ENVIRONMENTAL IMPACT

On March 28, 2018, the City adopted a Mitigated Negative Declaration (MND) which evaluated the environmental effects of the proposed redevelopment of a 22-acre site that previously housed old shopping center with 217,996 square feet of commercial building space. The Project evaluated in the approved MND and approved by the City includes the following: demolition of most structures; rehabilitation of approximately 62,700 square feet of the existing structures; construction of up to 42,300 square feet of new commercial area for a total of 105,000 square feet of commercial uses and construction of 208 residential units.

The proposed use is consistent with a commercial shopping center and the Stanton Municipal Code, as analyzed in the approved Mitigated Negative Declaration. The proposed use would not constitute a substantial change involving any new significant environmental effect. Further, the proposed use would not constitute a significant change in circumstances under which the Project will be undertaken that would lead to any new significant environmental effects. Finally, the proposed use would not constitute substantially important new information that will have a significant effect on the environment. As such, the proposed use would be consistent with the approved Mitigated Negative Declaration. Under PRC Section 21166 and CEQA Guidelines section 15162, no further environmental analysis of the proposed changes is necessary.

PUBLIC NOTIFICATION

Notice of Public Hearing was originally mailed to all property owners within a five hundred-foot radius of the subject property and posted at three public places and made public through the agenda-posting process on March 5, 2020. Due to the Covid-19 pandemic the original meeting scheduled for March18, 2020 was canceled and rescheduled for a date not certain. The Public Hearing was re-noticed for April 15, 2020.

Prepared by,

Approved by,

Jennifer Ash Planning Intern Amy Stonich, AICP City Planner

ATTACHMENTS

- A. Resolution No. 2524 approving CUP20-02
- B. Vicinity Map
- C. Business Narrative
- D. Floor Plan

RESOLUTION NO. 2524

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT C20-02 TO ALLOW THE OPERATION OF A TATTOO PARLOR LOCATED AT 12885 BEACH BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE WITHIN THE SOUTH GATEWAY MIXED USE (SGMX) OVERLAY AND FIND THAT THE PROJECT IS CATEGORICALLY EXEMPT PER CALIFORNIA ENVIRONMENTAL QUALITY ACT, PUBLIC RESOURCE CODE SECTION 15301, CLASS 1 (EXISTING FACILITY)

THE PLANNING COMMISSION OF THE CITY OF STANTON HEREBY RESOLVE AS FOLLOWS:

WHEREAS, on January 23, 2020 the applicant, Tom Carpenter, on behalf of Frontier Village Center LLC, submitted an application for the operation of a tattoo parlor within the Rodeo 39 Public Market at the 22 & Beach Shopping Center located at 12885 Beach Boulevard in the Commercial General (CG) zone within the South Gateway Mixed Use (SGMX) Overlay;

WHEREAS, Section 20.215.020 of the Stanton Municipal Code (SMC) requires a conditional use permit for tattoo parlors;

WHEREAS, on March 18, 2020, a duly-noticed public hearing to consider Conditional Use Permit C20-02 to allow a tattoo parlor at 12885 Beach Boulevard was cancelled due to COVID-19:

WHEREAS, on April 15, 2020, the Planning Commission conducted a duly-noticed public hearing to consider Conditional Use Permit C20-02 to allow a tattoo parlor at 12885 Beach Boulevard;

WHEREAS, the Planning Commission finds that the effects of the proposed project are Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15301, Class 1 (Existing Facility) and declare that the project is consistent with the approved Mitigated Negative Declaration (SCH#2017101007) for the original project;

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

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

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND:

SECTION 1: The Planning Commission hereby finds that all of the facts, findings and conclusions set forth above in this Resolution are true and correct.

SECTION 2: Findings on Environmental Impact. The Planning Commission finds and determines that the proposed action is Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15301, Class 1 (Existing Facilities).

On March 28, 2018, the City adopted a Mitigated Negative Declaration (MND) which evaluated the environmental effects of the redevelopment of a 22-acre site that previously housed a shopping center with 217,996 square feet of commercial building space. The Project evaluated in the approved MND was approved by the City and includes the following: demolition of most structures; rehabilitation of approximately 62,700 square feet of the existing structures; construction of up to 42,300 square feet of new commercial area for a total of 105,000 square feet of commercial uses and construction of 208 residential units.

The tattoo parlor use is consistent with other conditionally permitted uses within the CG Zone in the Stanton Municipal Code and compatible with other uses in a commercial shopping center, as analyzed in the approved Mitigated Negative Declaration. The use does not constitute a substantial change involving any new significant environmental effect. Further, the use does not constitute a significant change in circumstances under which the Project will be undertaken that would lead to any new significant environmental effects. Finally, the use does not constitute substantially important new information that will have a significant effect on the environment. As such, the use is consistent with the approved Mitigated Negative Declaration. Under PRC Section 21166 and CEQA Guidelines section 15162, no further environmental analysis of the use is necessary.

SECTION 3: In accordance with the findings as set forth in Chapter 20.550.060 of the Stanton Municipal Code (SMC) for a Conditional Use Permit:

A. The proposed use is consistent with the General Plan goals, specifically:

Goal ED-1.2: The project is consistent with Goal ED-1.2 of the General Plan, specifically Strategy 1.2.1 which encourages improving the competitiveness of shopping centers within Stanton through the greater mix of available retailers and more attractive retail centers. The tattoo parlor provides a desirable service to the shopping center and complements the mix of uses within the Rodeo 39 Public Market. The use, in conjunction with the uses within the market hall, would make the shopping center a more attractive retail destination.

B. The proposed use is allowed within the applicable zone and complies with all other applicable provisions of the zoning code and the municipal code.

The tattoo parlor is located within the base zone of Commercial General (CG) with the South Gateway Mixed Use (SGMX) Overlay. With the approval of a conditional use permit, the proposal complies with all other development standards and land use standards in the SMC.

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

The tattoo parlor is located within the previously approved Rodeo 39 Public Market, which is comprised of restaurant and retail suites to serve the adjacent residences and corridor users. The use complements other uses in the vicinity, which will include restaurants and commercial uses. Conditions of approval have been incorporated to ensure that the use does not create an adverse impact on the adjacent neighborhood, including prohibitions on nuisance activities. A condition of approval also allows the Director of Community Development to change security and operational standards if the City receives substantiated complaints. With the conditions of approval included within the resolution, the use will operate in a manner that is compatible with the surrounding uses.

D. The site is physically suitable in terms of its design, location, shape, size and operating characteristics of the proposed use; the provision of public and emergency vehicle access; public protection services; the provision of utilities; and served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the use would likely generate.

The project has access from Beach and Garden Grove Boulevards and does not affect the streets and public right-of-ways utilized by emergency service vehicles, as the operations would be fully within an existing building. Moreover, the subject property is already served by utilities and public protection services. The operations will be conducted within an existing building and will not modify the ingress or egress on the site.

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

With the approval of the conditional use permit, the site is suitable for the tattoo parlor use as it includes a unique experience that would serve Stanton residents and attract surrounding communities. Conditions of approval are included to protect surrounding land uses from potential secondary adverse

impacts such as noise or nuisance activities. Further, the Sheriff's Department reviewed the application and indicated that there were no objections to the use at the subject location. A condition of approval for the use allows the Community Development Director or the Chief of Police to require additional security measures on site if deemed necessary based on increased public safety concerns or neighborhood complaints.

F. The requirements of the California Environmental Quality Act (CEQA) have been satisfied.

On March 28, 2018, the City adopted a Mitigated Negative Declaration (MND) which evaluated the environmental effects of the redevelopment of a 22-acre site that previously housed a shopping center with 217,996 square feet of commercial building space. The Project evaluated in the approved MND was approved by the City and includes the following: demolition of most structures; rehabilitation of approximately 62,700 square feet of the existing structures; construction of up to 42,300 square feet of new commercial area for a total of 105,000 square feet of commercial uses and construction of 208 residential units.

The tattoo parlor use is consistent with other conditionally permitted uses within the CG zone in the Stanton Municipal Code and compatible with other uses in a commercial shopping center, as analyzed in the approved Mitigated Negative Declaration. The use does not constitute a substantial change involving any new significant environmental effect. Further, the use does not constitute a significant change in circumstances under which the Project will be undertaken that would lead to any new significant environmental effects. Finally, the use would not constitute substantially important new information that will have a significant effect on the environment. As such, the use is consistent with the approved Mitigated Negative Declaration. Under PRC Section 21166 and CEQA Guidelines section 15162, no further environmental analysis of the use is necessary.

SECTION 4: That based upon the above findings, the Planning Commission hereby approves Conditional Use Permit C20-02 to allow for operation of a tattoo parlor from the property located at 12885 Beach Boulevard in the Commercial General (CG) zone; subject to the following conditions:

A. That all conditions of the Planning Division be met:

- 1. The use will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plans, drawing and conditions imposed in this Resolution of Approval.
- 2. The Applicant shall comply with all of the requirements of Resolution No. 2524, adopted as part of Conditional Use Permit C20-02.

- 3. The Applicant shall comply with all requirements of the Stanton Municipal Code, as it pertains to this application, and such requirements shall be made a condition of permit approval.
- 4. The Applicant(s) shall agree and consent in writing within 30 days to the conditions of approval as adopted by the Planning Commission. In addition, the Applicant shall record the Conditions of Approval in the Office of the Orange County Clerk-Recorder. Proof of recordation shall be provided to the Planning Commission prior to Certificate of Occupancy.
- 5. Hours of operation shall be limited to the hours of which Rodeo 39 Public Market is open for business which are as follows: 5:00 a.m. to 12:00 a.m. Sunday through Thursday and 5:00 a.m. to 2:00 a.m. Friday and Saturday.
- 6. A City of Stanton business license shall be obtained and permanently maintained on a continuous basis.
- 7. The Applicant shall comply with all the requirements of the Safe Body Art Act as codified in the California Health and Safety Code, Division 104, Part 15, Chapter 7.
- 8. All required certifications from the Orange County Health Care Agency must be obtained and provided to the City prior to issuance of a business license and Certificate of Occupancy.
- Based on increased service calls or input from the surrounding commercial and residential tenants, the Community Development Director or the Chief of Police may modify the business hours of operation or require additional security at the subject business.
- 10. Termination: Upon approval, the permit shall become null and void 180 days after such time the approved use at the approved location ceases to be operated as noted by lapse of City business license, lapse of State Board of Equalization permit or date noted by city official with proper site verification of abandonment or discontinuance. This permit shall be deemed immediately terminated should the approved location be occupied by a use not in accord with this approval.
- 11. As a condition of issuance of this approval, the Applicant shall agree, at its sole cost and expense, to defend, indemnify, and hold harmless the City, its officers, employees, agents and consultants, from any claim, action, or proceedings brought by a third-party against the City, its officers, agents or employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Agency or other decision-making body, or staff action concerning this project. The City agrees to promptly notify the Applicant of any such claim filed against the City and fully cooperate in the defense of any such action. The City may, at its sole cost and expense, elect to participate in the defense of any such action under this condition.

B. That all requirements of the Building Division be met, including:

- Applicant shall furnish, three (3) complete sets of plans (Structural, Mechanical, Electrical, and Plumbing) designed and signed in ink by the required licensed professionals. Said plans submitted shall contain structural calculations. Mechanical plans shall include duct and equipment data. Plumbing plans shall include isometric drawing of drain vents and water system.
- 2. All plans shall meet the 2019 Title 24 Energy Code.
- 3. All plans shall be designed in conformance with the 2019 California Building Code, 2019 California Plumbing Code, 2016 California Mechanical Code, the 2016 California Electrical, the 2019 Green Building Standards, 2019 Title 24 Energy Code and Code as amended by City Ordinance.
- 4. All plans submitted after January 1, 2020 shall comply with 2019 California Building codes.
- Electrical plans shall include service, panel schedules and feeder size. Panel schedules and motors shall comply with requirements of the 2016 edition of the California Electrical Codes.
- 6. The conditions of approval are required to be copied on the approved set of plans prior to issuance of building permits. All the conditions must be completed prior to final approval and issuance of the Certificate of Occupancy.
- 7. Applicant will be required to have all the contractors and sub-contractors recycle construction materials to the maximum extent possible. All recyclable construction materials are to be taken to an approved Transfer Station.
- 8. Applicant will be required to submit a Waste Management plan (WMP) for the demolition and new construction phases of the project. All recyclable construction materials are to be taken to an approved Transfer Station.
- 9. Plans need to show compliance with the 2019 California Building Code (CBC), 2019 California Fire Code (CFC), NFPA standards, and local amendments.

C. That all requirements of the Orange County Health Care Agency be met.

SECTION 5: That based upon the above findings, the Planning Commission hereby APPROVES Conditional Use Permit C20-02.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on April 15, 2020 by the following vote, to wit:

[SIGNATURES ON NEXT PAGE]

SIGNATURE PAGE FOR RESOLUTION NO. 2524

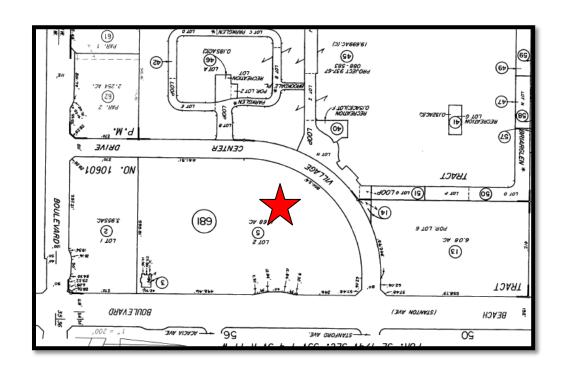
AYES:	COMMISSIONERS:	
NOES:	COMMISSIONERS:	
ABSENT:	COMMISSIONERS:	
ABSTAIN:	COMMISSIONERS:	
		Thomas Frazier, Chairperson Stanton Planning Commission
		Ctanton r lanning Commission
		Amy Stonich, AICP
		Planning Commission Secretary

12885 BEACH BLVD.

Vicinity Map



PROJECT LOCATION



January 14, 2020

Ms. Rose Rivera City of Stanton 7800 Katella Avenue Stanton, CA 90680

Dear Ms. Rivera:

We are seeking a Conditional Use Permit for a "Tattoo Parlor" in one of the suites within Rodeo 39 Public Market at 22 & BEACH. Please see below for a summary of the proposed business. More details can be provided upon request.

<u>Description</u>: Applicants seek to allow a "tattoo parlor" including four (4) tattoo stations to operate within a 400 sq. ft commercial tenant space inside of Rodeo Public Market located at the 22 & Beach Shopping Center (Please refer to the Rodeo 39 site plan attached as Exhibit "A).

<u>Hours of Operations</u>: The tattoo parlor will only be open during which times Rodeo 39 Public Market is open for business. Those hours of operation will be set by Rodeo 39 Public Market management and will comply with all City Conditions of Approval.

Public Health/Tattoo Artists: The applicant proposes to showcase local & well reknowned tattoo artists providing high quality tattoos. Such artists will be properly licensed and strictly comply with the State laws establishing minimum requirements for body art are provided in the California Safe Body Art Act (Act) which was enacted to provide minimum statewide standards for the regulation of persons engaged in the business of body art in California. The requirements are intended to protect both the practitioner and the client from transmission of infectious diseases. Inspections will occur at all body art facilities within the County of Orange. The Act resides in the California Health and Safety Code (H&SC), Division 104, Part 15, Sections (§§) 119300-119328. AB 300 repeals current provisions and enacts the Safe Body Art Act as of July 1, 2012.

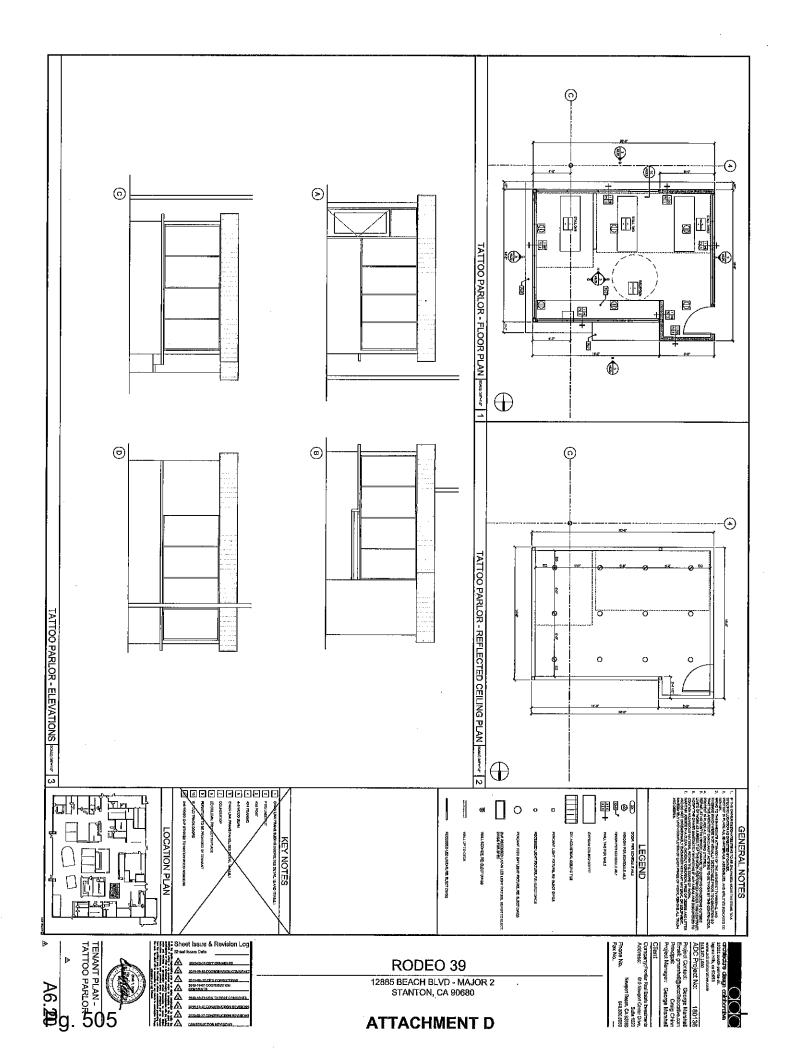
Further, Bloodborne Pathogens Training Certificates will be displayed prominently whenever and wherever an artist is working on a customer.

Floor Plan Design: Please refer to the tattoo parlor floor plan and elevation attached as Exhibit "B".

Thank you for your time and consideration.

Dan Almquist Manager

Frontier Village Center LLC





CITY OF STANTON REPORT TO THE PLANNING COMMISSION

TO: Chairman and Members of the Planning Commission

DATE: April 15, 2020

SUBJECT: A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF

STANTON CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ACZ20-01 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON ADDING REGULATIONS AND ZONING STANDARDS RELATING TO COMMERCIAL CANNABIS BUSINESSES TO CHAPTER 5.77 (COMMERCIAL CANNABIS BUSINESSES) AND AMENDING TITLE 20 (ZONING) OF THE STANTON MUNICIPAL CODE AND DETERMINING THE ORDINANCE TO BE EXEMPT FROM CEQA

RECOMMENDED ACTION

Staff is recommending that the Planning Commission continue this item to May 6, 2020. This recommendation is based on information that was received from the Orange County Sheriff's Department following distribution of the public notice. The information was regarding revised verbiage for background checks. Staff will work with the Sheriff's Department to incorporate the appropriate verbiage in the ordinance and to clarify the application process for consistency with their direction.

ENVIRONMENTAL IMPACT

Under California Public Resources Code section 21080.17, the California Environmental Quality Act ("CEQA") does not apply in that the action is not a project and is exempt from CEQA under Section 15378(a)(1) for the enactment and amendment of zoning ordinances that will not result in direct or indirect physical change in the environment. Therefore, the proposed ordinance is statutorily exempt from CEQA.

PUBLIC NOTIFICATION

Notice of this item was made public through the agenda-posting process.

Prepared by,

Amy Stonich, AICP City Planner