

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

PLANNING COMMISSION REGULAR MEETING WEDNESDAY, MAY 20, 2020, 6:30 P.M. AGENDA

SAFETY ALERT – NOTICE REGARDING COVID-19

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. Pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20 the May 6, 2020, Regular Planning Commission Meeting will be held telephonically.

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 the City of Stanton is eliminating in-person public participation. Members of the public wishing to access the meeting 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: 865 8263 8370# to be connected to the meeting.

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT ON PUBLIC HEARING ITEMS <u>7A</u> AND 7B ON THE AGENDA MAY DO SO AS FOLLOWS:

- E-mail a request to speak to CommunityDevelopment@ci.stanton.ca.us no later than 5:00 p.m. before the meeting (Wednesday, May 20, 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 your name and phone number in your e-mail.
- E-Mail Comments: Your e-mailed comments will be compiled and provided to the Commission. Staff will not read e-mail comments out loud during the meeting but the official record will include all e-mail comments received by 5:00 p.m. before the meeting (Wednesday, May 20, 2020).

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 5:00 p.m. before the meeting (Wednesday, May 20, 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 cooperation 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.

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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

Chair Frazier
Vice Chair Grand
Commissioner Marques
Commissioner Moua
Commissioner Ash

4. **SPECIAL PRESENTATION**

Staff has prepared a memo to provide an overview of the Stanton Municipal Code (SMC) related to residential parking requirements.

5. APPROVAL OF MINUTES

The Planning Commission approve minutes of Regular Meetings:

- April 15, 2020
- May 6, 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.

• Members of the public wishing to address the Planning Commission during Public Comments or on a particular item may do so by submitting their comments via email to CommunityDevelopment@ci.stanton.ca.us with the subject line "PUBLIC COMMENT ITEM #" (insert the item number relevant to your comment) or "PUBLIC COMMENT NON-AGENDA ITEM". Comments received by 5:00 p.m. before the meeting (Wednesday, May 20, 2020) will be compiled, provided to the Planning Commission and will be read into the record.

7. PUBLIC HEARINGS

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT ON PUBLIC HEARING ITEMS <u>7A AND 7B</u> ON THE AGENDA MAY DO SO AS FOLLOWS:

- E-mail a request to speak to <u>CommunityDevelopment@ci.stanton.ca.us</u> no later than 5:00 p.m. before the meeting (Wednesday, May 20, 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 your name and phone number in your e-mail.
- E-Mail Comments: Your e-mailed comments will be compiled and provided to the Commission. Staff will not read e-mail comments out loud during the meeting but the official record will include all e-mail comments received by 5:00 p.m. before the meeting (Wednesday, May 20, 2020).
- 7A. PUBLIC HEARING TO CONSIDER PLANNED DEVELOPMENT PERMIT (PDP)20-03, SITE PLAN AND DESIGN REVIEW (SPDR)-806, AND TENTATIVE TRACT MAP (TM)20-03 TO SUBDIVIDE A 0.70 ACRE SITE FOR THE CONSTRUCTION OF SEVEN SINGLE FAMILY DETACHED CONDOMINIUM UNITS AND ASSOCIATED IMPROVEMENTS FOR THE PROPERTY LOCATED AT 7091 KERMORE LANE, IN THE MEDIUM DENSITY RESIDENTIAL (RM) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing; and
- Adopt Resolution No. 2504 approving Planned Development Permit (PDP)20-03, Site Plan and Design Review (SPDR)-806, and Tentative Tract Map (TM)20-03 and find that the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section15332, Class 32 (In-fill Development Projects).
- 7B. PUBLIC HEARING TO CONSIDER GENERAL PLAN AMENDMENT GPA19-01, ZONING CODE AMENDMENT ZCA19-04, DEVELOPMENT AGREEMENT DA19-01, PLANNED DEVELOPMENT PERMIT19-02, AND SITE PLAN AND DESIGN REVIEW SPDR-800 FOR A NEW MIXED-USE DEVELOPMENT INCLUDING A 300-UNIT APARTMENT COMMUNITY WITH COMMERCIAL COMPONENT FOR THE PROPERTY LOCATED AT 12736 BEACH BOULEVARD LOCATED IN THE COMMERCIAL GENERAL (CG) AND SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Adopt Resolution No. 2509 recommending the City Council find that the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section 15332, Class 32 (Infill Development) and approve General Plan

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Amendment GPA19-01 to amend the Stanton General Plan to increase the maximum density and the maximum number of building stories and Zoning Code Amendment ZCA19-04 to amend Title 20 of the Zoning Code to increase the maximum density, the maximum number of building stories, the building height and to allow pure residential uses in the South Gateway Mixed-Use (SGMX) Overlay Zone;

- Adopt Resolution No. 2511 recommending the City Council approve a
 Development Agreement between the City of Stanton and Bonanni Development
 for certain real property located at 12736 Beach Boulevard, Stanton, pursuant to
 California Government Code Section 65864 et seq.; and
- Adopt Resolution No. 2510 recommending the City Council approve Planned Development Permit (PDP)19-02 and Site Plan and Design Review (SPDR)-800 to develop a new mixed-use development including a 300-unit apartment community with commercial component.

8. NEW BUSINESS

8A. REPORT ON HOMELESSNESS ISSUES AS IT RELATES TO THE COUNTY PLAN FOR HOUSING HOMELESS AT THE STANTON INN AND SUITES AND LOITERING ISSUES SURROUNDING THE RAILROAD TRACKS

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 14th day of May, 2020.

Amy Stonich, AICP City Planner To: City Council

From: Planning Division

Date: April 14, 2020

Re: Residential Parking Memo

At the request of Mayor Pro Tem Warren, staff has prepared this memo to provide an overview of Stanton Municipal Code (SMC) related to residential parking requirements.

At a public hearing on May 28, 2013, the City Council adopted Ordinance No. 1017 which provided a comprehensive update to Title 20 of the Stanton Municipal Code, commonly referred to as the Zoning Code. Included in the Zoning Code update were revisions to the City's parking requirement for residential uses. At the time, the availability of off-street parking was of concern. To address the issue, the Zoning Code update eliminated the previous parking standard of two parking spaces for single family dwelling units and two parking spaces with one guest parking space for every three units for multifamily units. Where the previous zoning code required only two parking spaces per unit no matter the number of bedrooms of the unit, current zoning code requirements are based on the number of bedrooms in a dwelling unit. For example, a two bedroom multi-family unit requires 2.75 parking spaces and a three bedroom multi-family unit requires 3.5 parking spaces.

Staff also researched the residential parking requirements for neighboring cities. The following cities were researched: Anaheim, Buena Park, Cypress, Garden Grove, Los Alamitos and Westminster. Based on staff's research, the parking requirements in Stanton are the highest compared to the surrounding researched cities. For example, the City of Anaheim has a requirement of three parking spaces for three bedroom multi-family dwelling units with no requirement for guest parking. Whereas, the City of Stanton requires the same unit to provide 3.5 parking spaces with a guest parking requirement of one space for every three dwelling units. A comparison of parking requirements can be found in the attached matrix.

Number of Parking Spaces Required for Residential Uses			
City	Single Family	Multi-Family	
Anaheim	5 or fewer bedrooms: 4 spaces (2 in a garage); 1 additional space per bedroom	Studio: 1.25 spaces 1 Bedroom: 2 spaces 2 Bedroom: 2.25 spaces 3 Bedroom: 3 spaces + Additional Bedroom: 0.5 spaces	
Buena Park	RS-6 Zone and RS-8 Zone: 2 garage spaces RS-10 Zone and RS-16 Zone: 3 garage spaces	RM-10 Zone and RM-20 Zone 0 to 1 bedroom: 2 spaces (1 covered) 2 bedroom: 2.5 spaces (1 covered) 3 or more bedroom: 3 spaces (1 covered)	
Cypress	3 or fewer bedrooms: 2 garage spaces 4 or more bedrooms: 3 garage spaces	Studio: 1 garage space 1 Bedroom: 1 garage space + 0.5 open space 2 Bedroom: 2 garage spaces 3 Bedroom: 2 garage spaces + 0.5 open space Guest: 0.25 spaces per unit	
Garden Grove	4 or fewer bedrooms: 4 spaces (2 in a garage) 5-7 bedrooms: 6 spaces (3 in a garage) More than 7 bedrooms: 8 spaces (4 in a garage)	Fewer than 50 units (adjacent to a major, primary, or secondary arterial street): Up to 3 bedrooms: 2.75 spaces 3 or more bedrooms: 3.5 spaces Fewer than 50 units (not adjacent to a major, primary, or secondary arterial street): Up to 3 bedrooms: 2.5 spaces 3 or more bedrooms: 3.25 spaces 50 units or more (adjacent to a major, primary, or secondary arterial street): Up to 3 bedrooms: 2.75 spaces 3 or more bedrooms: 3 spaces 50 units or more (not adjacent to a major, primary, or secondary arterial street) Up to 3 bedrooms: 2.75 spaces 3 or more bedrooms: 2.5 spaces	
Los Alamitos	4 or fewer bedrooms: 2 covered spaces 5 or more bedrooms: 3 covered spaces	Studio: 1.5 spaces 1 bedroom: 2 spaces 2 bedroom: 2.75 spaces 3 bedroom: 3.5 spaces 4 bedroom or more: 4 spaces + 0.5 per additional bedroom	

Stanton	1 bedroom: 2 enclosed spaces 2 bedroom: 3 spaces (at least 2 enclosed) 3-4 bedrooms: 4 spaces (at least 2 enclosed) 5+ bedrooms: 4 spaces (at least 2 enclosed) + 0.5 spaces per additional bedroom	Studio: 1 space 1-bedroom: 2 spaces 2-bedroom: 2.75 spaces 3-bedroom: 3.5 spaces 4 or more bedrooms: 4 spaces + 0.5 per additional bedroom Guest Parking: 1 space for every 3 dwelling units
Westminster	4 or fewer bedrooms: 4 spaces (2 in a garage) 5-7 bedrooms: 6 spaces (3 in a garage)	Studio to 1 bedroom: 1 enclosed space + 0.5 open space 2 bedroom: 1 enclosed space + 1 open space 3 or more bedroom: 2 enclosed spaces + 0.5 open spaces

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

Due to a technical malfunction of the minute recording equipment, the following minutes for the Stanton Planning Commission are in action format.

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 6:36 p.m., Chair Frazier presiding.

2. PLEDGE OF ALLEGIANCE

Led by Commissioner Ash.

3. ROLL CALL

Present: Chair Frazier, Vice Chair Grand and Commissioner Ash.

Absent: Commissioner Marques and Commissioner Moua

Excused: None.

Also Present: Contract City Planner Amy Stonich, Senior Planner Rose Rivera, Planning Specialist Izzak Mireles and City Attorney Kylee Otto

4. SPECIAL PRESENTATION

None.

5. APPROVAL OF MINUTES

The Planning Commission minutes for the Regular Meeting of November 6, 2019.

Motion/Second: Ash/Grand

Motion failed by the following vote:

AYES: Ash, Grand

NOES: None ABSTAIN: Frazier

ABSENT: Marques, Moua

The Planning Commission minutes for the Regular Meeting of November 20, 2019.

Motion/Second: Grand/Frazier

Motion failed by the following vote:

AYES: Frazier, Grand

NOES: None ABSTAIN: Ash

ABSENT: Marques, Moua

The Planning Commission approved minutes for the Regular Meeting of December 18, 2019.

Vice Chair Grand asked that the spelling of DeWayne Normand be revised for accuracy.

Motion/Second: Grand/Ash

Motion passed by the following vote:

AYES: Ash, Frazier, Grand

NOES: None ABSTAIN: None

ABSENT: Marques, Moua

The Planning Commission approved minutes for the Regular Meeting of January 15, 2020.

Motion/Second: Ash/Frazier

Motion passed by the following vote:

AYES: Ash, Frazier, Grand

NOES: None ABSTAIN: None

ABSENT: Marques, Moua

Commissioner Marques joined the meeting at 6:55 p.m.

6. PUBLIC COMMENTS

None.

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).

Contract City Planner Amy Stonich introduced the item.

Senior Planner Rose Rivera provided PowerPoint presentation that was posted on the City's website.

Mr. Kurt Bausback (KB Home) provided PowerPoint presentation that was posted on the City's website.

The public hearing was opened.

Public E-Comments:

E-Comments were received by staff.

E-Comments were forwarded to all Commissioners (confirmed by all Commissioners).

Ms. Amy Stonich, City Planner read an e-comment from Ms. Melissa Saldana.

Public E-Request to Speak:

Mr. Jerry Ristrom spoke in support of the development project.

Mr. Mark Sumrall spoke in opposition of the development project.

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THESE MINUTES ARE ISSUED FOR INFORMATION ONLY AND ARE SUBJECT TO
AMENDMENT AND APPROVAL AT NEXT MEETING

Mr. Keith Gifford spoke in opposition of the development project.

Mr. Danny Williams spoke in opposition of the project.

Ms. Stella Shih expressed her concerns regarding the development standards of the development project.

Ms. Kay Yee expressed her concerns regarding the development standards of the development project.

Mr. Eric Kough, Applicant provided closing comments and responded to concerns expressed from the public.

Mr. Steve Ruffner, Applicant provided closing comments and responded to concerns expressed from the public. Meet all code requirements.

Mr. John Abboud, Applicant provided closing comments and responded to concerns expressed from the public. Landscaping will be maintained by HOA.

Commissioner Marques asked about conditions from OCFA and read an email sent by City Planner Stonich regarding the process:

"Plans are routed to OCFA for review. Please note that they are not approved at this point, they are instead conditioned. These conditions are then included in the Conditions of Approval that are part of the resolution. Should the project be approved with conditions, the applicant must then route their plan check plans through the City's Building division to the Fire Authority for plan check review. After their in depth review and assurance that conditions have been met, OCFA may approve the plans and Building Division can issue the permits."

Commissioner Marques expressed concern that he wanted to see the approved plans from the Fire Authority.

City Planner Stonich confirmed that the process is as indicated in the email. She reiterated that the Fire Authority reviews the plans and places conditions of approval on the project and that the plans are not approved until they have gone through the plan check process. She pointed out that the conditions are in the resolution and can be referenced there.

City Attorney Otto affirmed that what City Planner Stonich had written and explained was the standard practice for cities and was accurate.

Commissioner Ash expressed concern about the projects traffic and parking impacts.

The public hearing was closed.

Chair Frazier indicated that he was inclined to make findings for denial.

City Attorney Kylee Otto clarified that a motion should be made and seconded.

City Planner Stonich offered findings based on what she understood to be the concerns of the Planning Commissioners. She offered the following:

Based on Finding required for the Planned Development Permit, the concerns of the Planning Commission could be made as follows:

- 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 would not be compatible with existing single and multi-family developments in the area.
 - The reduced setbacks would create a condition that is not compatible with neighboring properties.
 - The height of the Project is three-stories which, although is allowable in the High Density Residential (RH) Zone, would not provide adequate transition between the different densities and development types in the area.
 - The Project appears too dense in the overall scale with neighboring properties and developments which creates the appearance of excessive bulk and height and lack of a buffer for neighboring properties.
 - Therefore, the proposed project would not provide compatible and appropriate scale to neighboring properties and developments.

Commissioner Ash asked that findings be included regarding parking and traffic.

City Planner Stonich offered the following:

- The reduced parking could affect the neighboring properties with overflow parking.
- Traffic could negatively affect the neighboring properties.

Motion was made by the Planning Commission to adopt Resolution No. 2521 finding and recommending that the City Council deny Site Plan And Design Review (PPD)-803, Tentative Tract Map (TM) 19-04, and Planned Development Permit (PDP) 19-03 to allow for 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 statutorily exempt per California Environmental Quality Act, Public Resource Code Section 15270 (Projects Which Are Disapproved).

Motion/Second: Ash/Frazier

Motion carried (4-0) by the following vote:

AYES: Ash, Grand, Frazier, Marques

NOES: None ABSTAIN: None ABSENT: Moua

City Planner Stonich noted that there is a second Resolution (Resolution No. 2522) and asked if the Planning Commission had a motion for it as well.

City Attorney Otto clarified that, typically a motion to deny the first item would result in a denial of the second. However, for the record, she asked that the Commission make a motion and vote on this as well.

Motion/Second: Ash/Frazier

Motion carried (4-0) by the following vote:

AYES: Ash, Grand, Frazier, Marques

NOES: None ABSTAIN: None ABSENT: Moua

ACTION TAKEN:

The Planning Commission conducted a public hearing; adopted Resolution No. 2521 finding and recommending that the City Council deny Site Plan And Design Review (PPD)-803, Tentative Tract Map (TM) 19-04, and Planned Development Permit (PDP) 19-03 and found that the project is statutorily exempt per California Environmental Quality Act, Public Resource Code Section 15270 (Projects Which Are Disapproved); and adopted Resolution No. 2522 recommending the City Council deny 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 found that the project is statutorily exempt per California Environmental Quality Act, Public Resource Code Section 15270 (Projects Which are Disapproved).

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.

Senior Planner Rose Rivera provided PowerPoint presentation that was posted on the City's website. She noted that one written comment in support of the project was received. There was a question as to hours of operation to which staff provided a response confirming the hours are the same as those of the Rodeo 22 Conditions.

Tom Carpenter, applicant, Frontier Real Estate Investments, introduced himself and described the operations of the Tattoo Parlor and thanked the City of Stanton Planning Commission and Staff for their work and support of the project.

The public hearing was opened.

Planning Specialist Izzak Mireles indicated that no request to speak was received.

The public hearing was closed.

Motion/Second: Grand/Marques

Motion carried (3-0) by the following vote:

AYES: Grand, Frazier, Marques

NOES: None ABSTAIN: None ABSENT: Ash M

ABSENT: Ash, Moua

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 15301, Class 1 (Existing Facility); declared that the project is consistent with the approved Mitigated Negative Declaration (SCH#2017101007) for the original project; and adopted 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.

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Contract City Planner Amy Stonich presented the item.

A motion was made by the Planning Commission to continue the item to the May 6, 2020, Planning Commission Meeting.

Motion/Second: Grand/Marques

Motion carried (3-0) by the following vote:

AYES: Grand, Frazier, Marques

NOES: None
ABSTAIN: None
ABSENT: Ash, Moua

ACTION TAKEN:

The Planning Commission continued this item to May 6, 2020. This recommendation was 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. NEW BUSINESS

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION COMMENTS

Vice Chair Grand expressed her hope to meet in person for the May 6, 2020, Planning Commission meeting.

Commissioner Marques encouraged everyone take every precautionary measure to stay safe.

Chair Frazier thanked Staff for their efforts to conduct this meeting.

11. PLANNER'S REPORT

Contract City Planner Stonich expressed appreciation to all for their patience during this unusual time.

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Commission adjourned at 9:08 p.m.

Amy Stonich, AICP Contract City Planner

MINUTES OF THE PLANNING COMMISSION OF THE CITY OF STANTON REGULAR MEETING WEDNESDAY, MAY 6, 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 6:30 p.m., Chair Frazier presiding.

2. PLEDGE OF ALLEGIANCE

Led by Vice Chair Grand.

3. ROLL CALL

Present: Chair Frazier, Vice Chair Grand, Commissioner Moua, and Commissioner

Ash.

Absent: Commissioner Marques

Excused: None.

Also Present: Contract City Planner Amy Stonich, Planning Specialist Izzak Mireles and City Attorney Kylee Otto

4. SPECIAL PRESENTATION

None.

5. APPROVAL OF MINUTES

The Planning Commission minutes for the Regular Meeting of November 6, 2019.

The Planning Commission minutes for the Regular Meeting of November 20, 2019.

The Planning Commission minutes for the Regular Meeting of February 5, 2020.

The Planning Commission minutes for the Regular Meeting of March 4, 2020.

Motion/Second: Ash/Grand

Motion carried (4-0) by the following vote:

AYES: Ash, Frazier, Grand, Moua

NOES: None
ABSTAIN: None
ABSENT: Marques

6. PUBLIC COMMENTS

None.

7. PUBLIC HEARINGS

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

Contract City Planner Amy Stonich presented the item and noted that the PowerPoint presentation was available on the City's website.

Contract Planner Stonich indicated that the item is a Resolution of the Planning Commission of the City of Stanton recommending that the City Council adopt AZC20-01, an Ordinance to amend regulations and zoning standards relating to commercial cannabis businesses, adding 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.

City Planner Stonich provided an overview, explaining that in November 5, 2019, the City Council adopted Ordinance No. 1091 which established a tax on commercial cannabis businesses.

City Planner Stonich indicated that the new Ordinance before the Commission tonight will implement regulations for permitting and regulating commercial cannabis businesses. She continued by noting that Zoning Code Amendment AZC20-01 is a recommendation to the City Council for zoning locations only.

City Planner Stonich discussed that a Cannabis Committee is an Ad Hoc committee that was formed to consider implementation practices. They established the desired types of uses permitted, the number of uses permitted, the screening application, the evaluation process, fees associated, and they identified zones. She noted this is the focus of the Planning Commission's item tonight.

City Planner Stonich stated the Cannabis Committee identified the City's industrial zones for establishing these uses. They also identified buffers that would be applied to a 600-foot radius of a school providing instruction in kindergarten or any grades 1 through 12, day care centers, or youth centers that are in existence at the time the permit is issued, and a 400-foot radius of a property zoned residential.

City Planner Stonich explained that the Zoning section of the Ordinance includes each Cannabis type and the permitting process. Essentially, these businesses are permitted subject to approval of a Commercial Cannabis Business Permit. With the exception of testing laboratories, these businesses must also meet the separation requirements as previously discussed. City Planner Stonich indicated that definitions are also included and these definitions are consistent with the State permitting definitions.

City Planner Stonich stated the recommended action is that the Planning Commission adopt a Resolution recommending that the City Council adopt AZC20-01, an Ordinance to amend regulations and zoning standards relating to commercial cannabis businesses, and adding 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.

Chair Frazier clarified that the Planning Commission is considering zoning and land use section only (attachment B) during this meeting.

City Attorney Kylee Otto recommended that the Title of Resolution No. 2503 be amended to remove the section pertaining to adding Chapter 5.77 and amending Title 20 of the Stanton Municipal Code, those items are not under consideration for the Planning Commission tonight. That section will be determined by the City Council.

The public hearing was opened.

Public E-Comments:

None received.

Public E-Request to Speak:

Brian Mitchell, CEO, Shryne Group, spoke regarding their current cannabis operations in Los Angeles, and state-wide. He expressed his support of commercial cannabis retail businesses in the City of Stanton.

Daniel Yi, Communications Officer, Shryne Group, spoke regarding the cannabis industry and support of cannabis businesses. Mr. Yi provided a personal anecdote of the benefits of cannabis.

Tak Sato, Chief Development Officer, Shryne Group, spoke in support of cannabis businesses and potential business development in Stanton. Mr. Sato noted that their LA facility offers scholarships and works with non-profits

The public hearing was closed.

Chair Frazier reminded the Commission that the only portion of the Ordinance that is for consideration under the recommended Resolution are the zoning and land use regulations.

Commissioner Ash requested clarification of the appropriate Resolution number.

City Planner Stonich clarified that the correct Resolution number is 2503.

Commissioner Ash requested clarification on whether the city of Stanton is required to allow the operation of these businesses to comply with State legislation.

City Planner Stonich responded that the City of Stanton has already passed a cannabis tax ordinance; this is just regulating zoning standards.

City Attorney Otto clarified that the City is not required to allow cannabis operations, but if Planning Commission and City Council want to allow these businesses, zoning regulations must be implemented.

Vice Chair Grand expressed her support of cannabis businesses in the City of Stanton and agrees with all the zoning standards.

Commissioner Moua requested clarification if the zoning standards determine where cannabis businesses can operate, they are approving the operation on cannabis businesses at this time.

City Planner Stonich responded in the affirmative.

Motion/Second: Grand/Ash

Motion carried (4-0) by the following vote:

AYES: Ash, Grand, Frazier, Moua

NOES: None ABSTAIN: None ABSENT: Marques

ACTION TAKEN:

The Planning Commission conducted a public hearing; adopted Resolution No. 2503 recommending that the City Council adopt AZC20-01 an Ordinance to amend regulations and zoning standards relating to commercial cannabis businesses.

7B. PUBLIC HEARING TO CONSIDER MINOR CONDITIONAL USE PERMIT (MUP20-01) AND SITE PLAN AND DESIGN REVIEW (SPDR-799) TO DEMOLISH AN EXISTING CONVENIENCE STORE AND CONSTRUCT A NEW 2,200 SQUARE-FOOT CONVENIENCE STORE LOCATED AT 8221 GARDEN GROVE BOULEVARD, IN THE COMMERCIAL GENERAL (CG) ZONE.

Contract City Planner Amy Stonich introduced the item as a public hearing to consider Minor Conditional Use Permit MUP20-01 and Site Plan and Design Review SPDR-799 to demolish an existing convenience store and construct a new 2,200 square-foot convenience store located at 8221 Garden Grove Boulevard, in the commercial general (CG) zone. She introduces Planning Specialist Izzak Mireles to further discuss the item.

Planning Specialist Izzak Mireles presented the item and advised that the PowerPoint presentation is available on the City's website.

Planning Specialist Mireles stated that the items for consideration are SPDR-799 and MUP20-01.

Planning Specialist Mireles applicant is proposing to demolish an existing 1,500 square-foot convenience store and construct a new 2,200 square-foot convenience store. He advised that all existing fuel systems, canopy and dispensers are proposed to remain the same.

Planning Specialist Mireles discussed the application requires a Site Plan and Design Review (SPDR-799) for the construction of any new non-residential development and a Minor Conditional Use Permit (MUP20-01) for the reduction of up to 15 percent in the required number of parking spaces.

Planning Specialist Mireles described the project as located on the corner of Fern Street and Garden Grove Boulevard, he indicated that the property is zoned commercial general and has a General Plan Land Use designation of commercial general.

Planning Specialist Mireles stated that the surrounding uses include retail commercial to the north, the City of Garden Grove to the south and east, and retail commercial businesses to the west.

Planning Specialist Mireles indicated that the site can be accessed through two driveways entrances, one from Garden Grove Boulevard and the other from Fern Avenue.

Planning Specialist Mireles described the elevations and advised that a condition has been included to ensure that the north wall must be revised to be stucco coated to match the south and east elevations.

Planning Specialist Mireles stated the recommended action is that the Planning Commission conduct a public hearing and adopt Resolution No. 2508 to approve Minor Conditional Use Permit MUP20-01 and Site Plan and Design Review SPDR-799, and find that the project is categorically exempt per CEQA, Public Resource Code Section15302, Class 2 (Replacement or Reconstruction).

Vice Chair Grand requested clarification if the driveway depicted in the image of Slide 4 on the PowerPoint Presentation is the driveway that is proposed to be removed.

Planning Specialist Mireles responded in the affirmative, the applicant will be required to obtain an encroachment permit thought the Public Works Department to remove the driveway.

Vice Chair Grand inquired if the roll-up doors depicted in the image of the elevations on Slide 6 of the PowerPoint Presentation are accessible storage areas.

Planning Specialist Mireles indicated that it is just an architectural design, they not accessible.

Fred Cohen, applicant, spoke in favor of the project and operations of store. He requested to modify condition number 10, citing issue with neighboring properties allowing access to apply the stucco finish to the wall. Instead, Mr. Cohen is requesting split-face block wall, with anti-graffiti coating.

David Berry, owner and operator of the station, also requested to modify condition 10. Mr. Berry expressed that he is excited to enhance the building.

City Planner Stonich clarified the applicant's request to modify condition 10.

Commissioner Ash inquired if a stucco finish can be coated with anti-graffiti coating.

City Planner Stonich described the different types of materials the applicant may utilize.

Vice Chair Grand expressed her support of anti-graffiti coating for block wall.

Chair Frazier inquired regarding the setback requirement from building to the north property line.

Planning Specialist Mireles indicated that it is a zero-lot line; the building can be built to property line.

Chair Frazier expressed his support of modifying condition 10 to split-face block wall.

Vice Chair Grand inquired why the condition requires a stucco finish.

City Planner Stonich responded the condition is written that way to match other elevations and to create consistency with stucco finish. She clarified it is an aesthetic evaluation.

The public hearing was opened.

Izzak Mireles indicated that no request to speak was received.

The public hearing was closed.

A motion was made by the Planning Commission to adopted Resolution No. 2508, with recommended modifications to condition number 10.

Motion/Second: Ash/Moua

Motion carried (4-0) by the following vote:

AYES: Ash, Grand, Frazier, Moua

NOES: None ABSTAIN: None ABSENT: Margues

ACTION TAKEN:

The Planning Commission conducted a public hearing, and adopted Resolution No. 2508 approving Minor Conditional Use Permit (MUP20-01) and Site Plan and Design Review (SPDR-799) and found that the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section15302, Class 2 (Replacement or Reconstruction).

8. <u>NEW BUSINESS</u>

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION COMMENTS

Vice Chair Grand inquired if a Planning Commission Meeting is scheduled for May 20, 2020.

Contract City Planner Stonich responded that there are items agendized for May 20, 2020.

Commissioner Ash thanked staff for coordination of meeting during these unprecedented times.

Chair Frazier thanked staff for their efforts.

Chair Frazier requested items for discussion at a future meeting:

- Status on homeless COVID-19 population at the Stanton Inn & Suites
- Homeless encampment by Red Ball Hardware off Katella Avenue

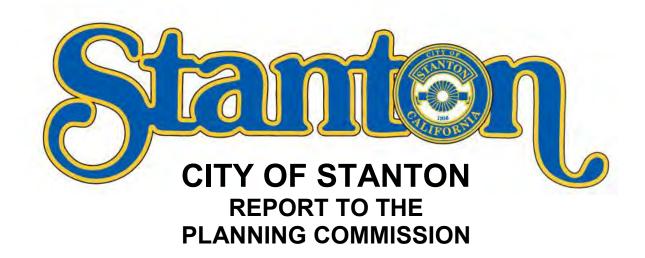
11. PLANNER'S REPORT

Contract City Planner Stonich thanked Planning Specialist Izzak Mireles for his participation and hosting the meeting.

City Planner Stonich reported that City Hall is open to public, with precautionary measure in place and utilizing sneeze guard and face masks. She advised the City plans to open more operations per Governor's directives in the future.

12. ADJOURNMENT

Commission adjourned at 7:26 p.m.		
Amy Stonich, AICP		
Contract City Planner		



TO: Chair and Members of the Planning Commission

DATE: May 20, 2020

SUBJECT: PUBLIC HEARING TO CONSIDER PLANNED DEVELOPMENT PERMIT

(PDP)20-03, SITE PLAN AND DESIGN REVIEW (SPDR)-806, AND TENTATIVE TRACT MAP (TM)20-03 TO SUBDIVIDE A 0.70 ACRE SITE FOR THE CONSTRUCTION OF SEVEN SINGLE FAMILY DETACHED CONDOMINIUM UNITS AND ASSOCIATED IMPROVEMENTS FOR THE PROPERTY LOCATED AT 7091 KERMORE LANE, IN THE MEDIUM DENSITY

RESIDENTIAL (RM) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing; and
- Adopt Resolution No. 2504 approving Planned Development Permit (PDP)20-03, Site Plan and Design Review (SPDR)-806, and Tentative Tract Map (TM)20-03 and find that the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section15332, Class 32 (In-fill Development Projects).

BACKGROUND

The applicant, Steve R. Jones representing Olympia Capital Corporation, is proposing to construct seven (7) single family detached condominium units. The Applicant has requested the following entitlements:

- Planned Development Permit (PDP)20-03 20.520.020 of the SMC requires a Planned Development Permit to allow modifications to applicable development standards.
- Site Plan and Design Review (SPDR)-806 20.430.030 of the Stanton Municipal Code (SMC) requires a Site Plan and Design Review 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 (TM)20-03 - The California Subdivision Map Act requires a Tentative Tract Map for condominium purposes to develop seven (7) single family detached condominium units for individual ownership.

ANALYSIS/JUSTIFICATION

Project Location – The project site is located on the northeast side of Kermore Lane. The subject site is a 0.70 acre vacant parcel. The property is in the Medium Density Residential (RM) zone and carries a General Plan designation of Medium Density Residential.

Surrounding zoning and uses are as follows:

Table 1 – Surrounding Zoning/Uses

Direction	Zoning	Existing Land Use
North	Open Space Buffer Zone	Union Pacific Railroad
South	Medium Density Residential (RM) Zone	Single Family Homes
East	Medium Density Residential (RM) Zone	Condominium subdivision known as Harmony
West	Commercial Neighborhood (CN) General Mixed Use Overlay	Mini Storage Facility

Project Description - The Applicant is proposing to construct a new residential subdivision on an existing 0.70 acre site (Assessor's Parcel Number: 079-751-03 & 079-751-04). The project consists of seven (7) detached condominium units, a private common drive aisle and private open space. The Applicant is proposing two different floor plans which would consist of two-story homes ranging in size from 1,833 – 1,940 square feet. The project provides a total of 17 uncovered parking spaces and 14 covered parking spaces.

The proposed project utilizes Spanish style architectural designs and materials, and incorporates extensive landscaping, enhanced paving and large private open space for each unit. Figure 1 shows a rendering for the proposed elevations.

Figure 1 - Rendering



Site Plan and Design Review - The proposed project is consistent with the General Plan and site development standards of the Zoning Code with the exception of the rear setback, required distance between habitable structures, minimum common open space, and impervious surface coverage.

The project proposal includes a ratio of 10 dwelling units per acre. This is consistent with the allowed density set forth in the General Plan, which allows for up to 11 dwelling units per acre. The proposed height of the buildings is 29 feet and a maximum height of 32 feet is permitted.

The project site is long and narrow in shape and, therefore, the structures are proposed on the west side of the lot. A drive aisle is located along the easterly edge of the property which will provide a large setback and buffer from the existing residential property to the east. The unit main entries alternate from side entry on four (4) of the internal units with the first unit having a front entry facing Kermore Lane and the two rear units having a front entry onto the drive aisle. The construction and improvements proposed at the project site are consistent with the existing residential uses.

Parking/Circulation - The project site would have access to Kermore Lane from a 25-foot wide common drive aisle which provides access to open parking spaces along the drive aisle. It also connects to the seven (7) single-family condominium units.

The proposed project has met the parking requirements set forth in the SMC. Table 3-6 in Section 20.320.030 of the SMC requires four-bedroom dwellings to provide four parking spaces (at least two enclosed) per dwelling unit. In addition, one guest parking space is required for every three dwelling units. The Applicant is proposing seven (7) four-bedroom units which provide two-car garages throughout and have 17 uncovered parking spaces.

Table 2 - Parking

Parking Requirement	Number of Units with Bedrooms	Parking Required	Parking Provided
Four Bedroom: 4 Spaces	7 Units	28	28
Guest Parking	1 space per 3 units	3	3
Total Parking Provided		31	31

Floor Plans - The seven (7) units consist of two stories with similar floor plan options. The floor plans range between 1,833 - 1,940 square feet. The first floor plans for all units consist of one bedroom, kitchen, living area, powder room, den, dining area, and bathroom. The second floor consists of a master bedroom, two additional bedrooms and laundry space.

Design and Architecture - The proposed units feature a Spanish architectural style, enhanced with wall offsets, significant vertical and horizontal articulation and exterior materials. Such enhanced wall offsets include, a wood trellis on second story windows, window shutters and wrought iron planter grills throughout. Each unit will be provided with a private outdoor fenced yard/patio.

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, parking requirements, 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 PDP to allow modifications to certain development standards which include rear setback, required distance between habitable structures, minimum common open space, and impervious surface coverage. The following analysis provides justification in support of the PDP.

<u>Setbacks.</u> A 20-foot setback is provided at the front property line along Kermore Lane; a 10-foot side yard setback is provided at the side (east and west) property lines; and a 15-foot setback is provided at the north property line. As indicated in the table below, the setbacks along the north 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.

Table 3 - Setbacks

<u>Setback</u>	Required	<u>Provided</u>
Front	20 feet	20 feet
Rear (North Property Line)	20 feet	15 feet

Side (East Property Line)	10 feet	10 feet
Side (West Property Line)	10 feet	10 feet

The project conforms to the front setback and the side setback for the eastern and western side. The buildings are setback five feet (5) less than the 20 feet required. This allows for the floor plans to be increased in size and allow greater flexibility in design. In regards to the distance between habitable structures, the units are proposed at six (6) feet separation. The SMC requires a minimum separation distance of 10 feet between habitable structures in the Medium Residential (RM) zone.

Required Distance Between Habitable Structures. The SMC requires two-story single-family dwellings to provide the minimum separation of 10 feet between habitable structures. The Applicant proposes to reduce the required building separation to six (6) feet on the first-floor and keep the 10-foot separation on the second-floor. The reduction in building separation allows for larger floor plans and more livable units.

Table 4 – Habitable Structures

	Required	<u>Proposed</u>
Distance Between	10 Ft	6 Ft
Habitable Structures		

<u>Open Space.</u> The SMC requires single-family detached dwelling projects to have a minimum five percent of the total site area dedicated for common open space for passive and active recreational uses. The SMC also requires a minimum of 150 square feet of private open space per unit. The site is located on a long and narrow lot that makes the requirement for common open space unfeasible. The Applicant proposes to eliminate the required open space completely and increase the private open space requirement significantly by providing between 350 - 850 square feet depending on the unit.

Table 5 – Open Space

	Required	Proposed
Common	1,521 Sq Ft	0 Sq Ft
Open Space		
Private	150 Sq Ft	350 - 850 Sq Ft
Open Space	-	

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 eastern and western property line, Japanese Maple and Moraine Locust trees will be planted to screen the proposed dwelling units from the existing uses. Second, upper story windows for Unit 7A will incorporate frosted/textured glass to obscure the neighboring housing development. Unit 7A is the only unit adjacent to another housing development. Additionally, the Applicant proposes to enhance the main drive aisle by incorporating permeable pavement sections throughout and having interlocking pavers at the drive aisle entrance. Finally, the Applicant proposes a new slump stone wall at the entrance adjacent to the common driveway. This slump stone wall will be covered in vines, planter pockets and trees.

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.

Impervious Surface Coverage – The SMC allows a maximum of 60 percent impervious surface coverage in the RM zone and is defined as "the maximum percentage of the total gross lot area that may be covered by structures and impervious surfaces". The gross project area of the site is 30,619 square feet that is unique in its shape being both, deep and narrow. This creates a very long drive aisle that is required to allow for vehicular access to all of the units. As a result, a larger percentage of pavement area increases the total amount of impervious surface coverage to be 67 percent. In order to address this code deficiency, the Applicant has proposed permeable pavement sections that are designed to allow for water infiltration rather than runoff into the storm drain system. Utilizing permeable pavement sections reduces the total Impervious Surface Area from 67 percent to 38 percent.

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 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 extensive landscaping, enhanced paving and large private open space for each unit that provides a sense of home to future residents. With the incorporation of these features, the project provides an aesthetically pleasing housing development that is compatible with the surrounding neighborhood.

Tentative Tract Map - The California Subdivision Map Act requires a Tentative Tract Map for a condominium subdivision of 4 or more parcels. Tentative Tract Map 19067 proposes to subdivide the existing parcel in order to construct seven new single-family detached condominium units for individual ownership. There will be a total of eight parcels, seven individually owned parcels and one parcel representing the shared Homeowner's Association property including the shared drive isle and landscaping. The design of Tentative Tract Map 19067, as conditioned, conforms to the design guidelines and standards of the Stanton Municipal Code and General Plan. 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.

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.

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,

Izzak Mireles Planning Specialist Approved by,

Amy Stonich, AICP City Planner

ATTACHMENTS

- A. Resolution No. 2504
- B. Vicinity Map
- C. Applicant Narrative & Justification for a Planned Development Permit
- D. Project Plans

RESOLUTION NO. 2504

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON CALIFORNIA, APPROVING PLANNED DEVELOPMENT PERMIT (PDP) 20-03, SITE PLAN AND DESIGN REVIEW (SPDR-806), AND TENTATIVE TRACT MAP (TM) 20-03 TO ALLOW THE CONSTRUCTION OF A SEVEN UNIT SINGLE-FAMILY DETACHED CONDOMINIUM SUDBIVISION LOCATED AT 7091 KERMORE LANE LOCATED IN THE MEDIUM DENSITY RESIDENTIAL (RM) 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 20.520.020 the Stanton Municipal Code (SMC) requires a Planned Development Permit to allow modifications to applicable development standards; and

WHEREAS, Section 20.520.030 of the Stanton Municipal Code requires a Site Plan and Design Review 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; and

WHEREAS, the California Subdivision Map Act requires a Tentative Tract Map for condominium purposes to develop seven (7) single family detached condominium units for individual ownership; and

WHEREAS, on January 30, 2020, Steve R. Jones representing Olympia Capital Corporation., ("Applicant") filed applications for approval of a Planned Development Permit (PDP20-03), Site Plan and Design Review (SPDR-806), and Tentative Map (TM) 20-03, for the development of a 0.70 acre site, located at 7091 Kermore Lane which will include the construction of seven detached single-family condominiums and associated site improvements; and

WHEREAS, on May 20, 2020, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Planned Development Permit (PDP20-03), Site Plan and Design Review (SPDR-806), and Tentative Map (TM) 20-03, for the development of a 0.70 acre site, located at 7091 Kermore Lane in the Medium Density Residential (RM) zone; and

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); and

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 20.520.060 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 Medium Density Residential (RM). The proposed project is for seven single-family detached condominiums, which is considered a single-family residential use and is an allowable use under the RM 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 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 provide for seven single-family detached condominium units. 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 project would provide extensive landscaping for an enhanced pedestrian atmosphere along Kermore Lane. In addition, the elevations of the units along Kermore Lane is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features proposed on the second floor of the buildings to ensure the improvements are visible from Kermore Lane.
- 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 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 project is allowed by right in the Medium Density Residential (RM) 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.

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

The project features four-bedroom condominium units, with similar floor plan options. The floor plans range between 1,833-1,940 square feet. All structures will be two (2) stories in height to provide a uniform design. The property has a long and narrow shape and therefore the structures must be located on the west side of the lot. A drive aisle is located along the easterly edge of the property which will provide a large setback and buffer from the existing residential property to the east. The unit main entries alternate from side entry on four (4) of the internal units with the first unit having a front entry facing Kermore Lane and the two rear units having a front entry onto the drive aisle. The main drive aisle will be enhanced by incorporating permeable pavement sections throughout and having interlocking pavers at the drive aisle entrance. Additionally, a new slump stone wall will be added at the entrance adjacent to the common driveway. The slump stone wall will be covered in vines, planter pockets and trees. The project meets the parking requirements set forth in the SMC section 20.320.030. All parking for the project is located on site for the use of residents and their guests.

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 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.

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 Kermore lane from a 25-foot wide common drive aisle which provides access to open parking spaces along the drive aisle. It also connects to the seven (7) single-family condominium units. Orange County Fire Authority (OCFA) has reviewed the site plan and condominium units and do not have any significant concerns.

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

The project is an infill development and has access to existing utilities, roads and infrastructure. The property has a long and narrow shape and therefore the structures must be located on the west side of the lot and is accessed from Kermore Lane. 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 and large private open space areas. 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 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 Kermore Lane.

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 Medium 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 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 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 single-family developments in the area. The height of the development will not exceed two-stories which is allowable in the Medium Density Residential Zone. The project provides an aesthetically pleasing housing development that is compatible with the surrounding neighborhood.

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;

Pursuant to Condition No. 1, the applicant shall agree, in writing, to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit.

SECTION 4: 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 includes seven single-family detached condominium units within the Medium Density Residential (RM) zone. Section 20.210.020 of the Stanton Municipal Code states that single-family detached condominium units in the RM 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 rear yard setbacks, required distance between habitable structures and required common area 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 construction of seven single-family 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 large private

outdoor living areas for each unit. 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 single-family detached dwelling units and the proposed uses of the structures are residential uses. The exterior of 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 Site Plan and Design Review, Planned Development Permit and Tentative Map 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 four (4) bedroom condominium units, providing a mix of housing sizes on the property. All structures will be two (2) stories in height to provide a uniform design. The property has a long and narrow shape and therefore the structures must be located on the west side of the lot. A drive aisle is located along the easterly edge of the property which will provide a large setback and buffer from the existing residential property to the east. The unit main entries alternate from side entry on four (4) of the internal units with the first unit having a front entry facing Kermore Lane and the two rear units having a front entry onto the drive aisle. 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 seven single-family detached condominium units. The development provides landscaping throughout the project area with trees lining the perimeter of the property. Along the eastern and western property line, trees will be planted to screen the proposed dwelling units from the existing uses. As part of the Planned Development Permit, the project will not include common open space but will instead include a larger private open space area for each unit.

The project has met the parking requirements set forth in the SMC. Specifically, section 20.320.030 requires four-bedroom dwellings to provide four parking spaces (at least two enclosed) per dwelling unit. In addition, one guest parking space is required for every three dwelling units. The development consists of seven four-bedroom units which provide two-car garages throughout and have 17 uncovered parking spaces. In total, the project is required to provide 31 parking spaces and 31 spaces are provided.

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

The use remains the same as the existing use. Therefore, the development will have no adverse effect or significant impact on the traffic or level of service along Kermore Lane.

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

The project would be compatible with existing single-family developments in the area. The height of the development will not exceed two-stories which is allowable in the Medium Density Residential (RM) 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 Kermore Lane 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 individual garages for each unit.

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 features four-bedroom condominium units, with similar floor plan options. The floor plans range between 1,833 – 1,940 square feet. The property has a long and narrow shape and therefore the structures are located on the west side of the lot. A drive aisle is located along the easterly edge of the property which will provide a large setback and buffer from the existing residential property to the east. The unit main entries alternate from side entry on

four (4) of the internal units with the first unit having a front entry facing Kermore Lane and the two rear units having a front entry onto the drive aisle. Therefore, the project has appropriate and harmonious arrangement to other development in the vicinity.

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 Kermore Lane soften the entrance view from the street. The development provides landscaping throughout the project area with trees lining the perimeter of the property. Along the eastern and western property line, trees will be planted to screen the proposed dwelling units from the existing uses. 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;

The design features of the development are architecturally compatible with the newer developments within the neighborhood and city. The project would utilize cement plaster as the main façade material and include architectural accents such as wood trellis on second story windows, window shutters and wrought iron planter grills throughout the building.

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 Spanish 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 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 provide for seven single-family detached condominium units. 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 project would provide extensive landscaping for an enhanced pedestrian atmosphere along Kermore Lane. In addition, the elevations of the units along Kermore Lane is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural

features proposed on the second floor of the buildings to ensure the improvements are visible from Kermore Lane.

SECTION 5: 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 map is consistent with the City's General Plan designation of Medium Density Residential (RM), which allows for a density range of 6.1 to 11 dwelling units per acre. The project includes a ratio of 10 dwelling units per acre.

B. 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 provide for seven single-family detached condominium units. 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 project would provide extensive landscaping for an enhanced pedestrian atmosphere along Kermore Lane. In addition, the elevations of the units along Kermore Lane is designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features proposed on the second floor of the buildings to ensure the improvements are visible from Kermore Lane.
- 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 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 single-family detached condominiums units which are permitted by right in the RM zone, along with street access, turnaround radius, emergency vehicle access and private 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 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;

The project will not create 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 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 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.

 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 6: That based upon the above findings, the Planning Commission hereby approves PDP 20-03, SPDR-806, and TM20-03 which includes Conditions of Approval in Exhibit "A" attached hereto and made a part of this Resolution for the development of a 0.70 acre site, located at 7091 Kermore Lane for the construction of seven (7) single-family detached condominium units and associated site improvements..

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on May 20, 2020 by the following vote, to wit:

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

EXHIBIT A PDP 20-03, SPDR-806, AND TM20-03 7091 KERMORE LANE

CONDITIONS OF APPROVAL Effective: May 20, 2020

Number **GENERAL CONDITIONS**

- A. 1. Unless and until the project applicant and property owner sign and return a City-provided affidavit accepting these conditions of approval, there shall be no entitlement of the application. The project applicant and property owner shall have fifteen (15) calendar days to return the signed affidavit to the Community Development Department. Failure to do so will render City Council action on the application void.
 - 2. As a condition of issuance of this approval, 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 actions and proceedings (whether legal, equitable, 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 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 Procedures 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.
 - Within forty-eight (48) hours of the approval of this project, the applicant/developer shall deliver to the Community Development Department a check payable to the County Clerk-Recorder in the amount of Fifty Dollars (\$50.00) County administrative fee, to enable the City to file the Notice of Exemption pursuant to Fish and Game Code §711.4 and California Code of Regulations, Title 14, section 753.5. If, within such forty-eight (48) hour period, the applicant/developer has not delivered to the Community Development Department the check required above, the approval for the project granted herein shall be void.

- 4 At all times, the applicant/developer shall comply with all provisions of the Municipal Code of the City of Stanton and shall conform to the requirements of the Subdivision Map Act, as applicable.
- 5 Prior to occupancy of the subject buildings, all applicable conditions of the Project shall be met.

B COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

- **1** All architectural treatments and exterior color scheme shall be constructed as illustrated on plans and renderings submitted.
- Two (2) copies of the CC&R's covering the condominium development shall be submitted to the City staff (prior to recordation) for internal review, recommendation, and approval to assure the continuous maintenance applicability and enforceability of the CC&R's so that the development will not become a liability to the City at a later date. The CC&R's shall assign responsibility to the homeowners association for the maintenance of the common area, including driveways, parking lots, and landscaping (including the public parkway along Kermore Lane adjacent to the condominium project property).
- 3 SPDR-806 shall terminate if PDP 19-03 and TM 20-03 is allowed to expire or the Final Tract Map is not filed within 24 months.
- The project/use shall 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 development and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and PDP 20-03 and shall conform to the requirements of the Subdivision Map Act, as applicable.
- 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, 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.
- **7** A total of 17 open parking spaces shall be continually maintained on site. This shall be regulated by the homeowner's association and incorporated into the CC&Rs.

- **8** 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.
- 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.
- 10 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.
- 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.
- Walls or fences shall comply with Chapter 20.310 of the SMC and material shall be approved by the Planning Division.
- 13 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).
- 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.
- A will-serve letter from CR&R shall be submitted to the Planning Division prior to issuance of building permits.
- 16 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.
- 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).
- 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.
- 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.
- All required fees shall be paid prior to issuance of building permits.

 All required sewer connection fees shall be paid prior to the issuance of building permits.

- 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 must also be approved by authorized Planning Division Staff.
- 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.
- A Sign Application for entry monument signage must be submitted to and approved by the Community Development Department prior to issuance of building permits.
- Prior to issuance of Building Permits, the applicant shall ensure that the Parcel/Tract Map that meets all the requirements of the State Subdivision Map Act and City's Subdivision Ordinance, is recorded and a copy of the recorded map is submitted to the Engineering Division Manager.

C COMMUNITY DEVELOPMENT DEPARTMENT BUILDING DIVISION

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

D PUBLIC WORKS- ENGINEERING DIVISION 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.
- 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.
- Hours of work, including demolition and construction, shall be Monday through Friday 7:30 am to 4:30 pm with no work performed on weekends or holidays unless otherwise approved by the City Engineer.
- A bond or surety device shall be posted with the City in an amount and type sufficient to cover the amount of off-site and on-site work to be done, as approved by the City Engineer.
- 7 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.
- **8** Applicant shall pay sewer connection fees to the City for connection to the City/County sewer system, if applicable.

E PUBLIC WORKS- ENGINEERING DIVISION SPECIFIC

- 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.
- 2 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.
- 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.
- 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

- 6 All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.
- 7 The private drive entrance, private drives, and end of private drive turnaround areas of the Property shall be approved by the Orange County Fire Authority.
- **8** 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.
- 9 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 15 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.
- 16 Subdivider shall provide easements for public and private utilities as needed and as approved by the City.
- 17 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.
- 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.
- 19 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.
- 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."
- 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.

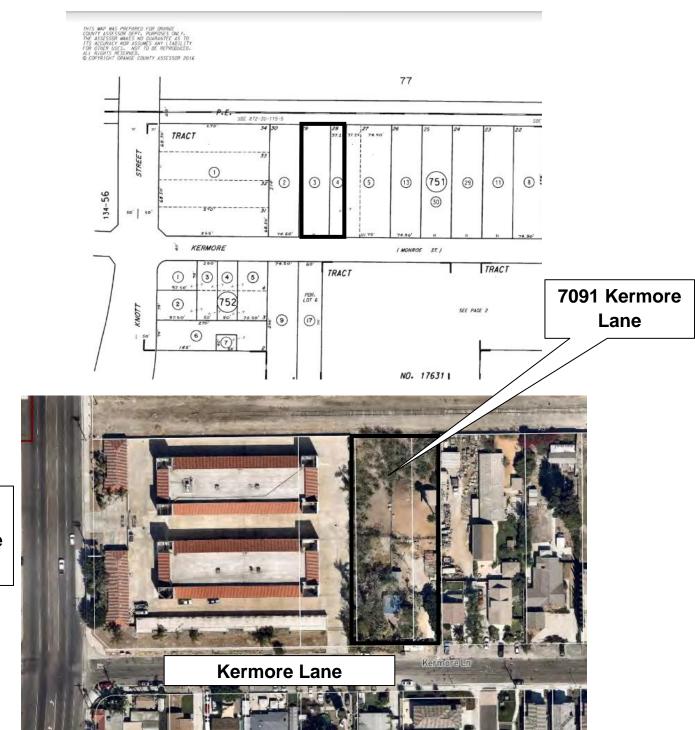
- All streets or drives shown on the Final Map shall show proposed street names which will be subject to approval of the City.
- At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City evidence that all utility providers with recorded title interest 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.
- 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.
- 25 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 provide to the City with a Hydrology Report, and a Hydraulics Report, including all necessary and required calculation, maps, exhibits, and reference material.
- 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).
- The applicant must provide the City with access rights to the property at least once per year to perform State mandated environmental inspections.

F ORANGE COUNTY FIRE AUTHORITY

- 1 Prior to approval of a precise grading permit and/or building permit, a fire master plan shall be submitted (service code PR145).
- 2 Prior to final map clearance, the Applicant shall obtain approval of Fire master plan (PR145) by OCFA.
- 3 Prior to approval of a precise grading permit and/or building permit, a fire sprinkler system shall be submitted (service code PR405).
- Prior to the issuance of final certificate of occupancy, all OCFA inspections shall be completed to the satisfaction of the OCFA inspector and be in substantial compliance with codes and standards applicable to the project and commensurate with the type of occupancy (temporary or final) requested. Inspections shall be scheduled at least five days in advance by calling OCFA Inspection Scheduling at (714) 573-6150.

7091 Kermore Lane

Project Area



Knott Avenue

7- Unit Residential Condominium Development

7091 Kermore Lane, Stanton CA

PROJECT DESCRIPTION AND JUSTIFICATION FOR A PLANNED DEVELOPMENT PERMIT

The existing site is a 30,619 sq. ft. (0.70 acres) property which is currently vacant. The site is zoned RM and has a general plan land use designation of Medium Density Residential allowing for the development of residential uses up to 11 du/acre. The subject parcel is adequate in terms of size, shape, topography, and circumstances to accommodate the proposed development and as further described below:

The project is seeking a Planned Development Permit and Tentative Tract Map for 7 single family detached condominium units which equates to 10 du/acre and that will substantively meet the requirements of the RM zone. The project as planned is allowed and is consistent with the purpose, intent, goals, policies, actions of the land use designation of Medium Density Residential.

The property fronts on Kermore Lane with a mini storage facility on its westerly border and residential uses on its easterly edge and across the street to the south. An unused rail corridor is located on the rear northern property edge. The proposed development as designed along with the appropriate conditions imposed by the City will not have a substantial adverse effect on surrounding properties or their allowed use and further, will be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection. The proposed project is very similar to and will certainly compliment the newly completed and very successful project by Melia Homes called Harmony located just to the southeast on the opposite site of Kermore Lane. It will be another fine example of the continuing redevelopment of the area with new modern energy efficient housing.

Vehicular access will be provided from Kermore Lane via a common internal drive aisle providing direct access to each individual unit's garage. The drive aisle is located along the easterly edge of the property which will provide for a large setback and buffer from the existing residential property to the east. The unit main entries alternate from side entry on 4 of the internal units with the first unit having a front entry facing Kermore Lane and the two rear units having a front entry onto the drive aisle.

Except for the following 5 code deficiencies, the project is generally in compliance with all of the applicable provisions of the zoning code relating to both on-site and off-site improvements that are necessary to accommodate flexibility in site planning and property development and approval of the project as requested with prescribed development standards and applicable design guidelines required of the City will carry out the purpose, intent, and requirements of Chapter 20.520.060 of the zoning code and the RM zone:

1. Encroachment of 5 feet into the required rear yard setback of 20 feet at the first story of 1 of the 2 units.

This is to allow a minimum of building separation of each unit from the front of the lot to the rear and to provide a floor plan design that does not result in tight spaces and a compromised floor plan.

2. Reduced building separation of 6' at the 1st story only of each unit. 10 feet is required.

Reducing the building separation (at the first story only) provides for a floor plan design that does not result in tight spaces and a compromised floor plan but does result in far more livable units.

3. Encroachment of a Covered Patio of 4 feet into the 20-foot front yard setback of 1 unit.

The Covered patio on the elevation facing Kermore Lane will result in far superior design and articulated front elevation. The result is a home that is oriented toward the public street and which will be far more pleasing to the eye.

4. Use of pervious pavers to meet the required 60% maximum impervious surface coverage of the site.

Within the Stanton municipal code, the maximum Impervious Surface Coverage is 60% within the RM zone and is defined as "the maximum percentage of the total gross lot area that may be covered by structures and *impervious* surfaces" (see 20.210.030 Table 2-3). The remaining area is Landscape Area. The gross project area of the site is 30,619 sq. ft. Due to the unique shape and configuration of the site (it being narrow and deep) a very long drive aisle is required to allow for vehicular access to all of the units. This long drive aisle combined with what normally would be just a driveway approach results in far larger percentage of pavement area to gross site area than most other properties in the general area would generally need in order to access the public street. As proposed, the project has 67.07% total Impervious surface area and 32.93% Landscape or Pervious surface area. These areas exceed the respective maximum area for Impervious surfaces and minimum area for Pervious surfaces.

In order to allow this property to enjoy the same privileges as others in the area and to meet the intent of the code, we propose that permeable pavement sections are allowed to be utilized within the drive aisle and driveway areas. Permeable pavement sections are specifically designed to allow for water infiltration rather than runoff into the storm drain system. Utilizing permeable pavement sections dramatically alters the figures resulting in a reduction of total Impervious Surface Area from 67.07% to 38.13% and an increase of Landscape or Pervious Surface area from 32.93% to 61.87%. The resulting new figures would then be well within the maximum and minimum requirements for the respective "Impermeable Surface Coverage" and Permeable surface area. (See attached calculations).

5. Common Area Open Space of 1,530 sq. ft. is required. Due to this site's unique long and narrow configuration, the project is proposing to replace the common area open space with a significant increase in private area open space to an average of 515 sq. ft. per unit over the minimum required 150 sq. ft. in area. This would be an increase of over 343% of the minimum private open space requirement.

Each of the code deficiencies above are in general mitigated by a comprehensive development of superior quality and excellence of design of the project. The enhanced paving with permeable pavers, significant elevation articulation, 4-sided architecture, porch elements, increase in private open space area, etc., all provide for improved solutions through design of this challenging site. The City is expected to impose proper standards and conditions to ensure the protection of the public health, safety, and welfare through its conditions of approval. The developer will abide by all other code requirements as described in the City's zoning code as well as any other applicable governmental building and/or safety code and will agree in writing to comply with any and all of the conditions imposed by the review authority in the approval of the Planned Development Permit and Tentative Tract Map, etc.

Orange County Fire Authority (OCFA) has reviewed the site plan and proposed units and does not have any significant concerns (See the OCFA letter dated September 9, 2019). CR&R has also reviewed the plan and has approved residential cart service for the site. (See the CR&R will serve letter dated March 31, 2020). The OCFA review, CR&R review and City's review of the this plan all agree that proper on-site traffic circulation 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).

As this is an in-fill project in an established residential area, adequate public services and facilities exist, or will be provided, in compliance with the conditions of approval expected by the City, to serve the proposed development and the approval of the proposed development as such will not result in a reduction of public services to properties in the vicinity to a detriment to public health, safety, and general welfare.

The proposed units are 4 bedroom 3.5 baths and are approximately 1,833 sq. ft. in size for the 5 A units and 1,940 feet for the 2 B units. Interiors of each unit will have 10-foot plates which will give each more volume than is typically provided. The Spanish influenced elevations are to be enhanced with wall offsets, significant vertical and horizontal articulation and special architectural elements and materials. Each unit shall provide for solar panels to meet the new code, be upgraded with a tankless water heater and shall have an energy efficient heating system with built in air-conditioning.

The proposed project meets the total minimum parking requirements of 4.33 stalls per unit with the minimum requirement of 2 covered stalls per unit provided in each unit's attached garage. There are a total of 31 on-site parking spaces provided for the residents in the development.

The project shall be completely landscaped in the front yards and all common areas. The landscaping shall be designed to complement and enhance the proposed Spanish architectural style. Private open space for each unit shall be significantly larger than that required by the code and shall be a combination of hardscape and softscape. A new slump stone wall adjacent to the common driveway will be covered in vines and in combination with the planter pockets and trees within, will effectively allow this wall to disappear behind a veil of greenery.

We believe the superior design of this project as described above will benefit the area and will be an aesthetically pleasing component of the overall neighborhood. This project will be a fine example of

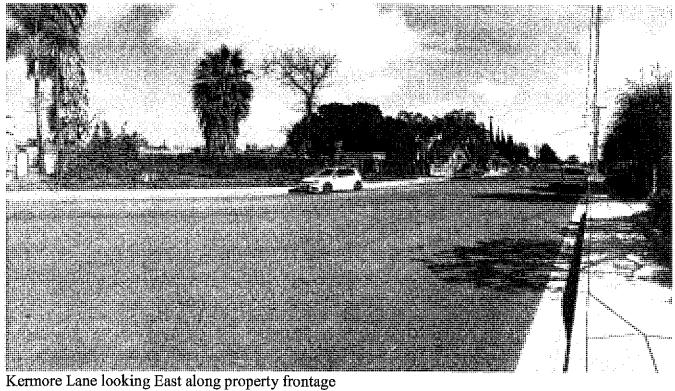
continuing the development of new high-quality housing in the immediate area and lastly, the proposed units when completed will provide additional housing opportunities at entry level market rates.

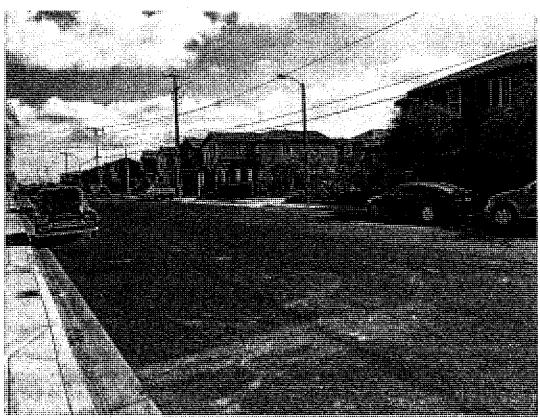
Existing Site Photos follow on the next page

SITE PHOTOS

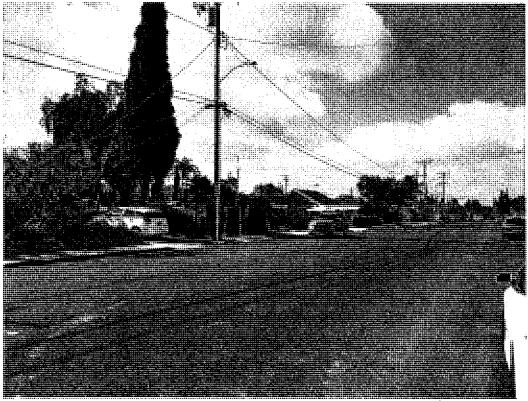


Property; View Looking North

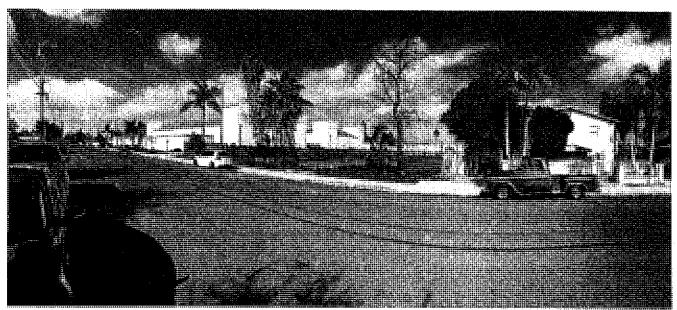




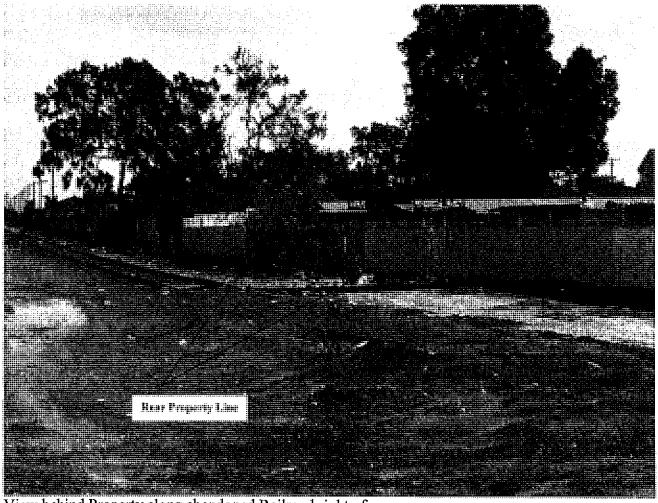
View across street from property looking East



View across street from property looking West



View of Property from across the street looking North



View behind Property along abandoned Railroad right of way.

7091 Kermore Lane - 7 Unit Single Family detached proposal

Required	With 10% Deviation	Prop	osed	
		10,100	32.99%	Building Pad
		9,372	30.61%	Drive Aisle
10.000		1,064	3.47%	Hardscape
18,371 60.00% Maximum	20,209	20,536	67.07%	Total "Impervious Surface Coverage"
40.040		10,083	32.93%	Other Landscape or Pervious Surface Coverage
12,248 40.00% Minimum	11,023	10,083	32.93%	Landscape or Pervious surfaces
30,619 100.00% Total		30,619	100.00%	Total

	Required	With 10% Deviation	Prop	osed	
			10,100	32.99%	Building Pad
			510		
40.074			1,064		Hardscape
18,371	60.00% Maximum	20,209	11,674	38.13%	Total "Impervious Surface Coverage"
			8,862	28.94%	Pervious Drive Aisle
			10,083		
12,248	40.00% Minimum	11,023	18,945	61.87%	Landscape or Pervious surfaces
30,619	100.00% Total		30,619	100.00%	Total

7- Unit Residential Condominium Development

7091 Kermore Lane, Stanton CA

PROJECT LANDSCAPING

The project shall be completely landscaped in the front yards and all common areas and shall be designed to complement and enhance the proposed Spanish architectural style. A new slump stone wall adjacent to the common driveway will be covered in vines and in combination with the planter pockets and trees within, will effectively allow this wall to disappear behind a veil of greenery.

During the construction document phase of the project, the developer shall submit a fully detailed landscape and irrigation plan by a licensed landscape architect which may include, but not necessarily be limited to the following planting materials:

Vines and Ground Cover:

Manila Red Bougainvillea (Bougainvillea)



Silver Carpet (Dymondia margaretea)



Trees:

Moraine Locust (Gleditsia Triacanthos



Bloodgood Japanese Maple (Acer Palmatum)



Sango Kaku Maple (Acer Palmatum)



Shrubs:

Australian Rosemary (Westringia rosmariniformis)



Silver Queen (Euonymus japonica)



Butterfly Bush (white) or Summer Lilac (Buddleja davidii)



New Zealand Flax (Phormium)



Matilija Poppy (Romneya coulteri)



Page 2 of 2





March 31, 2020

7091 Kermore Ln Stanton CA, 90680

Dear Customer,

CR&R has reviewed the site plans provided by The Jager Company, Ltd for the planning area referenced above. Based on the plan diagrams received via email on March 13, 2020, we approve and will be able to provide residential cart service at this location.

Also, as agreed via email, in the case that the driveway may be too narrow for the driver to safely maneuver, owner agrees to have residents place carts on Kermore Lane on scheduled service day.

This letter is submitted as our approval.

Respectfully,

Kristy Morehead Sustainability Supervisor CR&R Incorporated

11292 Western Ave. P. O. Box 125 Stanton, CA 90680-2912

PROJECT DESCRIPTION: 7 DETACHED SINGLE FAMILY TYPE V B

ZONING SUMMARY

PROJECT SITE NFORMATION

APN #	ADDRESS	ZONE	LOT AREA (SF)	LOT AREA (ACRE)
079-751-03	7091 KERMORE LN., STANTON, CA 90680	RM	+/- 20,474	0.47
079-751-04			+/- 10,206	0.23
TOTAL			+/- 30,619	0.7

PROJECT CONSTRUCTION TYPE TWO STORIES OF RESIDENTIAL TYPE V A

		ALLOWED		PROPOSED		NOTES
SETBACKS						
	SOUTH - FRONT	20'-0"		20'-0"		
	EAST - SIDE	10'-0"		10'-0"		
	WEST - SIDE	10'-0"		10'-0"		
	NORTH - REAR	15'-0" FOR 1 STORY	20'-0" FOR 2 STORY	15'-0" @ 1 STORY	20'-0" FOR 2 STORY	
						STANTON MUNICIPAL CODE -
DENSITY	NSITY 11 DU/AC MAX.		10 DU/AC		20.210.030 - RESIDENTIAL ZONE DEVELOPMENT STANDARDS - TABLE 2-3	
FLOOR ARE	A RATIO					
NUMBER OF	- STORIES	2		2		
BUILDING H	BUILDING HEIGHT 32'		29'			
PARKING SL	JMMARY	'		•		

	REQUIRED		PROVIDED	NOTES
RESIDENT	4 CARS / DU (3-4 BED) 28 STALLS	14 (COVERED)	
	*MIN. 2 ENCLOSED		14 (UNCOVERED)	STANTON MUNICIPAL CODE -
GUEST	1 CAR / 3 DU	3 CARS / DU	3 (UNCOVERED)	20.320.030 - NUMBER OF OFF-STREET PARKING SPACES REQUIRED (TABLE 3-6)
				- 17 (TIMING OF ACCOMEQUITED (TABLE 0 0)
	TOTAL	31 STALLS	31 STALLS	

UNIT SUMMARY

PLAN	DESCRIPTION	QUANTITY	NET AREA (SF)	TOTAL NET AREA (SF)	GROSS AREA (SF)	TOTAL GROSS AREA (SF)	GARAGE GROSS AREA (PROVIDED)
Α	4 BEDROOM / 3.5 BATH	5	1,833	9,165	2,039	10,195	415 S.F.
В	4 BEDROOM / 3.5 BATH	2	1,940	3,880	2,155	4,310	425 S.F.
TOTAL		7		13,045		14,505	400 S.F. MIN. GROSS REQUIRED*

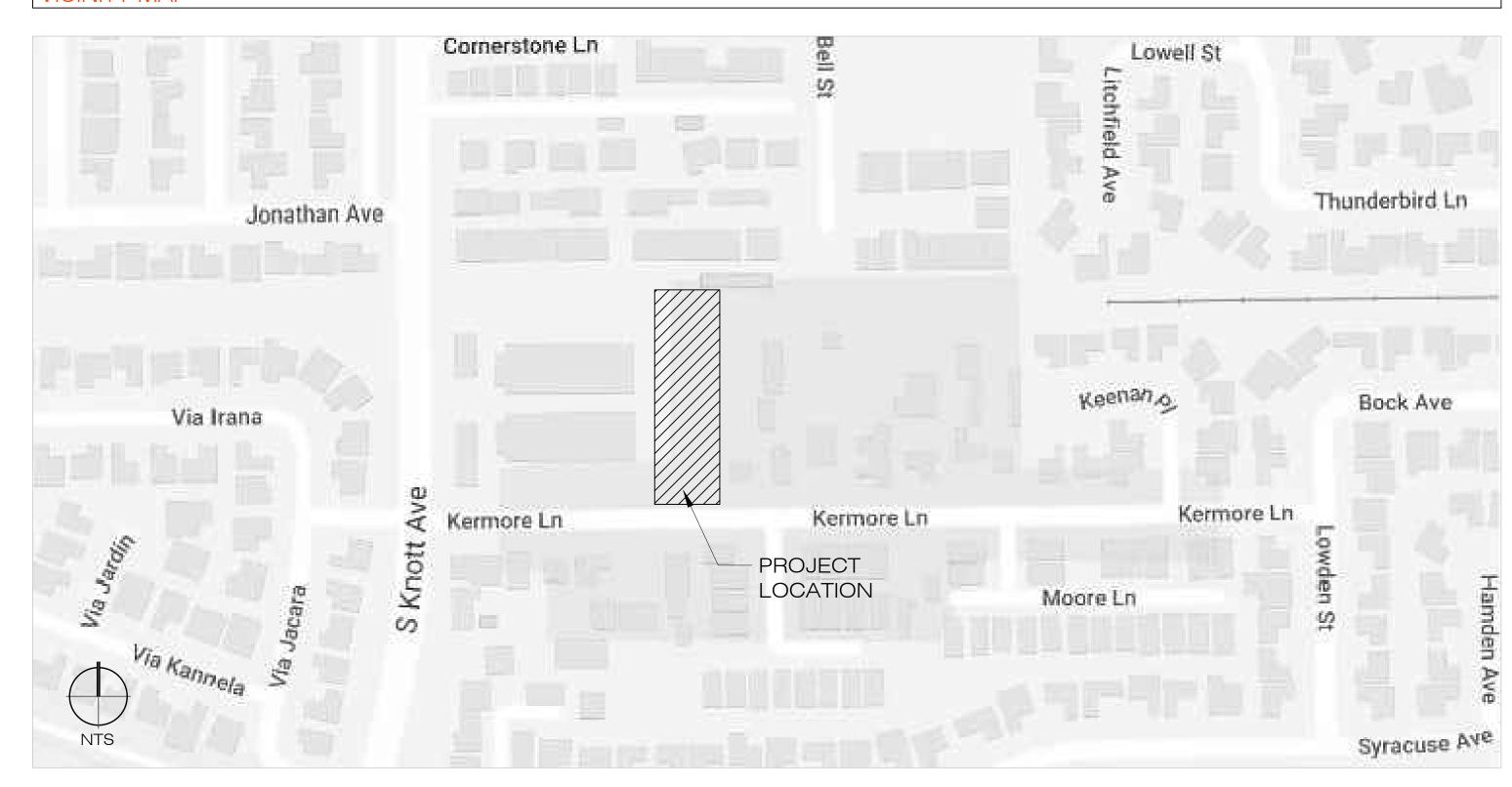
TRASH SUMMARY

	REQUIRED	PROVIDED	NOTES
SINGLE FAMILY UNITS			

OPENSPACE / AMMENITY SUMMARY

		REQUIRED / ALLOWED		PROPOSED		NOTES	
CC	VERAGE					STANTON MUNICIPAL CODE -	
	IMPERVIOUS SURFACES			BLDG. PAD: 10,100 SF HARDSCAPE: 1,064 SF		20.210.030 - RESIDENTIAL ZONE DEVELOPMENT STANDARDS - TABLE 2-3	
	LANDSCAPING / PERVIOUS	40% OF LOT (12,247 S.F.)		LANDSCAPE: 10,083 S.F. (33%)	PERVIOUS DRIVEAISLE & DRIVEWAY: 8,862 S.F. (29%)		
OP	EN SPACE		STANTON MUNICIPAL CODE - 20.420.050-E - DEVELOPMENT STANDARDS				
	COMMON OPEN SPACE	MIN. 5% OF TOTAL LOT AREA	1,531 S.F.	. 0 S.F. (0%) *PRIVATE OPEN SPACI UPPER DECK OR 10' x		FOR MULTI-FAMILY DEVELOPMENT *PRIVATE OPEN SPACE: MIN. 7' x 7' (MIN. 100 S.F.) FOR	
	PRIVATE OPEN SPACE	150 S.F. / DU (150 S.F. x 7	' = 1,050 S.F.)			UPPER DECK OR 10' x 10' (MIN. 150 S.F.) FOR GRND. FLR. *COMMON OPEN SPACE: MIN. 15' x 15'	

VICINITY MAP



SHEET INDEX

ARCHITECTURE

	COVER SHEET
00	PROJECT SUMMARY
01	OVERALL SITE PLAN
02	COLORED SITE PLAN
03	LEVEL 1 SITE PLAN
04	LEVEL 2 SITE PLAN
05	ROOF SITE PLAN
06	EXHIBITS
07	UNIT A FLOOR PLANS

ELEVATION ELEVATION

ELEVATION **ELEVATION**

ELEVATION

UNIT B FLOOR PLANS ELEVATION

ELEVATION

ELEVATION

ELEVATION

PROJECT SUMMARY

7 UNIT DETACHED

7091 KERMORE, STANTON



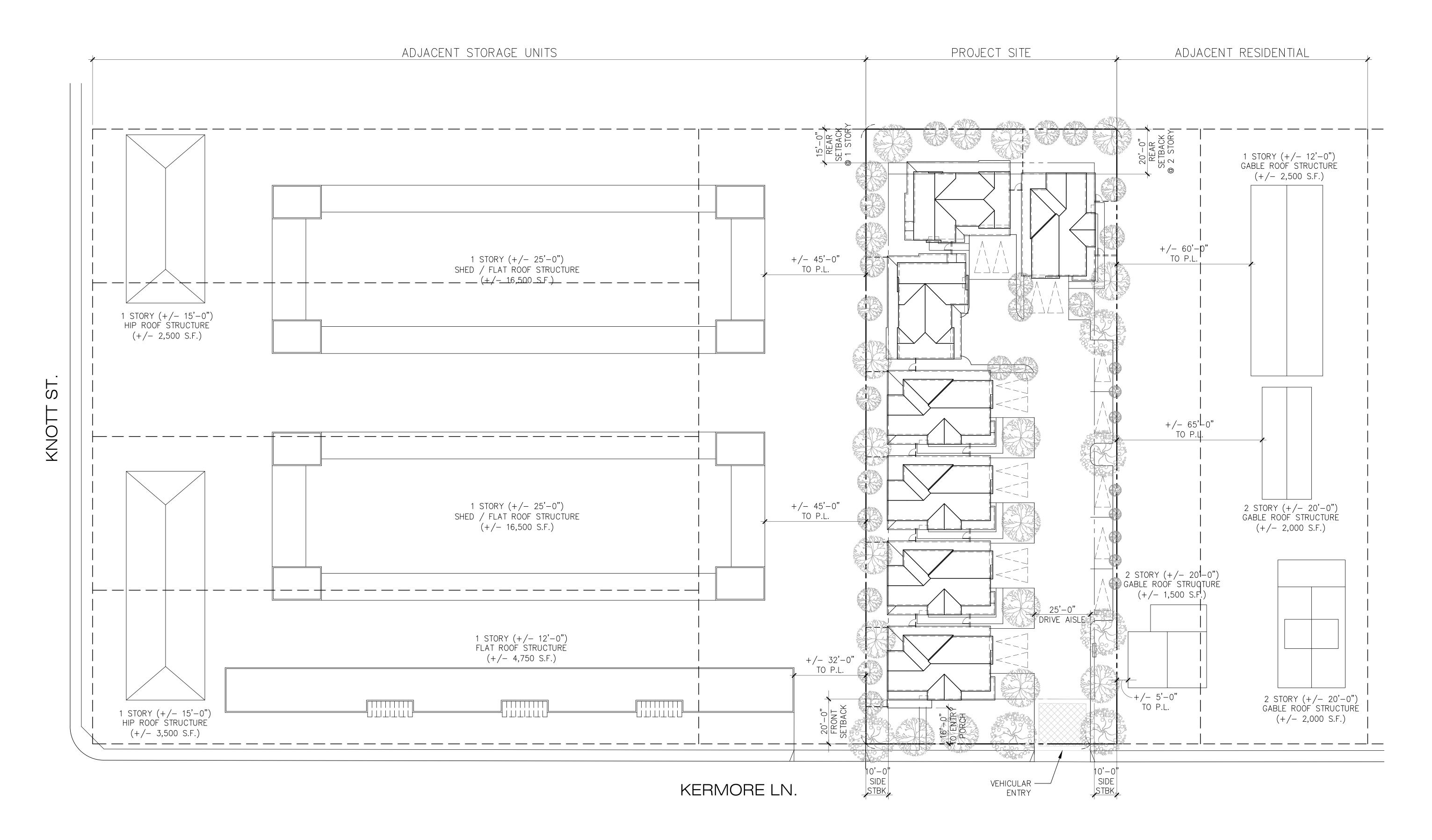


7 UNIT DETACHED

7091 KERMORE, STANTON



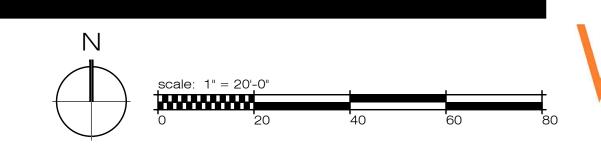
WITHEE MALCOLM ARCHITECTS, LLP SHEET 2251 West 190th Street Torrance, CA 90504 t. 310. 217. 8885 f. 310. 217. 0425



OVERALL SITE PLAN

7 UNIT DETACHED

7091 KERMORE, STANTON



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April 08, 2020

PRINTED:

SD 01



1 PROPERTY LINE

4 WALKWAY

5 GUEST PARKING

9 CURB LINE TYP.

2 ENHANCED PAVING

6 UNCOVERED PRKG.

8 FENCE LINE TYP.

10 ROOF / FLOOR ABOVE

3 LANDSCAPING 7 MECH. EQUIPMENT

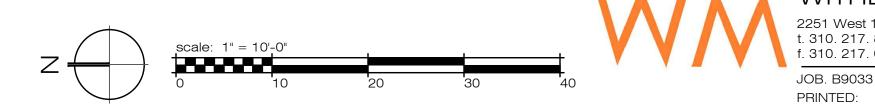
11 CLUSTER MAIL BOXES

PERVIOUS PAVEMENT

COLORED SITE PLAN

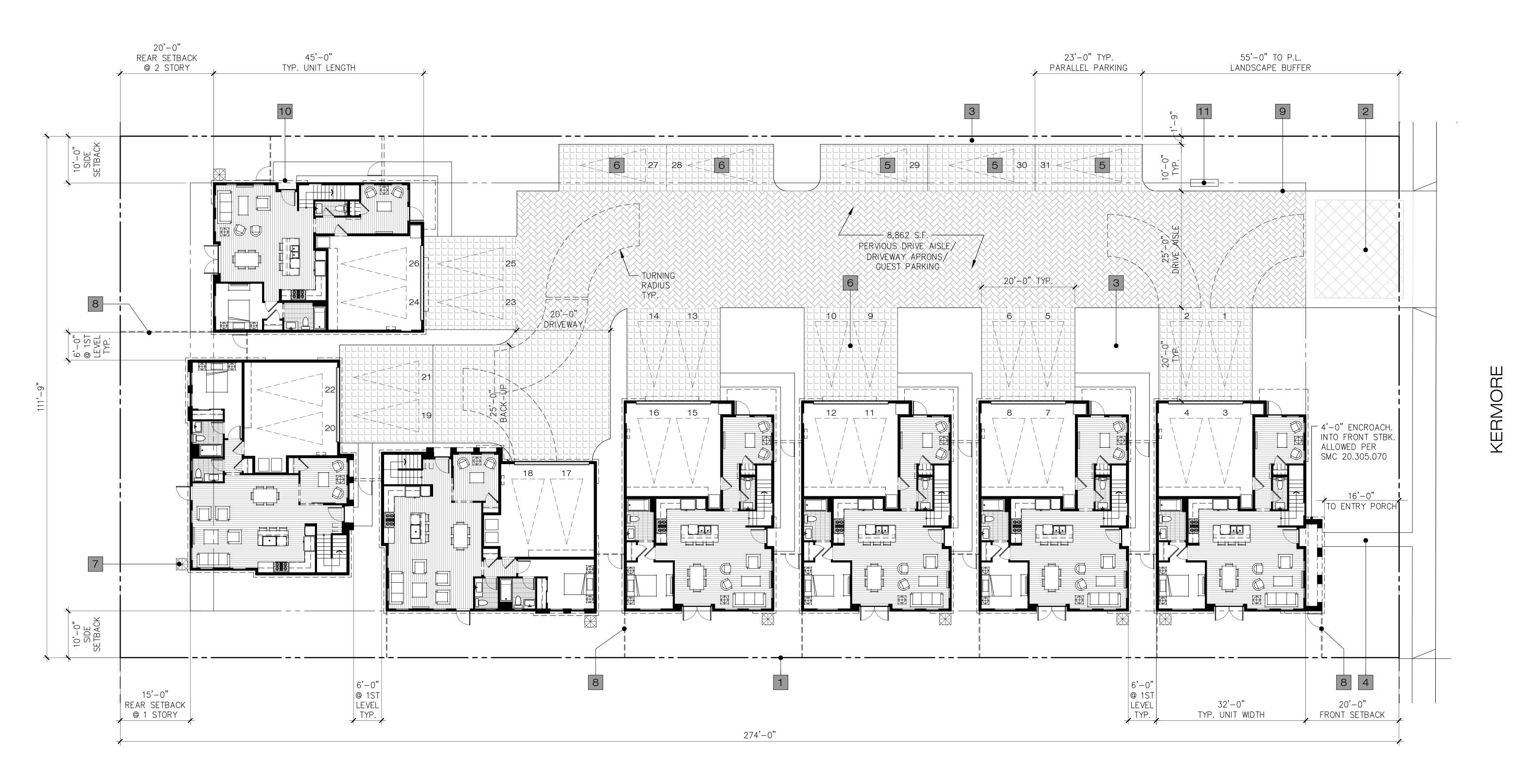
7 UNIT DETACHED

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SD 02



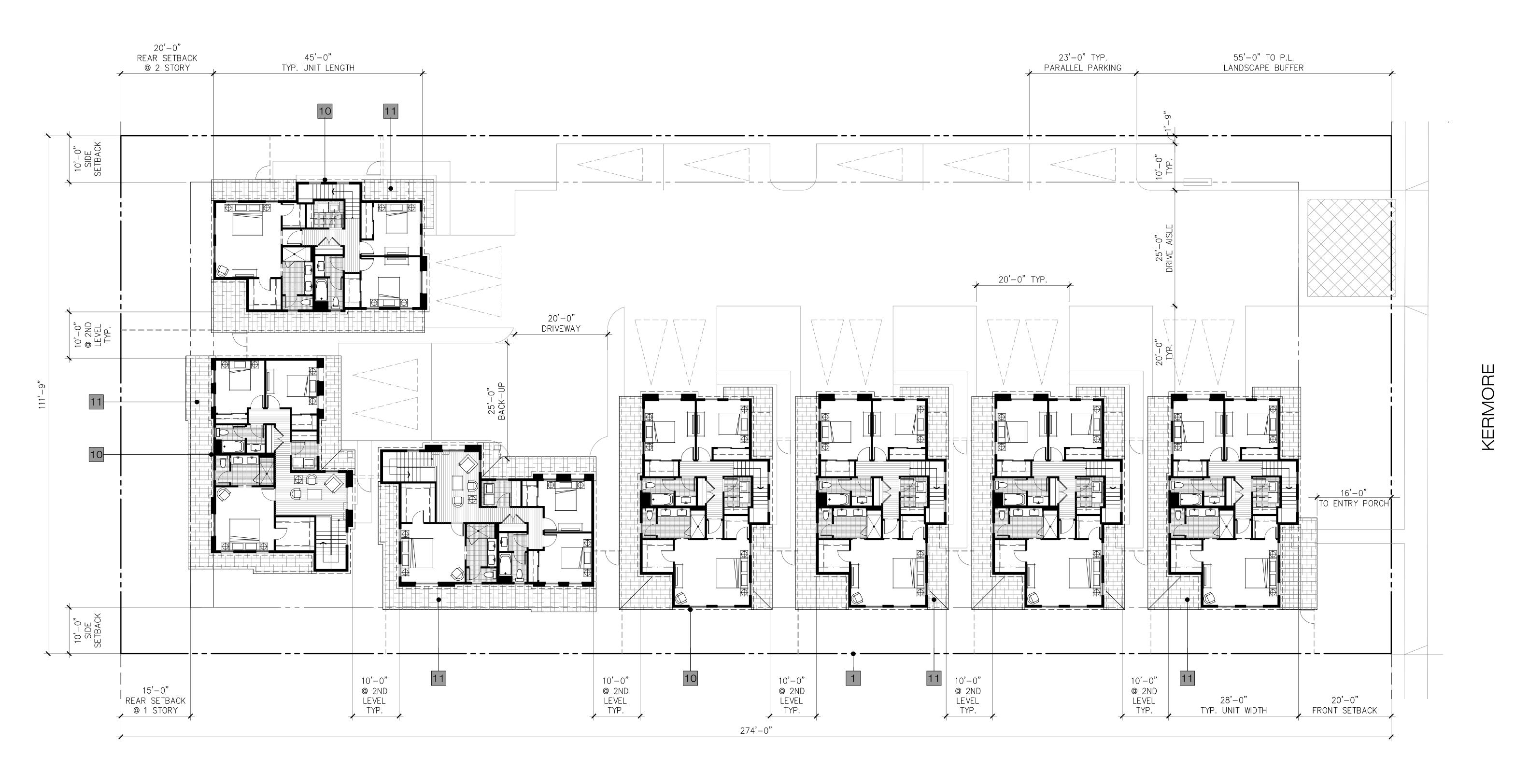
1 PROPERTY LINE 5 GUEST PARKING 9 CURB LINE TYP. 2 ENHANCED PAVING 6 UNCOVERED PRKG. 10 ROOF / FLOOR ABOVE 3 LANDSCAPING 7 MECH. EQUIPMENT 11 CLUSTER MAIL BOXES 4 WALKWAY 8 FENCE LINE TYP. PERVIOUS PAVEMENT

LEVEL 1 SITE PLAN

7 UNIT DETACHED

7091 KERMORE, STANTON





LEGEND

1 PROPERTY LINE

10 ROOF / FLOOR ABOVE

11 1 STORY ROOF TYP.

LEVEL 2 SITE PLAN

SD 04

7 UNIT DETACHED

7091 KERMORE, STANTON



LEGEND

1 PROPERTY LINE

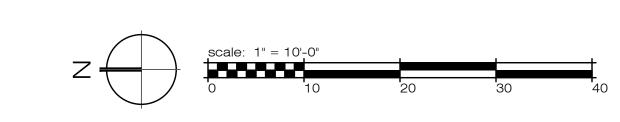
11 1 STORY ROOF TYP.

12 2 STORY ROOF TYP.

ROOF SITE PLAN

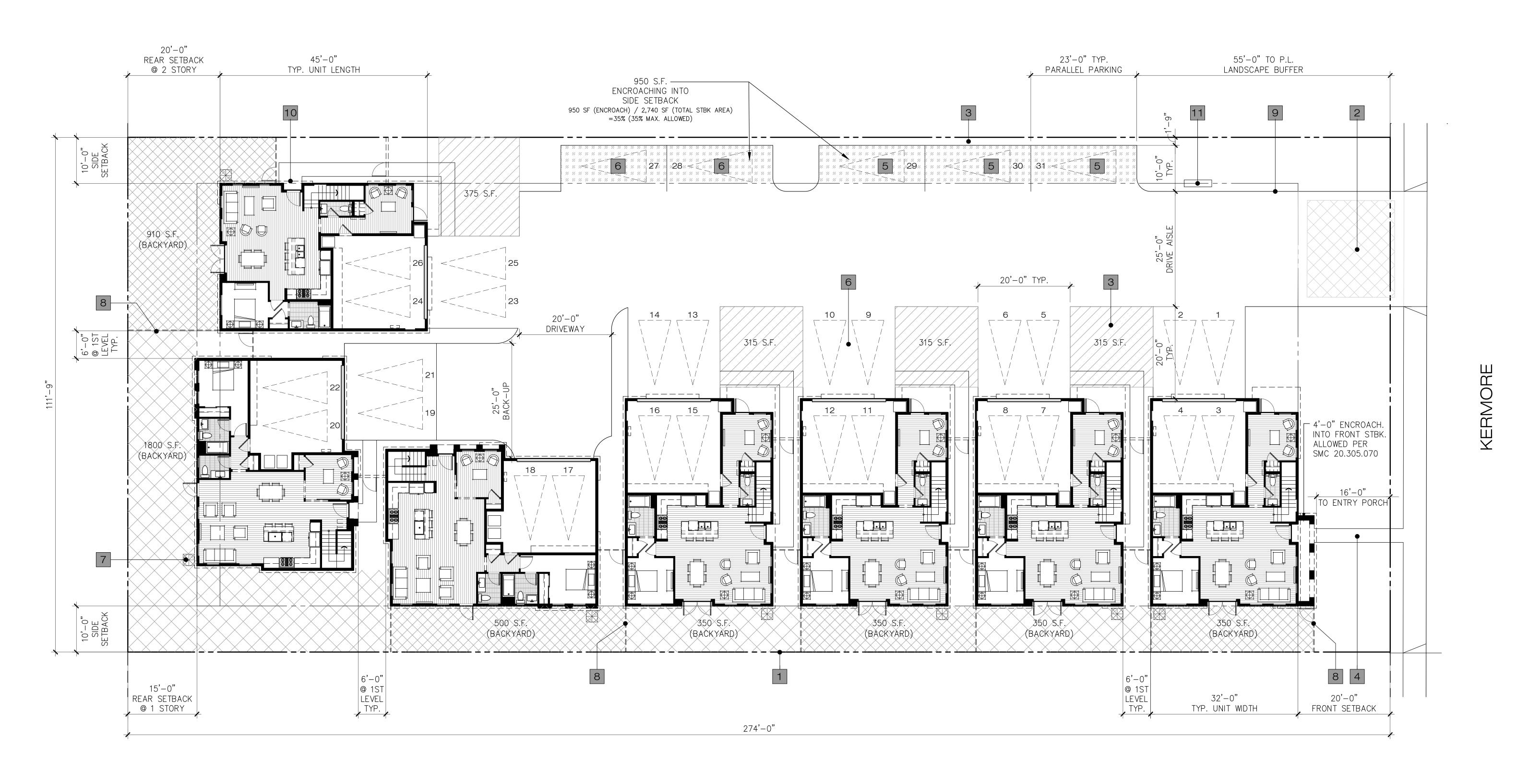
7 UNIT DETACHED

7091 KERMORE, STANTON



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SD 05



LEGEND

1 PROPERTY LINE

3 LANDSCAPING

4 WALKWAY

2 ENHANCED PAVING

5 GUEST PARKING

6 UNCOVERED PRKG.

7 MECH. EQUIPMENT

8 FENCE LINE TYP.

9 CURB LINE TYP.

10 ROOF / FLOOR ABOVE

11 CLUSTER MAIL BOXES

(MIN. 350 SF PROVIDED) PAVING ENCROACHING INTO SIDE SETBACK (35% ENCHROACHING)

PRIVATE OPEN SPACE

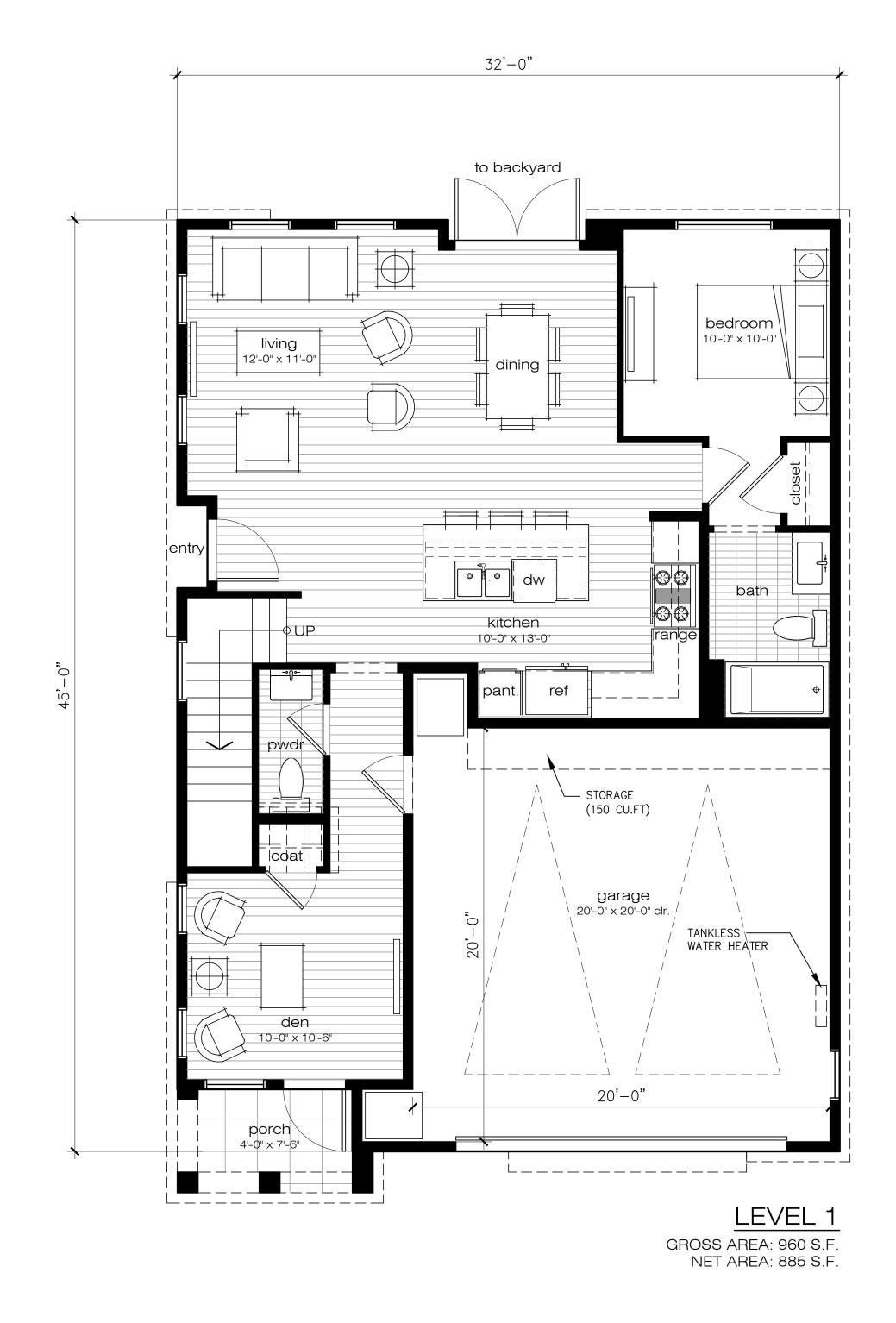
EXHIBITS

06

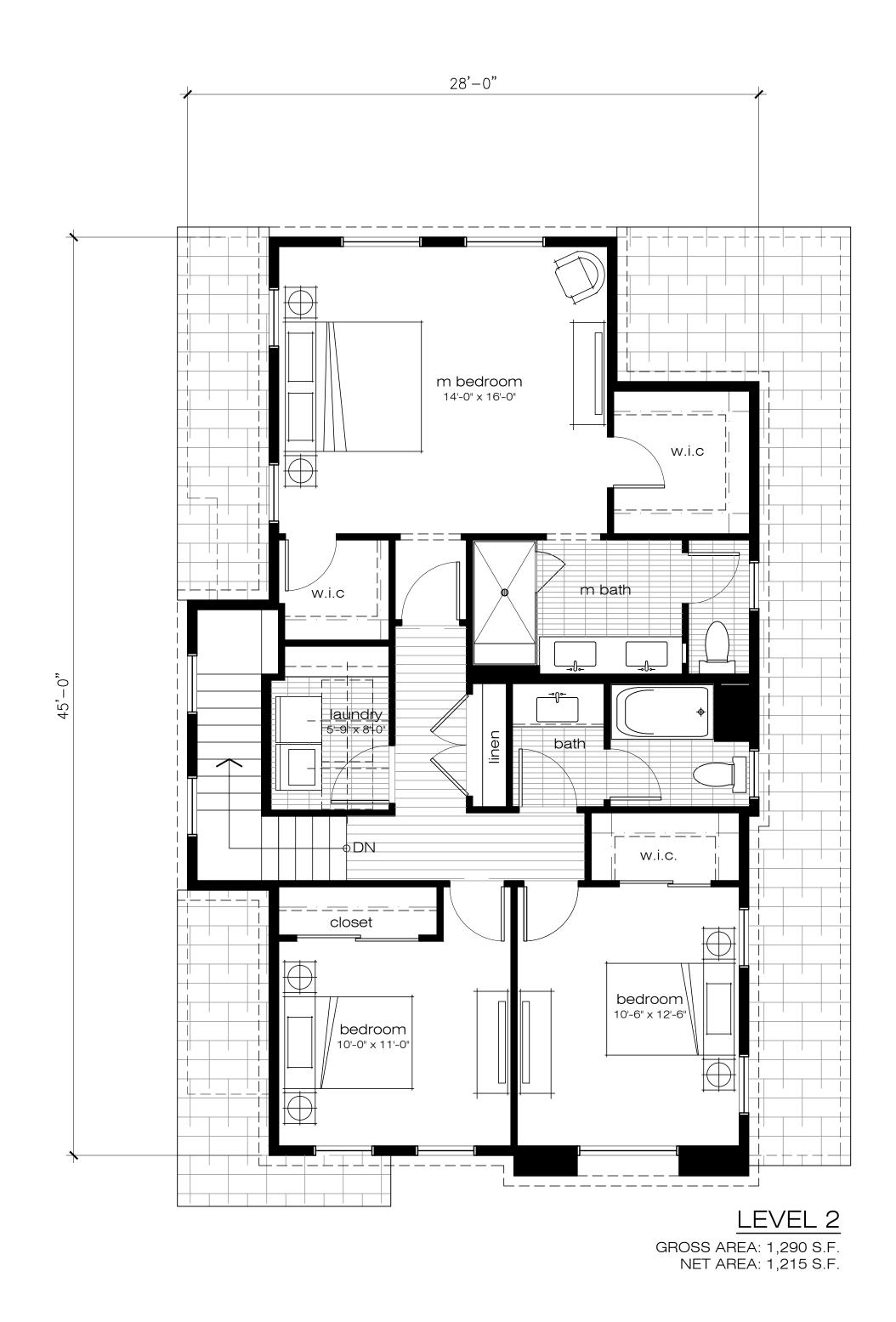
7 UNIT DETACHED

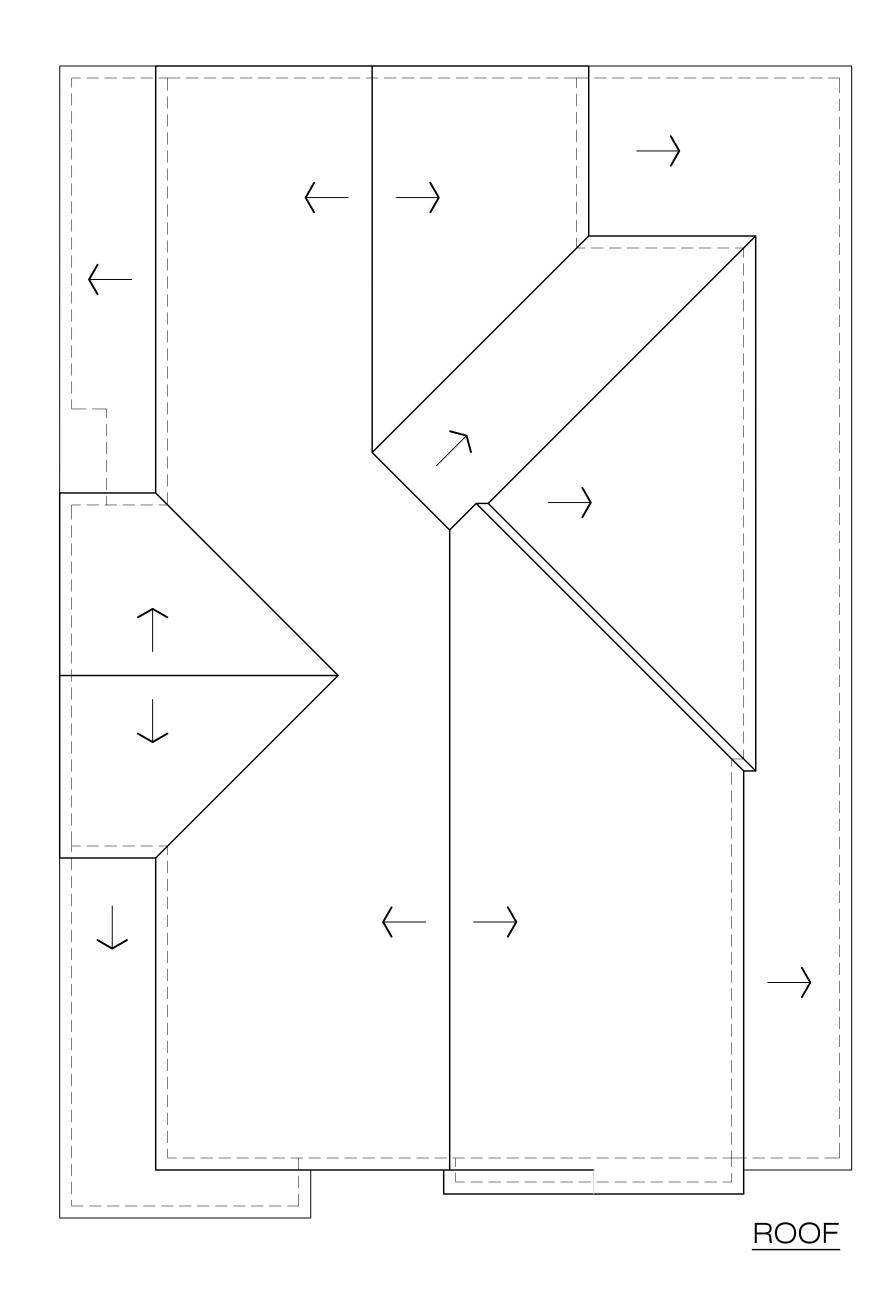
7091 KERMORE, STANTON





7 UNIT DETACHED





UNIT A PLANS

GROSS TOTAL: 2,039 S.F. NET TOTAL: 1,833 S.F. GARAGE GROSS: 415 S.F.

7091 KERMORE, STANTON

scale: 1" = 4'-0"

0 4 8 12 16



WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504 t. 310. 217. 8885 f. 310. 217. 0425

f. 310. 217. 0425 JOB. B9033

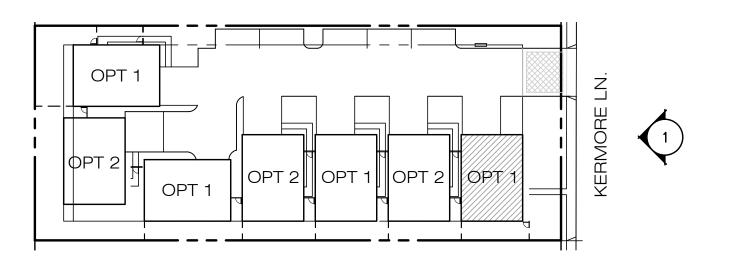
JOB. B9033
PRINTED: April 08, 2020

SD 07



SOUTH ELEVATION - OPTION 1

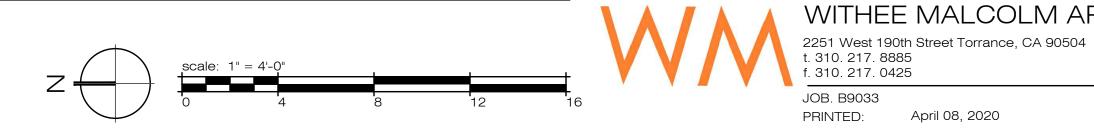




UNIT A - KERMORE LN. ELEVATION

7 UNIT DETACHED

7091 KERMORE, STANTON



WITHEE MALCOLM ARCHITECTS, LLP



SOUTH ELEVATION - OPTION 1

SOUTH ELEVATION - OPTION 2



1 CONCRETE TILE ROOF 5 ROUGH SAWN CORBEL 9 WOOD TRIM 2 STUCCO 6 WOOD TRELLIS 10 WINDOW SHUTTERS 7 WROUGHT IRON 11 GARAGE DOOR

4 TILE ACCENT

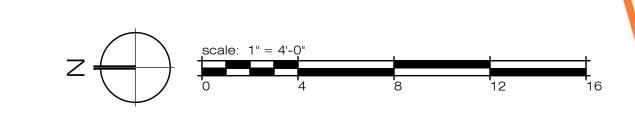
8 EXTERIOR LIGHTING 12 FENCE

OPT 1 OPT 2 0PT 1 0PT 2 0PT 1

UNIT A - ENTRY ELEVATION

7 UNIT DETACHED

7091 KERMORE, STANTON





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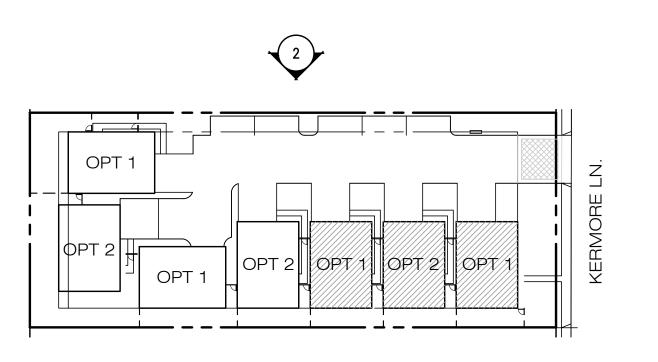
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EAST ELEVATION - OPTIONS 1 & 2

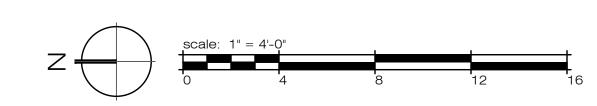




UNIT A - FRONT ELEVATION

7 UNIT DETACHED

7091 KERMORE, STANTON





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NORTH ELEVATION - OPTION 2

NORTH ELEVATION - OPTION 1

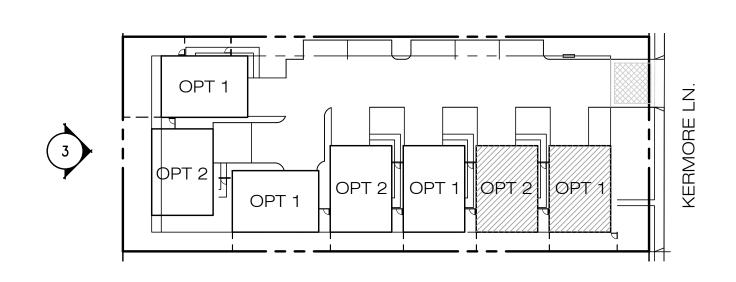
LEGEND

4 TILE ACCENT

1 CONCRETE TILE ROOF 5 ROUGH SAWN CORBEL 9 WOOD TRIM
2 STUCCO 6 WOOD TRELLIS 10 WINDOW SHUTTERS
3 RECESSED VINYL 7 WROUGHT IRON 11 GARAGE DOOR

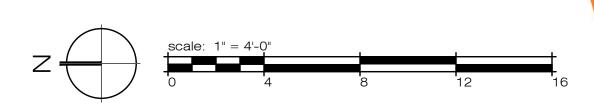
7 UNIT DETACHED

8 EXTERIOR LIGHTING 12 FENCE



UNIT A - SIDE ELEVATION

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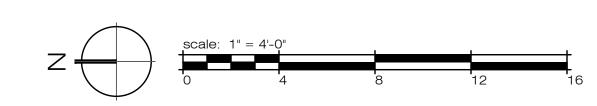
WEST ELEVATION - OPTIONS 1 & 2



OPT 1 OPT 2 0PT 1 0PT 2 0PT

UNIT A - REAR ELEVATION

7091 KERMORE, STANTON

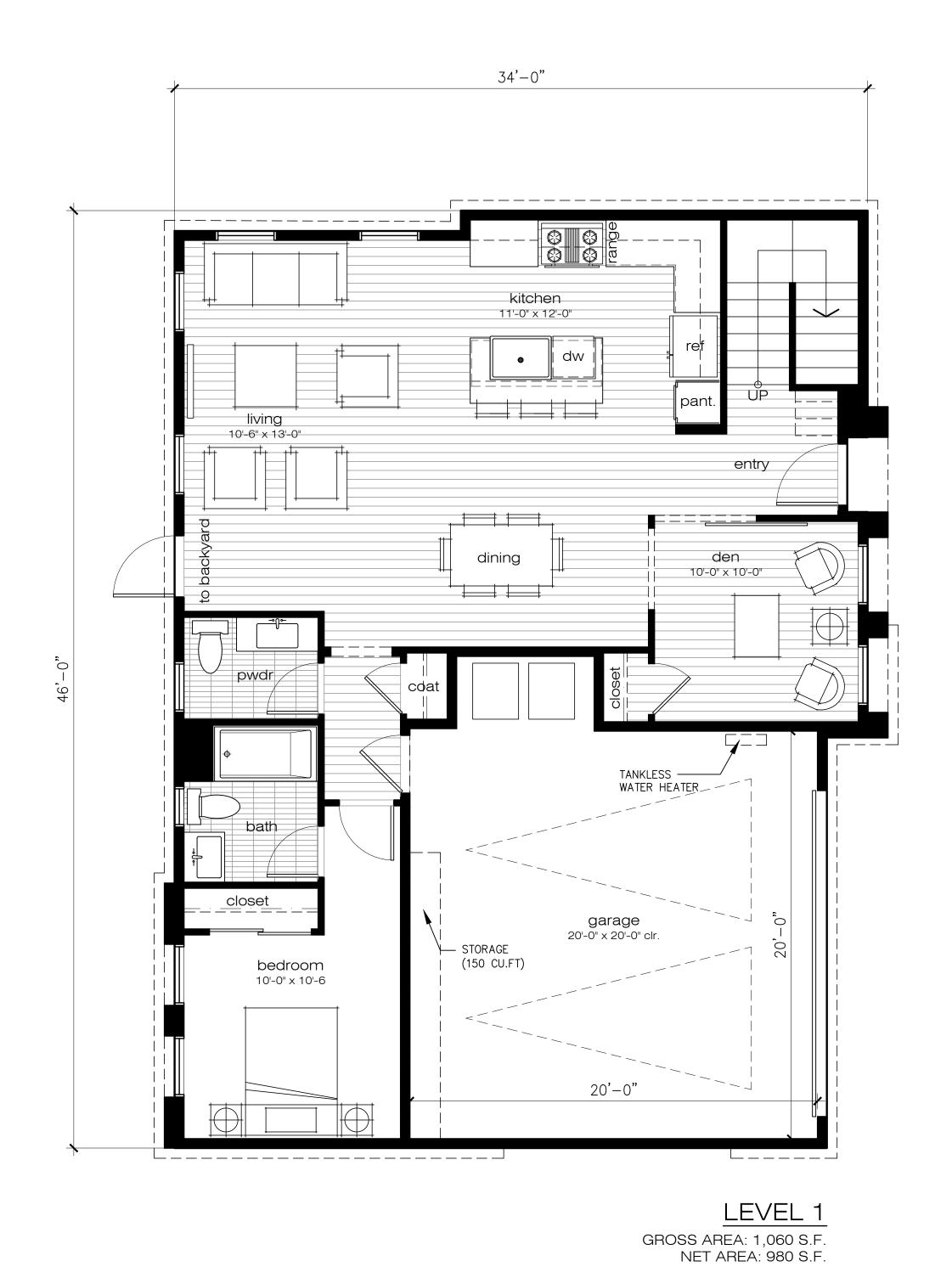




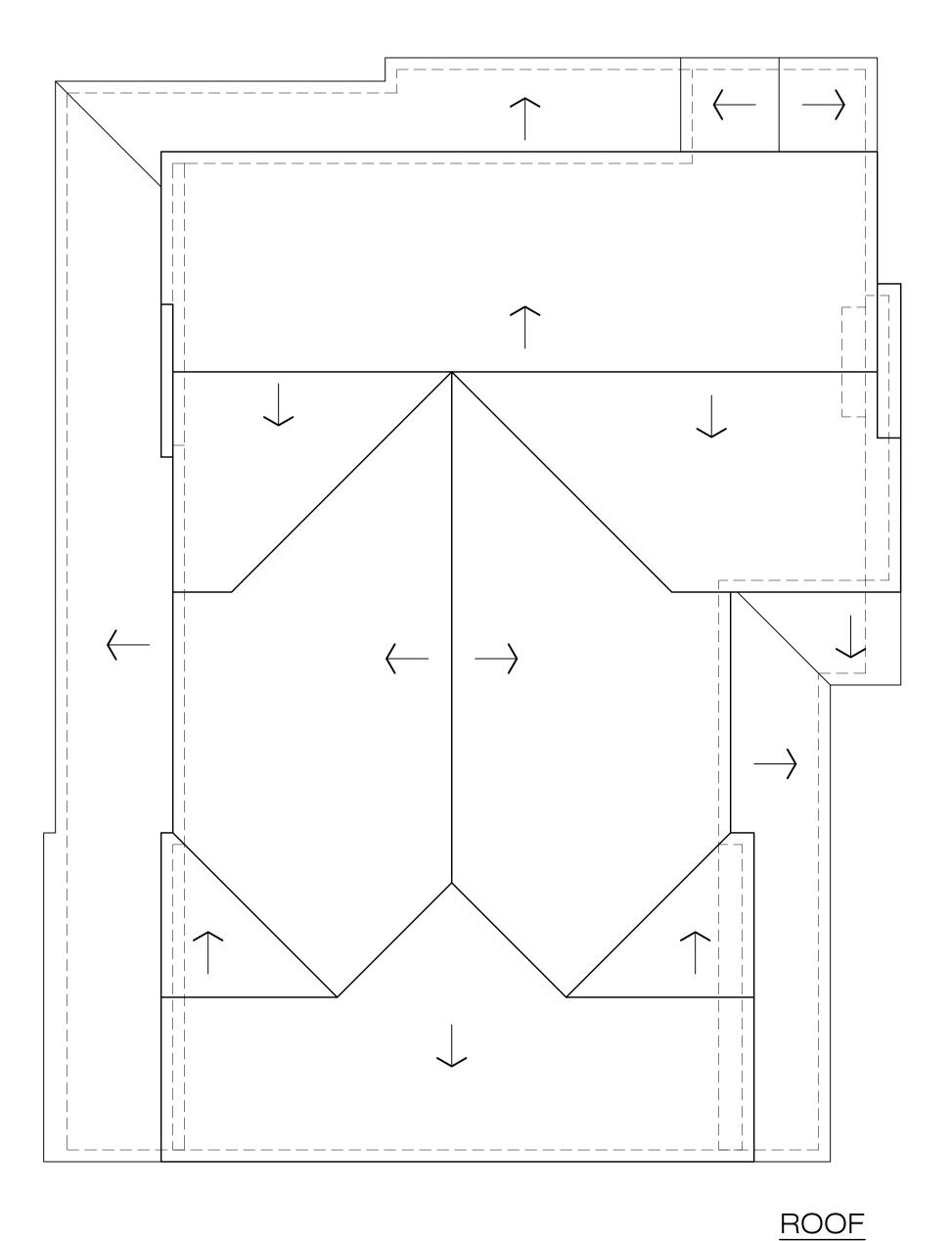
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JOB. B9033







LEVEL 2 GROSS AREA: 1,095 S.F. NET AREA: 960 S.F.

UNIT B PLANS

GROSS TOTAL: 2,155 S.F.

NET TOTAL: 1,940 S.F.

GARAGE GROSS: 425 S.F.

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13

Pg. 80

7 UNIT DETACHED





EAST ELEVATION - OPTION 1 2

SOUTH ELEVATION - OPTION 2

LEGEND

1 CONCRETE TILE ROOF 5 ROUGH SAWN CORBEL 9 WOOD TRIM

2 STUCCO

4 TILE ACCENT

7 WROUGHT IRON

7 UNIT DETACHED

6 WOOD TRELLIS

8 EXTERIOR LIGHTING 12 FENCE

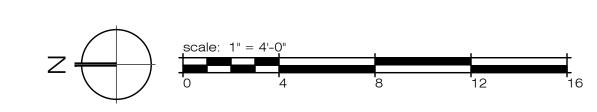
11 GARAGE DOOR

10 WINDOW SHUTTERS

2 OPT 1 OPT 2 0PT 1 0PT 2 0PT 1

UNIT B - ENTRY ELEVATION

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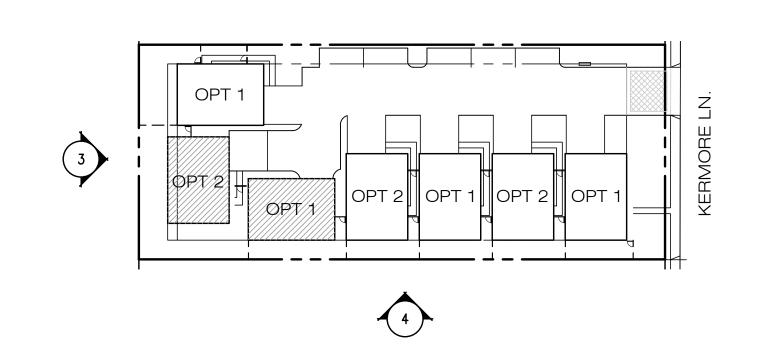


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LEGEND

1 CONCRETE TILE ROOF 5 ROUGH SAWN CORBEL 9 WOOD TRIM

2 STUCCO 6 WOOD TRELLIS 7 WROUGHT IRON

4 TILE ACCENT

10 WINDOW SHUTTERS

11 GARAGE DOOR

8 EXTERIOR LIGHTING 12 FENCE

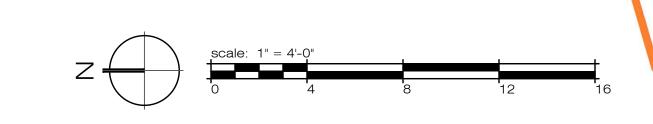
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6 ADJACENT —— UNIT 12

WEST ELEVATION - OPTION 1 4

UNIT B - REAR ELEVATION

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WEST ELEVATION - OPTION 2 4

NORTH ELEVATION - OPTION 1 3

LEGEND

1CONCRETE TILE ROOF5ROUGH SAWN CORBEL9WOOD TRIM2STUCCO6WOOD TRELLIS10WINDOW SHUTTERS3RECESSED VINYL WINDOW7WROUGHT IRON11GARAGE DOOR

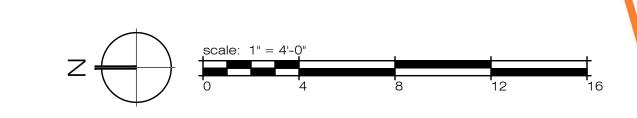
4 TILE ACCENT 8 EXTERIOR LIGHTING 12 FENCE

OPT 1
OPT 2 OPT 1 OPT 2 OPT 1

WEBWOWE IN

7 UNIT DETACHED

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UNIT B - SIDE 1 ELEVATION

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OB. B9033



SOUTH ELEVATION - OPTION 1 1

WEST ELEVATION - OPTION 2 2

LEGEND

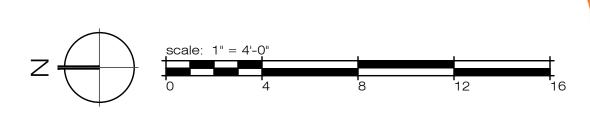
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2 STUCCO 6 WOOD TRELLIS 10 WINDOW SHUTTERS
3 RECESSED VINYL 7 WROUGHT IRON 11 GARAGE DOOR
4 TILE ACCENT 8 EXTERIOR LIGHTING 12 FENCE

7 UNIT DETACHED

OPT 1
OPT 2 OPT 1
OPT 2 OPT 1

UNIT B - SIDE 2 ELEVATION

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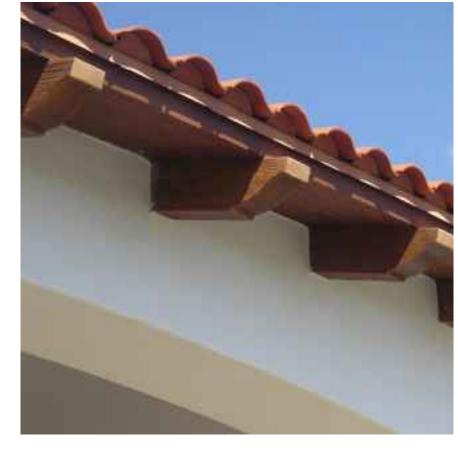
JOB. B9033 PRINTED: April 08, 2020



1 CLASS 'A' TILE ROOF EAGLE ROOFING - SAN BENITO BLEND



2 EXTERIOR CEMENT PLASTER 3 RAFTER TAILS LA HABRA - SAND FLOAT 20/30

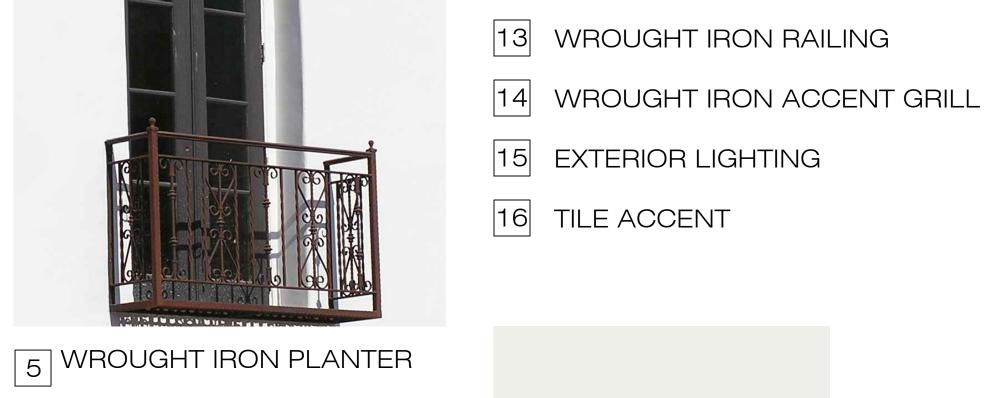




4 WOOD TRELLIS







A SHERWIN WILLIAMS
SW 7006
EXTRA WHITE

11 WINDOW TRIM

12 WINDOW TRIM W/ SHELF



7 WINDOW SHUTTERS



8 RECESSED VINYL WINDOW

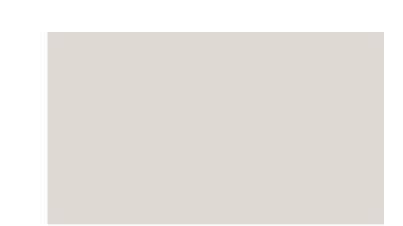


9 TILE ACCENT VENT



10 ROUGH SAWN CORBEL

 $\langle B \rangle$



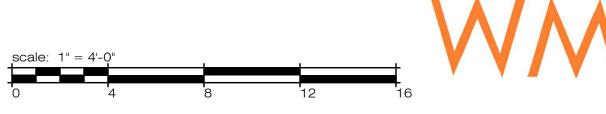
B SHERWIN WILLIAMS
SW 7570
EGRET WHITE



2 2 12 3 14 8 UNIT B OPTION 2 BUILDING MATERIAL BOARD 3 4

7 UNIT DETACHED

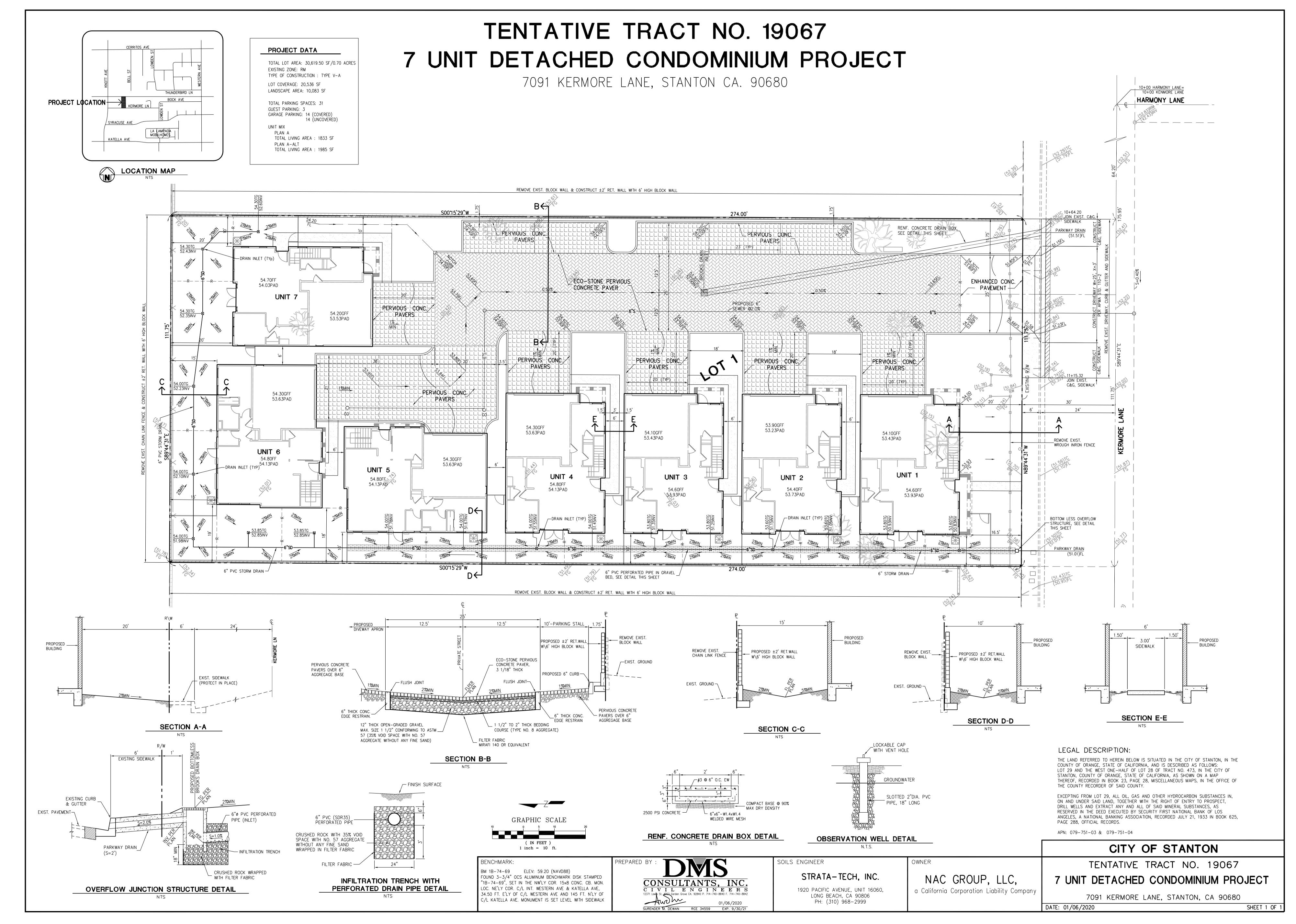
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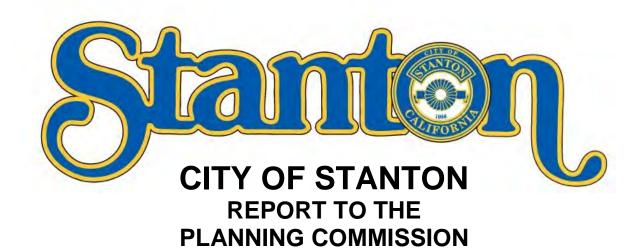


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JOB. B9033





TO: Chair and Members of the Planning Commission

DATE: May 20, 2020

SUBJECT: PUBLIC HEARING TO CONSIDER GENERAL PLAN AMENDMENT

GPA19-01, ZONING CODE AMENDMENT ZCA19-04, DEVELOPMENT AGREEMENT DA19-01, PLANNED DEVELOPMENT PERMIT19-02, AND SITE PLAN AND DESIGN REVIEW SPDR-800 FOR A NEW MIXED-USE DEVELOPMENT INCLUDING A 300-UNIT APARTMENT COMMUNITY WITH COMMERCIAL COMPONENT FOR THE PROPERTY LOCATED AT 12736 BEACH BOULEVARD LOCATED IN THE COMMERCIAL GENERAL (CG) AND SOUTH GATEWAY MIXED-

USE (SGMX) OVERLAY ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Adopt Resolution No. 2509 recommending the City Council find that the project is categorically exempt per California Environmental Quality Act, Public Resource Code Section 15332, Class 32 (Infill Development) and approve General Plan Amendment GPA19-01 to amend the Stanton General Plan to increase the maximum density and the maximum number of building stories and height and Zoning Code Amendment ZCA19-04 to amend Title 20 of the Zoning Code to increase the maximum density, the maximum number of building stories, the building height and to allow pure residential uses in the South Gateway Mixed-Use (SGMX) Overlay Zone; and
- Adopt Resolution No. 2511 recommending the City Council approve a
 Development Agreement between the City of Stanton and Bonanni Development
 for certain real property located at 12736 Beach Boulevard, Stanton, pursuant to
 California Government Code Section 65864 et seq.; and

 Adopt Resolution No. 2510 recommending the City Council approve Planned Development Permit (PDP)19-02 and Site Plan and Design Review (SPDR)-800 to develop a new mixed-use development including a 300-unit apartment community with commercial component.

BACKGROUND

The applicant, Chris Segesman representing Bonanni Development (Applicant), is proposing to develop a 5- and 7- story mixed-use building consisting of 300 apartment units, a 6,313 square foot commercial space and a 6-story parking structure. To accommodate this proposed project, the Applicant has requested the following planning entitlements:

- General Plan Amendment (GPA19-01) to amend the Stanton General Plan, including Chapter 2, Community Development and Chapter 7, Housing Element, to allow for commercial, office, mixed-use and residential uses of up to seven stories in height and a density of up to 80 dwelling units per acre (du/ac) or up to 284 residents per acre.
- Zoning Code Amendment (ZCA19-04) to amend Section 20.230.050 of the SMC to allow for a Target Density Range of 60-80 dwelling units per acre, buildings of up to 85 feet in height and/or 7 stories, and for residential uses on lots of one (1) acre or greater.
- 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.
- Planned Development Permit (PDP19-02) 20.520.020 of the SMC requires a Planned Development Permit to allow modifications to applicable development standards.
- Site Plan and Design Review (SPDR-800) 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.

ANALYSIS/JUSTIFICATION

PROJECT LOCATION – The project is located at the northeast corner of the intersection of Beach Boulevard and Stanford Avenue. The Project Site is located in the Commercial General (CG) zone and South Gateway Mixed-Use (SGMX) Overlay District and holds a General Plan Land Use designation of South Gateway Mixed-Use District.

Surrounding land uses and zoning are as follows:

Direction	Zoning	Existing Land Use
North	Commercial General (CG) with South Gateway Mixed-Use Overlay (SGMX)	Commercial Shopping Center (former Sam's Club site)
South	Medium Density Residential (RM) with South Gateway Mixed-Use Overlay (SGMX)	Beach West Mobile Home Park
East	Medium Density Residential (RM) with South Gateway Mixed-Use Overlay (SGMX)	Villa Capri Mobile Home Park
West	Commercial General (CG) with South Gateway Mixed-Use Overlay (SGMX)	Lantana at Beach residential townhome development and the 22 and Beach Shopping Center

PROJECT DESCRIPTION – The Applicant is proposing to construct a mixed-use building on an existing 3.75 acre site (Assessor's Parcel Number: 131-501-04). The project site currently consists of commercial buildings including two vacant restaurants and a pool supply store. Permits have been obtained and demolition of these existing structures is imminent.

In terms of density, the proposed project includes a ratio of 80 dwelling units per acre. The maximum allowable density per the General Plan and Stanton Municipal Code is 60 dwelling units per acre. The Applicant is therefore requesting amendments to the General Plan and Zoning Code to allow for a higher density.

The proposed project consists of a 5- and 7-story mixed-use building, with 300 residential units and 6,313 square feet (sf) of commercial space, and a 6-story parking structure. The mixed-use building would be 83-feet high at its tallest point, with an overall height of 63'-10". A total of 244,998 sf of residential floor area is proposed, as well as 37,118 sf of open space, and a 220,881 square foot parking structure. The proposed open space is comprised of 7,518 sf of interior amenities, 25,484 sf of communal open space, and 4,116 sf of private open space. The interior amenities would include a communal kitchen and lounge facilities for residents, a fitness area, game room, California room, flex space for residents and a business center. The communal open space would include two (2) at-grade landscaped areas totaling 11,321 sf, three (3) courtyards, and one (1) roof deck. The private open space would include all private deck areas for each residential unit.

The residential component includes studios, one- and two-bedroom units, which would range in size from 549 to 1,280 sf. These units are a for-rent product and would count towards the State mandated Regional Housing Needs Allocation (RHNA) numbers for

the City of Stanton. All units would have access to the parking garage comprised of 526 residential parking spaces (1.75 parking spaces/unit). The commercial component consists of a 6,313 sf space. A commercial tenant has not been identified. The commercial tenant would be allocated 26 of the total 556 parking spaces and the leasing office would utilize the four parking spaces located at the entrance on Beach Boulevard. When the leasing office is closed, the parking spaces will be available for commercial or visitor use.

Figure 1. Conceptual Renderings



GENERAL PLAN AND ZONING CODE AMENDMENT – The Stanton General Plan currently allows commercial, office and residential uses up to five stories in height and a density of 60 units per acre (du/ac) or up to 213 residents per acre in the South Gateway Mixed Use District. A density bonus of up to 35% (above the 60 dwelling units per acre) would be allowed if developments provide affordable housing for low- and moderate-income households. The proposed project includes a ratio of 80 dwelling units per acre. The Applicant is requesting a General Plan Amendment to increase the allowable density to 80 du/acre and the number of stories up to 7 South Gateway Mixed-Use District.

In terms of the zoning code, SMC Section 20.230.030.C (Purposes of Mixed-Use Overlay Zones) allows for vertical and horizontal mixed-use developments up to five

stories in height. Further, Table 2-12 of SMC Section 20.230.050 (Development Standards for Mixed-Use Overlay Zones) specifies a Target Density Range of 30-60 dwelling units per acre, a maximum building height of 5-stories and 65 feet. As such, in order to accommodate the 7-story building and the 83-foot height of the building at its tallest point, the Applicant is requesting a zoning code amendment. The site development standards would allow up to 85-foot height and a Target Density Range of 30-80 du/acre. In addition, for future developments in the SGMX zone, the Applicant is also requesting a zoning code amendment to allow pure residential use without the requirement for a commercial mixed-use component. Currently, Section 20.230.050 (Mixed-Use Overlay Development Standards) of the SMC requires lots of one (1) acre or greater in total net area to provide a vertical and/or horizontal mix of nonresidential and residential uses.

General Plan Amendment findings can be made in support of the project in that the General Plan, mixed-use designations are intended for the development of a mix of residential, commercial, and office uses. These uses are intended to revitalize future development in strategic areas of the City, including the SGMX Overlay Zone. The project will encourage the combination of some commercial activity with residential uses thereby creating an economically and aesthetically pleasing project. The amendment is consistent with the intent of these goals in that the amendment would provide for a higher range of residential densities and additional housing opportunities which would be supported by adequate city services. Further, the development of this underutilized and partially vacant infill site by increasing the allowable density and number of building stories will provide additional housing units close to existing commercial nodes. This will benefit the existing and future commercial uses along Beach Boulevard.

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 project development for the residential subdivision in accordance with 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 in accordance with the Agreement. In exchange, the developer has agreed to provide substantial improvements to the neighborhood by offering a high quality development consisting of high quality architectural features, enhances landscaping, entry and corner improvements, and enhanced amenity elements within the development, along with a financial contribution for the improvement of public facilities throughout the City. The Planning 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.

PLANNED DEVELOPMENT PERMIT/SITE PLAN AND DESIGN REVIEW— 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. 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, in order to accommodate the enhanced development experience, the applicant is requesting approval of a PDP to allow modifications to development standards which include:

- Setbacks/Build-to-Zone Requirements; and
- Parking.

The following analysis provides justification to support the PDP.

<u>Setbacks/Build-to-Zones</u>. In terms of setbacks and build-to-zone requirements as indicated in the table below, the setbacks and build-to-zone along Beach Boulevard and Stanford Avenue do not meet what is required as specified in Table 2-12 of SMC Section 20.230.050. In order to modify development standards, a Planned Development Permit is required.

Development Standard	<u>Required</u>	<u>Provided</u>	
Front Setback (Beach Blvd.)	0 feet min., 10 feet max.	Varying: 15.67 – 20.25 feet	
Rear Setback	Min. 10 feet (no max)	Varying: 18.25 – 37.75 feet	
Interior Side Setback	Min. 5 feet (no max)	Varying: 37.5 – 41.92 feet	
Street Side Setback (Stanford Ave.)	5 feet min., 10 feet max.	Varying: 10 - 13.08 feet	
Beach Blvd. Build-to-Zone	0 feet min., 10 feet max.	Varying: 15.67 – 20.25 feet	
Stanford Ave. Build-to- Zone	5 feet min., 10 feet max.	Varying: 10 - 13.08 feet	

The project conforms to the rear and interior side setbacks. Section 20.230.050 of the SMC specifies a maximum setback and build-to-zone of zero feet minimum and 10 feet maximum along Beach Boulevard. A build-to-zone is defined as the area between the minimum and maximum setbacks where the principal building's front façade is to be located. The applicant is providing a range of 15.67 – 20.25 feet. The maximum setback and build-to-zone along Stanford Avenue is a minimum of five feet with a maximum of 10 feet and the applicant is proposing a range of 10 - 13.08 feet. In addition, a minimum of 65% of the building frontage would need to be located within the build-to-zone. The development has been designed to provide an enhanced pedestrian experience on Beach Boulevard by providing extensive landscaping and varying setbacks, along with a more traditional rear setback to complement the existing mobile home park to the east.

<u>Parking.</u> Table 3-6 in Section 20.320.030 of the Stanton Municipal Code identifies the minimum parking standard for residential units in a mixed-use development to be two parking spaces per unit with no additional guest parking requirement. For the commercial component, the parking ratio is one space for every 300 square feet. Four spaces are provided for the leasing office. The total parking requirement for the development would be 630 parking spaces. The applicant is proposing to provide 556

parking spaces, which is a deficit of 74 parking spaces.

Parking Requirement	Number of units	Parking Required	Parking Provided
Residential Units	300	600	526
Commercial Use	6,313 s.f.	21	26
Leasing Office	2,608 s.f.	9	4
Guest Parking	None required	0	0
		630	556

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 parking rate comparisons for similar projects in neighboring cities including Anaheim, Huntington Beach and Aliso Viejo. The comparable sites were found to have parking ratios ranging between 1.60 and 1.78 spaces per unit, which is lower than the 2.0 parking ratio required by the City of Stanton. The proposed development provides a parking ratio of 1.75 per dwelling unit which is comparable to these similar projects.

In summary, the analysis concluded that the proposal would provide sufficient parking to accommodate the units. Staff has reviewed the parking analysis and concurs with the findings identified in the analysis. The study also identified that a parking management plan would be administered by property management and would employ appropriate mechanisms to ensure the parking spaces are utilized appropriately. Several conditions of approval are also proposed for the development to ensure the spaces are utilized appropriately. The parking study has been included in Attachment I for reference.

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 property line abutting the adjacent mobile home park, a line of trees and shrubs will be planted to screen the proposed building from the adjacent development. Additionally, accent paving leading into the parking structure and extensive landscaping treatments are proposed along Beach Boulevard and Stanford Avenue to soften the 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.

As part of the project review, a Crime Prevention Through Environmental Design (CPTED) review was conducted which analyzed the intentional use of physical features in the development of properties with the goal of preventing crime, reducing fear and improving the quality of life in the area. The CPTED review is attached to this staff report as Attachment G. Conditions of Approval have been included and identified in

the resolution which addresses lighting, security and other ways to enhance public safety for the development.

CIRCULATION - The project provides two access driveways: one on Beach Boulevard and one on Stanford Avenue. With a raised median on Beach Boulevard, the driveway on Beach Boulevard is for "right in right out" only. The driveway on Stanford Avenue allows access from both east and west directions without any turn restriction. The driveways also provide access to the parking structure where the entire ground floor is assigned for retail and guest parking. Residential parking is located on the second floor and above, and access is controlled by an automatic gate near the top of the ramp between the ground and second floor. Gate placement is appropriate with sufficient stacking length to contain any residential queue within the site without backing up to Stanford Avenue and/or Beach Boulevard.

A traffic study was prepared by K2 Traffic Engineering, Inc on August 30, 2019 (Attachment J) to analyze the impacts of the project. The study indicated that the project is expected to have a NET trip generation of 96 trips in the AM peak hour, including 20 inbound and 76 outbound trips, 91 trips in the PM peak hour, including 60 inbound and 31 outbound trips, and 1,207 daily trips. The traffic study also indicated that the project does not generate any significant impact and mitigation measure is not required.

Two additional studies, an Air Quality Study and Noise Study, were commissioned and prepared by Blodgett Baylosis Environmental Planning. The Air Quality study indicated that the construction and operational activities related to the project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant construction emissions established by the Southern California Air Quality Management District (SCAQMD). The Noise Study analyzed construction, operational and roadway noises which would result from the proposed project. The study indicated that the noisiest phase of construction is anticipated to be the building construction phase. In order to mitigate the noise resulting from construction that would potentially impact the surrounding residential uses, conditions of approval have been included in the resolution which would include limited construction hours and a prohibition of haul trucks travelling along Stanford Avenue. The Air Quality Study and Noise Study are attached to this staff report as Attachment K and L.

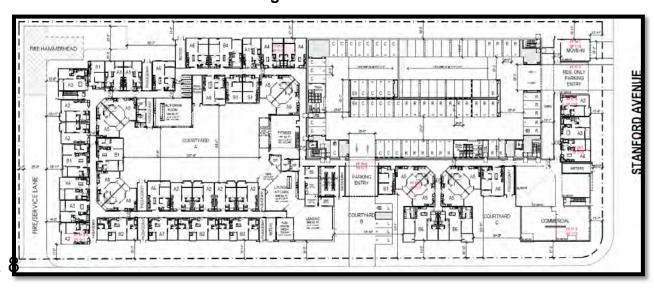


Figure 2. Level 1 Plan

FLOOR PLAN, DESIGN AND ARCHITECTURE- The residential component provides for studio, one- and two- bedroom apartments ranging from 549 – 1,095 square feet in floor area. The project includes 27 studio, 178 one-bedroom and 95 two-bedroom apartments. The commercial component would be located on the first floor. The building would be 83 feet high at its tallest point, with an overall height of 63'10". The building architecture is modern style with an earth tone palette. Elevations are enhanced with light sand-finish stucco, wood architectural siding, porcelain tile in wood and stone finishes, metal railing accents, vinyl windows, wood window frames, aluminum storefronts, and wood and metal trellis structure on the roof deck.

OPEN SPACE/LANDSCAPING – Per Table 2-12 of SMC Section 20.230.050, a minimum of 15% of the total floor area of the dwelling units is required to be dedicated to common and private open space. In total, the Applicant is proposing 41,234 square feet of common and private open space area which equates to 17% of the total floor area. This exceeds the minimum established in the SMC.

The private and common open space includes an elevated rooftop deck featuring an outdoor kitchen, communal dining areas, lounge seating, view deck, wall mounted television, a game lounge and landscaping incorporated throughout the deck. The residential component also features an interior courtyard which main feature is the large swimming pool. The courtyard also includes a spa, fireside lounge, barbecue area, sun decks, cabanas, and several lounge areas. Other residential amenities include a California room (open air room), a dog park along the eastern property line, indoor and outdoor fitness facilities, and an indoor lounge. In regard to private open space, the Applicant is proposing a range from zero - 111 square feet of private decks for each unit. Since the code doesn't specify that each unit must provide private open space, it allows them to provide a combination of as long as it meets the minimum 15% of the total floor area of the dwelling units. Therefore, the project is in compliance with the requirement.

Beyond the open space requirement, the applicant is proposing to provide lush landscaping along the perimeter of the project. This will provide a visual buffer and break up the building massing.

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 in the form of high quality amenities for the apartments on an underutilized lot. The development utilizes high quality architectural designs and materials, and incorporates varying architectural treatments on the elevations of the building. The project site 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 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 CEQA Class 32 Infill Streamlining Checklist, attached to this staff report as Attachment H, 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 Approved by,

Amy Stonich, AICP

City Planner

ATTACHMENTS

- A. PC Resolution No. 2509
- B. PC Resolution No. 2511
- C. PC Resolution No. 2510
- D. Vicinity Map
- E. Architectural Plans
- F. Landscape/Open Space Plans
- G. CPTED Review
- H. Class 32 Infill Streamlining Checklist

- I.
- Parking Analysis Traffic Impact Study Air Quality Study Noise Study J.
- K.
- L.

RESOLUTION NO. 2509

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON RECOMMENDING THE CITY COUNCIL **APPROVE** 2020-15 **APPROVING GENERAL** RESOLUTION NO. PLAN **AMENDMENT** GPA19-01 **AMENDING** THE COMMUNITY DEVELOPMENT AND HOUSING ELEMENTS OF THE STANTON GENERAL PLAN TO INCREASE THE MAXIMUM DENSITY AND MAXIMUM NUMBER OF STORIES AND HEIGHT OF BUILDINGS WITHIN THE SOUTH **GATEWAY** MIXED-USE DISTRICT AND ORDINANCE NO. 1101 APPROVING ZONING CODE AMENDMENT ZCA19-01 AMENDING SECTIONS 20.230.030, 20.230.050 AND TABLE 2-11 OF CHAPTER 20.230 OF THE STANTON MUNICIPAL CODE TO INCREASE THE TARGET DENSITY RANGE, TO INCREASE THE MAXIMUM NUMBER OF STORIES AND MAXIMUM HEIGHT OF BUILDINGS WITHIN THE SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY ZONE AND DETERMINE THE **PROJECT** TO BE CATEGORICALLY EXEMPT FROM CEQA AS AN INFILL PROJECT

THE PLANNING COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, Government Code, Section 65800 *et seq*. authorizes the City of Stanton ("City") to adopt and administer zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, on August 28, 2019, Chris Segesman representing Bonanni Development ("Applicant") filed applications for a General Plan Amendment GPA19-01, Zoning Code Amendment ZCA19-04, a Development Agreement DA19-01, Planned Development Permit PDP19-02, and Site Plan and Design Review SPDR-800, for the development of a 3.75 acre site ("Project Site"), located at 12736 Beach Boulevard to develop a 5- and 7- story mixed-use building consisting of 300 apartment units, 6,313 square foot commercial space, a 6-story parking structure and associated site improvements ("Project"); and

WHEREAS, the Stanton General Plan Community Development Element includes statements of intent for each land use designation which describe the type and intensity of development allowed in a given area, including number of stories, density and number of residents per acre allowed; and

WHEREAS, the Stanton General Plan Housing Element includes Table7B-1 and Table 7B-3, which summarizes the allowable density ranges and maximum stories and building height for each land use designation; and

WHEREAS, the City's Zoning Code includes development standards for the mixed-use overlay zones, including target density ranges, number of building stories, maximum building heights, and regulations pertaining to the development types; and

WHEREAS, on May 7, 2020, the City gave public notice that the Planning Commission would conduct a public hearing to consider 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 Project Site, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on May 20, 2020, the Planning Commission held a duly-noticed public hearing and considered the staff report, recommendations by staff, and public testimony concerning amendments to the Community Development and Housing Elements of the Stanton General Plan and to Section 20.230.050 of the Stanton Municipal Code, provided comments on the amendments, and voted to forward the proposed ordinance to the City Council with a recommendation in favor of its adoption; and

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 infill 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 Project 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); and

WHEREAS, all legal prerequisites prior 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.

SECTION 2. The Planning Commission hereby recommends that the City Council find the proposed Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332. Specifically:

- 1. As explained in detail in the May 20, 2020, Planning Commission staff report, the proposed Project is consistent with the City of Stanton's General Plan, all applicable general plan policies, as well as the applicable zoning designation and regulations provided that the requested waivers are approved as part of a Planned Development Permit. The proposed Project would further the City's goals of developing much needed housing.
- 2. The proposed Project Site is within the City of Stanton's municipal boundaries in the center of town on Beach Boulevard and the site is less than five areas in size. The site is substantially surrounded by urban uses, residential uses to the northwest, east and south, a mixed-use development consisting of a commercial shopping center and a townhome subdivision to the west, and commercial uses to the north.
- 3. As detailed in the Class 32 Infill Streamlining Checklist the Project Site has no value as habitat for endangered, rare or threatened species. The Project Site is currently developed with commercial buildings and paved parking lot. The Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. The Project Site does not occur near or within any Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell or area designated for MSHCP conservation. There are no MSHCP Reserve Assembly Requirements associated with the Project Site, and there are no incompatibilities with respect to development of the Project Site and Urban/Wildlands interface issues. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site.
- 4. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality for the reasons outlined in the May 20, 2020, Planning Commission staff report, the Air Quality, Noise, Parking and Traffic Studies and the Water Quality Management Plan. The Project Site has frontage along Beach Boulevard and can be served by all required utilities that run through and under Beach Boulevard. Moreover, the proposed Project can be adequately served by all public services, as explained in the May 20, 2020, Planning Commission staff report.

For the foregoing reasons, the Planning Commission recommends that the City Council find the proposed project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

Because the Planning Commission recommends that the City Council find the project categorically exempt from CEQA, the Planning Commission hereby makes the following additional recommendations to the City Council, specifically that the City Council find none of the exceptions to the exemptions outlined in State CEQA Guidelines, section 15300.2 applies:

- 1. The cumulative impacts of successive projects of the same type in the same place, over time is not significant. The likelihood of multiple housing projects of this type on this site over time is very low. Once the project is built it is likely to remain for its useful life. Thus, cumulative impacts are not likely to occur on the site and would not be significant.
- 2. There are no unusual circumstances surrounding the development of this site that would lead to a potentially significant effect on the environment. This is an urban infill site, of the exact type and character for which the infill exemption exists. The Project Site faces and is immediately adjacent to the City's main thoroughfare, Beach Boulevard. The site is a prime candidate for infill development because it is substantially surrounded on all sides and is available to connect into existing utilities that surround the site. There are no unique circumstances about development of the site that would distinguish it from other infill sites such that environmental impacts would likely occur from development of the Project.
- 3. The stretch of Beach Boulevard that the proposed Project fronts is not a highway officially designated as a state scenic highway. There are no other state scenic highways in the Project vicinity. Thus, the proposed Project would not result in any damage to scenic resources within a state scenic highway.
- 4. A search of the EnviroStor website as of May 12, 2020 (available at https://www.envirostor.dtsc.ca.gov/public/) confirms that the Project Site is not included on any list compiled pursuant to Section 65962.5.
- 5. The Project would not result in any impacts to historical resources as neither the site nor any improvements on the site contain any historical significance at the national, state or local level.

Because none of the exceptions to the categorical exemptions applies, the Planning Commission recommends that the City Council proceed with finding the Project exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

SECTION 3. In accordance with the requirements as set forth in Section 20.610.060 of the Stanton Municipal Code for General Plan Amendments the Planning Commission hereby recommends the City Council make the following findings:

1. The amendment is internally consistent with all other provisions of the General Plan;

The City of Stanton General Plan Land Use Designation for the subject property is South Gateway Mixed-Use District. Per the General Plan, mixed-use designations are intended for the development of a mix of residential, commercial, and office uses that: (1) Encourage revitalization or future development in strategic areas of the city; (2) Encourage the combination of some commercial activity with other reinforcing land uses, especially residential, to create economically and aesthetically pleasing projects; (3) Provide property owners the flexibility to adapt project design to market forces to encourage quality development; and, (4) Support and reinforce commercial activity with increased densities, intensities and flexibility. The amendment is consistent with the intent of these goals.

Further, the amendment is internally consistent with all other provisions of the 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 amendment would provide for a higher range of residential densities and additional housing opportunities which would be supported by adequate city services.
- Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes. The amendment would provide for additional housing opportunities close to commercial nodes, which will benefit existing and future commercial uses along Beach Boulevard, and contribute to the City's economic base.
- Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available. The amendment would encourage development of underutilized and vacant infill sites by increasing the allowable density and number of building stories. The South Gateway Mixed-Use District is generally located along the southern portion of Beach Boulevard, which is an urbanized infill area and therefore public services and infrastructure are readily accessible and available to serve the sites within the district.

2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City;

The amendment would increase the allowable density and the number of stories for the South Gateway Mixed-Use District. Any proposed developments within the South Gateway Mixed-Use District would be required to comply with the provisions of the City's Municipal Code, California Building Code, and requirements of the Orange County Fire Authority (OCFA) along with other appropriate agencies. The amendment would also promote the public interest, health, safety, convenience, and welfare of the City as it will provide for additional housing opportunities. Therefore, the amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

3. If an amendment to the Land Use Element, the affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located; and

The amendment would allow for properties within the South Gateway Mixed-Use District to be built at a residential density up to 80 dwelling units to the acre and allow for buildings of up to seven stories. The South Gateway Mixed-Use District is generally located along the southern end of Beach Boulevard and within an urbanized area. The South Gateway Mixed-Use District would be able to be serviced by all utilities, police and fire services, and roadways, as evaluated under the General Plan Environmental Impact Report. As such, there would be no additional improvements necessary to the existing infrastructure to accommodate the amendment.

- 4. The City may reduce, require, or permit the reduction of, the residential density for any lot to, or allow development of any lot at, a lower residential density, as defined in Government Code Section 65863, only if the following two additional findings are first made:
 - a. The reduction is consistent with the adopted General Plan, including the Housing Element; and
 - b. The remaining sites identified in the Housing Element are adequate to accommodate the jurisdiction's share of the regional housing need in compliance with pursuant to Government Code Section 65584.

The amendment is a request for an increase in the allowable density and the number of stories for the South Gateway Mixed-Use District. Therefore, this finding is not applicable.

SECTION 4. In accordance with the requirements as set forth in Section 20.610.060 of the Stanton Municipal Code for Zoning Code Amendments the Planning Commission hereby recommends the City Council make the following findings:

1. The proposed amendment is consistent with the General Plan and any applicable Specific Plan;

The City of Stanton General Plan Land Use Designation for the subject property is South Gateway Mixed-Use District. Per the General Plan, mixed-use designations are intended for the development of a mix of residential, commercial, and office uses that: (1) Encourage revitalization or future development in strategic areas of the city; (2) Encourage the combination of some commercial activity with other reinforcing land uses, especially residential, to create economically and aesthetically pleasing projects; (3) Provide property owners the flexibility to adapt project design to market forces to encourage quality development; and, (4) Support and reinforce commercial activity with increased densities, intensities and flexibility. The proposed amendment is consistent with the intent of these goals.

Further, the amendment is internally consistent with all other provisions of the 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 amendment would provide for a greater range of residential densities and additional housing opportunities which would be supported by adequate city services.
- Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes. The amendment would provide for additional housing opportunities close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard and contribute to the City's economic base.
- Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.
 The amendment would encourage development of underutilized and

vacant infill sites by increasing target density range, number of building stories, maximum number of building stories, and would also allow for standalone residential projects. The South Gateway Mixed-Use (SGMX) Overlay Zone is generally located along the southern portion of Beach Boulevard, which is an urbanized infill area and therefore public services and infrastructure are readily accessible and available to serve the sites within the district.

2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City;

The amendment would increase the target density range, building height, number of building stories and would also allow for standalone residential developments for the South Gateway Mixed-Use (SGMX) Overlay Zone. Any developments within the South Gateway Mixed-Use (SGMX) Overlay Zone would be required to comply with the provisions of the City's Municipal Code, California Building Code, and requirements of the Orange County Fire Authority (OCFA) along with other appropriate agencies. The amendment would also promote the public interest, health, safety, convenience, and welfare of the City as it will provide for additional housing opportunities. Therefore, the amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

3. The proposed amendment is internally consistent with other applicable provisions of this Zoning Code.

The amendment has been drafted to be internally consistent with all applicable provisions of the Stanton Municipal Code.

4. Additional finding for Zoning Map amendments: The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the requested zone designation and the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

The amendment is for an increase in the allowable density and the number of stories for the South Gateway Mixed-Use (SGMX) Overlay Zone and does not involve a zoning map amendment. Therefore, the amendment did not affect the SGMX Overlay Zone as it only changed the standards.

<u>SECTION 5:</u> <u>Custodian and Location of Records</u>. The documents and materials associated with this Resolution that constitute the record of proceedings on which these findings are based are located at Stanton City Hall, 7800 Katella Ave., Stanton,

California 90680. The Community Development Director is the custodian of the record of proceedings.

SECTION 6: Planning Commission Recommendation. Based on the foregoing, the Planning Commission hereby recommends that the City Council adopt GPA19-01 attached hereto as Exhibit "A" entitled "RESOLUTION OF THE CITY COUNCIL OF OF STANTON, CALIFORNIA, AMENDING THE COMMUNITY DEVELOPMENT AND HOUSING ELEMENTS OF THE STANTON GENERAL PLAN TO INCREASE THE MAXIMUM DENSITY AND MAXIMUM NUMBER OF STORIES AND HEIGHT OF BUILDINGS WITHIN THE SOUTH GATEWAY MIXED-USE DISTRICT" and ZCA19-04 attached hereto as Exhibit "B", entitled, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AMENDING SECTIONS 20.230.030, 20.230.050 AND TABLE 2-11 OF CHAPTER 20.230 OF THE STANTON MUNICIPAL CODE TO INCREASE THE TARGET DENSITY RANGE, TO INCREASE THE MAXIMUM NUMBER OF STORIES AND MAXIMUM HEIGHT OF BUILDINGS WITHIN THE SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY ZONE". The Planning Commission's recommendation is made upon review of the Staff Report, all oral and written comments, and all documentary evidence presented on the amendments.

SECTION 7: **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 regular meeting held on May 20, 2020 by the following vote, to wit:

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

CC RESOLUTION NO. 2020-15

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AMENDING THE COMMUNITY DEVELOPMENT AND HOUSING ELEMENTS OF THE STANTON GENERAL PLAN TO INCREASE THE MAXIMUM DENSITY AND MAXIMUM NUMBER OF STORIES AND BUILDING HEIGHT WITHIN THE SOUTH GATEWAY MIXED-USE DISTRICT

WHEREAS, Government Code, Section 65800 *et seq*. authorizes the City of Stanton ("City") to adopt and administer zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, on August 28, 2019, Chris Segesman representing Bonanni Development ("Applicant") filed applications for General Plan Amendment GPA19-01, Zoning Code Amendment ZCA19-04, Development Agreement DA19-01, Planned Development Permit PDP19-02, and Site Plan and Design Review SPDR-800, for the development of a 3.75 acre site ("Project Site"), located at 12736 Beach Boulevard to develop a 5- and 7- story mixed-use building consisting of 300 apartment units, a 6,313 square foot commercial space, a 6-story parking structure and associated site improvements ("Project"); and

WHEREAS, the Stanton General Plan Community Development Element includes statements of intent for each land use designation which describe the type and intensity of development allowed in a given area; and

WHEREAS, the Stanton General Plan Housing Element includes the allowable density ranges and maximum building heights and stories for each land use designation; and

WHEREAS, on May 7, 2020, the City gave public notice that the Planning Commission would conduct a public hearing to consider General Plan Amendment GPA19-01 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 Project Site, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on May 20, 2020, the Planning Commission held a duly-noticed public hearing and considered the staff report, recommendations by staff, and public testimony concerning amendments to the Community Development Element of the Stanton General Plan, provided comments on the amendments, and voted to forward the proposed resolution to the City Council with a recommendation in favor of its adoption; and

WHEREAS, 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

EXHIBIT A FOR PC RESO 2509

well as with applicable zoning designation and regulations, (the Project 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); and

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

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANTON DOES HEREBY FIND:

SECTION 1: Recitals. The City Council hereby finds that the fact, findings and conclusions set forth above are true and correct, and are incorporated herein by this reference.

SECTION 2. The City Council finds the Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332. Specifically:

- The proposed Project is consistent with the City of Stanton's General Plan, all applicable general plan policies, as well as the applicable zoning designation and regulations provided that the requested Planned Development Permit waivers are approved. The Project would further the City's goals of developing much needed housing.
- 2. The Project Site is within the City of Stanton's municipal boundaries in the center of town on Beach Boulevard and the site is less than five areas in size. The site is substantially surrounded by urban uses, residential uses to the northwest, east and south, a mixed-use development consisting of a commercial shopping center and a townhome subdivision to the west, and commercial uses to the north, as explained in the Planning Commission staff report.
- 3. As detailed in the Class 32 Infill Streamlining Checklist, the Project Site has no value as habitat for endangered, rare or threatened species. The Project Site is currently developed with commercial and office uses and paved parking lot. The Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. The Project Site does not occur near or within any Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell or

area designated for MSHCP conservation. There are no MSHCP Reserve Assembly Requirements associated with the Project Site, and there are no incompatibilities with respect to development of the Project Site and Urban/Wildlands interface issues. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site.

4. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality, the Air Quality, Noise, Parking and Traffic Studies and the Water Quality Management Plan. The Project Site has frontage along Beach Boulevard and can be served by all required utilities that run through and under Beach Boulevard. Moreover, the Project can be adequately served by all public services.

For the foregoing reasons, the City Council finds the proposed project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

The City Council finds none of the exceptions to the exemptions outlined in State CEQA Guidelines, section 15300.2 applies:

- 1. The cumulative impacts of successive projects of the same type in the same place, over time is not significant. The likelihood of multiple housing projects of this type on this site over time is very low. Once the project is built it is likely to remain for its useful life. Thus, cumulative impacts are not likely to occur on the site and would not be significant.
- 2. There are no unusual circumstances surrounding the development of this site that would lead to a potentially significant effect on the environment. This is an urban infill site, of the exact type and character for which the infill exemption exists. The Project Site faces and is immediately adjacent to the City's main thoroughfare, Beach Boulevard. The site is a prime candidate for infill development because it is substantially surrounded on all sides and is available to connect into existing utilities that surround the site. There are no unique circumstances about development of the site that would distinguish it from other infill sites such that environmental impacts would likely occur from development of the Project.
- 3. The stretch of Beach Boulevard that the Project fronts is not a highway officially designated as a state scenic highway. There are no other state scenic highways in the Project vicinity. Thus, the Project would not result in any damage to scenic resources within a state scenic highway.

- 4. A search of the EnviroStor website as of May 12, 2020 (available at https://www.envirostor.dtsc.ca.gov/public/) confirms that the Project Site is not included on any list compiled pursuant to Section 65962.5.
- 5. The Project would not result in any impacts to historical resources as neither the site nor any improvements on the site contain any historical significance at the national, state or local level.

Because none of the exceptions to the categorical exemptions applies, the City Council finds the Project exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

SECTION 3. In accordance with the requirements as set forth in Section 20.610.060 of the Stanton Municipal Code for General Plan Amendments, the City Council makes the following findings:

1. The amendment is internally consistent with all other provisions of the General Plan;

The City of Stanton General Plan Land Use Designation for the subject property is South Gateway Mixed-Use District. Per the General Plan, mixed-use designations are intended for the development of a mix of residential, commercial, and office uses that: (1) Encourage revitalization or future development in strategic areas of the city; (2) Encourage the combination of some commercial activity with other reinforcing land uses, especially residential, to create economically and aesthetically pleasing projects; (3) Provide property owners the flexibility to adapt project design to market forces to encourage quality development; and, (4) Support and reinforce commercial activity with increased densities, intensities and flexibility. The amendment is consistent with the intent of these goals.

Further, the amendment is internally consistent with all other provisions of the 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 amendment would provide for a higher range of residential densities and additional housing opportunities which would be supported by adequate city services.
- Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as

at major city intersections and activity nodes. The amendment would provide for additional housing opportunities close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard, and contribute to the City's economic base.

- Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available. The amendment would encourage development of underutilized and vacant infill sites by increasing the allowable density and number of building stories. The South Gateway Mixed-Use District is generally located along the southern portion of Beach Boulevard, which is an urbanized infill area and therefore public services and infrastructure are readily accessible and available to serve the sites within the district.
- 2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City;

The amendment would increase the allowable density and the number of stories for the South Gateway Mixed-Use District. Any developments within the South Gateway Mixed-Use District would be required to comply with the provisions of the City's Municipal Code, California Building Code, and requirements of the Orange County Fire Authority (OCFA) along with other appropriate agencies. The amendment would also promote the public interest, health, safety, convenience, and welfare of the City as it will provide for additional housing opportunities. Therefore, the amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

3. If an amendment to the Land Use Element, the affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located; and

The amendment would allow for properties within the South Gateway Mixed-Use District to be built at a residential density of up to 80 dwelling units to the acre and allow for buildings of up to seven stories. The South Gateway Mixed-Use District is generally located along the southern end of Beach Boulevard and within an urbanized area. The South Gateway Mixed-Use District would be able to be serviced by all utilities, police and fire services, and roadways, as evaluated under the General Plan Environmental Impact Report. As such, there would be

no additional improvements necessary to the existing infrastructure to accommodate the amendment.

- 4. The City may reduce, require, or permit the reduction of, the residential density for any lot to, or allow development of any lot at, a lower residential density, as defined in Government Code Section 65863, only if the following two additional findings are first made:
 - a. The reduction is consistent with the adopted General Plan, including the Housing Element; and
 - b. The remaining sites identified in the Housing Element are adequate to accommodate the jurisdiction's share of the regional housing need in compliance with pursuant to Government Code Section 65584.

The amendment is for an increase in the allowable density and the number of stories for the South Gateway Mixed-Use District. Therefore, this finding is not applicable.

SECTION 4. The Community Design Element of the Stanton General Plan is hereby amended to read as follows:

South Gateway Mixed-Use District

The South Gateway Mixed-Use District is the main entryway into the city of Stanton from the Garden Grove Freeway and communities to the south. Commercial, office, and residential uses are allowed up to five seven stories in height and a density of 60 up to 80 units per acre (du/ac) or up to 213 284 residents per acre. Uses may be vertically or horizontally integrated, with an emphasis on freeway-oriented commercial and office uses. Residential uses are encouraged to support commercial uses and to serve as a transition to adjacent single-family and multi-family residential development. In addition, density bonuses up to 35% (above the 60 80 dwelling units per acre) are allowed if developments provide affordable housing for low- and moderate-income households.

SECTION 5. Table 7B-1 of the Housing Element of the Stanton General Plan is hereby amended to read as follows:

Table 7B-1 General Plan Residential Land Use Designations										
Designation Description Acreage Density Range										
Low Density Residential	Detached single-family housing	436.4	1-6 du/ac							
Medium Density Residential	Townhomes, detached cluster housing, condominiums, duplexes, triplexes, four-plexes	166.4	6.1-11 du/ac							
High Density Residential	Multi-family residential development	321.8	11.1-18 du/ac							

North Gateway Mixed Use District	Detached cluster housing, townhomes, condominiums,	22.4	Up to 45 du/ac
	multi-family residential		ο μ σο πο σα, σο
South Gateway Mixed	Detached cluster housing,		
Use District	townhomes, condominiums,	92.7	Up to 60 <u>80</u> du/ac
	multi-family residential		
General Mixed Use	Detached cluster housing,		
District	townhomes, condominiums,	112.5	Up to 45 du/ac
	multi-family residential		
Town Center Mixed	Commercial, office, and residential	37.9	Un to 60 du/ac
Use District	uses up to five stories in height	37.9	Up to 60 du/ac
Source: City of Stanton Conso	idated General Plan, 2008		

SECTION 6. Table 7B-3 of the Housing Element of the Stanton General Plan is hereby amended to read as follows:

Estates District (EL) 20 Single Family Residential (RL) 6,50 Medium Multifamily Residential (RM) 8,00 Multi-family	nimum t Area 0,000 sq. ft.	Maximum Lot Coverage Interior lot 30% Corner lot 35%	Maximum Building Height 2 stories	Minimum Front Yard	Minimum Interior Side Yard	Minimum Street Side		Rear Yard
Single Family Residential (RL) Medium Multi- family Residential (RM) Multi-family	ft.	30%				Yard	1-Story	2-Story +
Residential (RL) 6,50 Medium Multi- family Residential (RM) 8,00 Multi-family	00 sq. ft.		32 ft.	20 ft.	5 ft.	10 ft.	15 ft.	20 ft.
family Residential (RM) 8,000	·	Interior lot 40% Corner lot 45%	2 stories 32 ft.	20 ft.	5 ft.	10 ft.	15 ft.	20 ft.
- I	00 sq. ft.	50% maximum	2 stories 32 ft.	20 ft.	10 ft.	10% of lot width or no less than 10 ft.	15 ft.	20 ft.
Residential (RH) 8,00	00 sq. ft.	65% maximum	3 stories 40 ft.	20 ft.	2-story – 10 ft 3-story – 15 ft	10% of lot width, a min. of 10' and a max. of 20'	15 ft.	2-story - 20 ft. 3-strory – 25 ft
General Mixed Use Overlay 40,00 (GMX)	00 sq. ft	75% maximum	3 stories 45 ft.	0-15 ft	10 ft.	5 ft.	10 ft.	10 ft.
North Gateway Mixed Use 30,00 Overlay (NGMX)	00 sq. ft	70% maximum	3 stories 45 ft.	0-15 ft.	5 ft.	0 ft.	10 ft.	10 ft.
South Gateway Mixed Use Overlay (SGMX) 50),000 sq. ft.	75% maximum	5 <u>7</u> stories 65 <u>85</u> ft.	0-10 ft.	5 ft.	0 ft.	10 ft.	10 ft.
Planned Development (PD) Source: City of Stanton Mu	Varies	Varies	Varies	Varies	Varies	Varies	Varies	Varies

SECTION 7. Table 7C-2 of the Housing Element of the Stanton General Plan is hereby amended to read as follows:

			Table 7C-2						
APN	Zoning Designation	General Plan Designation		Acres	Projecte d Units ²	al	Notes		
Vacant Reside	ntial								
079-344-07	RL	RL	Up to 6 du/ac	0.16	1				
079-352-08	RL	RL	Up to 6 du/ac	0.16	1				
131-231-18	RE	RL	2 du/ac	1.00	2	5	Subdivision of lot required		
079-363-01	RL	RL	Up to 6 du/ac	0.09		P	otential for 1 unit		
079-363-16	RL	RL	Up to 6 du/ac	0.07	1	١	vhen parcels are consolidated		
131-491-18	RH	RH	(30 du/ac)	F 0C	151		Potential for Lot		
131-491-19	RH	RH	30 du/ac plus	5.06	151		Consolidation		
79-771-36	RH	RH	30 du/ac plus	1.24	37				
Subtotal: 193									
Vacant Mixed	Use								
131-373-37	CG/SGMX	SGMU	30 -60 80 du/ac	0.33	9				
131-482-12	CG/SGMX	SGMU	30 -60 80 du/ac	0.18	5	co	Potential to nsolidate lot with 131-482-13		
131-482-13	CG/SGMX	SGMU	30 -60 80 du/ac	0.52	15	co	Potential to nsolidate lot with 131-482-12		
131-483-01	CG/SGMX	SGMU	30 -60 80 du/ac	0.34	10		Potential for lot		
131-483-02	CG/SGMX	SGMU	30 -60 80 du/ac	0.28	8		consolidation		
131-422-17	CG/SGMX	SGMU	30 -60 80 du/ac	.46	13		Consolidation		
079-371-09	CN/GMX ²	GMU	30-45 du/ac	.48	23				
079-371-12	CN/GMX ²	GMU	30-60 du/ac	.24	7		Potential for lot		
079-371-13	CN/GMX ²	GMU	30-60 du/ac	.25	7		consolidation		
131-361-09	CG/SGMX	SGMU	30-60 du/ac	1.78	53				
			S	ubtotal:	150				
					То	tal:	343		

Notes: ¹R-3 zoning allows for densities of 12 to 18 du/ac and by-right allows development at a net density of 30 du/ac or greater to accommodate lower income households- see State Government Code Section 65585.2(c)(3)(B)(iv).

Source: City of Stanton Planning Department, 2013.

²Parcels with R-3 zoning can address the requirement that at least 50 percent of the City's lower income RHNA (59 units) be accommodated on land zoned exclusively for residential—see AB 2348. The R-3 zoned sites listed above contain a capacity of 188 dwelling units assuming a net density of 30 du/ac.

²The General Mixed Use Overlay District allows for stand-alone residential development, subject to a conditional use permit, for properties that are a

² The General Mixed Use Overlay District allows for stand-alone residential development, subject to a conditional use permit, for properties that are a minimum distance of 500 feet away from intersections of Principal, Major, Primary, or Secondary arterial streets as defined in the Stanton General Plan, measured from the face of the nearest curb.

- <u>SECTION 8</u>. Table 7C-4 of the Housing Element of the Stanton General Plan is hereby amended to read as shown in Exhibit "A" and is incorporated by this reference as though fully set forth herein:
- **SECTION 9**. Table 7C-5 of the Housing Element of the Stanton General Plan is hereby amended to read as shown in Exhibit "B" and is incorporated by this reference as though fully set forth herein:
- **SECTION 10.** The City Council's actions are made upon review of the Planning Commission's recommendation, the Staff Report, all oral and written comments, and all documentary evidence presented on the Resolution.
- **SECTION 11.** General Plan Amendment GPA19-01 shall not take effect and shall become null and void unless and until the associated Zoning Code Amendment ZCA19-04, Development Agreement DA19-01, Site Plan and Design Review SPDR-800, and Planned Development Permit PDP19-02 are approved by the City Council, and the associated Development Agreement is executed by all parties thereto.
- **SECTION 12.** 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 13.** If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance 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 Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.
- **SECTION 14.** The City Clerk shall certify as to the adoption of this Ordinance and shall cause a summary thereof to be published within fifteen (15) days of the adoption and shall post a Certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.
- **SECTION 15.** This Resolution is on file and has been available for public review for at least five days prior to the date of this Ordinance, in the City Clerk's office, at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680.

ADOPTED, SIGNED AND APPROVED this 9th day of June 2020.
DAVID J. SHAWVER, MAYOR
APPROVED AS TO FORM:
MATTHEW E. RICHARDSON, CITY ATTORNEY
ATTEST:
I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2020-15 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on June 9, 2020, and that the same was adopted, signed and approved by the following vote to wit:
AYES:
NOES:
ABSENT:
ABSTAIN:
PATRICIA A. VAZQUEZ, CITY CLERK

EXHIBIT "A"

TABLE 7C-4 OF THE HOUSING ELEMENT OF THE STANTON GENERAL PLAN

		Table 7C-4: R	edevelop	ment Ca	pacity for I	Underutiliz	ed Mixed Us	e Sites		
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
13113105	11296 BEACH BLVD	Commercial	0.39	GMX	MU	General	30-45 du/ac	4,501	63	Potential for lot consolidation
13113106		Commercial	1.76	GMX	MU	General	30-45 du/ac	5,897	03	Stanton Plaza Specific Plan
13113107	11182 BEACH BLVD	Commercial	0.99	GMX	MU	General	30-45 du/ac	3,147	29	Stanton Plaza Specific Plan
13121102	11550 BEACH BLVD	Commercial	0.64	GMX	MU	General	30-45 du/ac	1,770	19	
13121120	11572 BEACH BLVD	Commercial	0.71	GMX	MU	General	30-45 du/ac	2,173	21	
13121121	11626 BEACH BLVD	Commercial	1.14	GMX	MU	General	30-45 du/ac	3,103	34	
13121132	8024 ORANGEWOOD AVE 11500 BEACH	Commercial	0.52	GMX	MU	General	30-45 du/ac 30-45	7,848	25	Potential for lot consolidation
13121133	BLVD 11702 BEACH	Commercial	0.34	GMX	MU	General	du/ac 30-45	1,058		
13122117	BLVD 11730 BEACH	Commercial	0.28	GMX	MU	General	du/ac 30-45	2,128	48	Potential for lot
13122118	BLVD	Commercial	0.2	GMX	MU	General	du/ac	2,640		consolidation
13122119	11740 BEACH BLVD	Commercial	1.16	GMX	MU	General	30-45 du/ac	11,242		
13122129	11672 BEACH BLVD	Commercial	1.19	GMX	MU	General	30-45 du/ac	8,022	35	

EXHIBIT A FOR CC RESO 2020-15

		Table 7C-4: R	edevelop	ment Cap	pacity for l	Jnderutilize	ed Mixed Use	e Sites		
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
13122145	11632 BEACH BLVD	Commercial	1.09	GMX	MU	General	30-45 du/ac	14,265	32	
13124107	11892 BEACH BLVD	Commercial	0.44	GMX	MU	General	30-45 du/ac	7,552		
13124112	11850 BEACH BLVD	Commercial	1.45	GMX	MU	General	30-45 du/ac	22,566	0.5	Potential for
13124121	11870 BEACH BLVD	Commercial	0.4	GMX	MU	General	30-45 du/ac	582	96	lot consolidation
13124145	11810 BEACH BLVD	Commercial	0.96	GMX	MU	General	30-45 du/ac	41,778		
13124154	11900 BEACH BLVD	Commercial	1.23	GMX	MU	General	30-45 du/ac	7,588	36	
13124204	11752 BEACH BLVD	Commercial	0.55	GMX	MU	General	30-45 du/ac	4,194	16	
13124205	11792 BEACH BLVD	Commercial	0.78	GMX	MU	General	30-45 du/ac	2,509	23	
13125403	11891 BEACH BLVD	Commercial	0.17	GMX	MU	General	30-45 du/ac	868		
13125404	11901 BEACH BLVD	Commercial	0.18	GMX	MU	General	30-45 du/ac	1,293	20	Potential for lot consolidation
13125413	11869 BEACH BLVD	Commercial	0.34	GMX	MU	General	30-45 du/ac			Consolidation
13125416	11951 BEACH BLVD	Commercial	1.71	GMX	MU	General	30-45 du/ac		51	
13125417	11961 BEACH BLVD	Commercial	0.57	GMX	MU	General	30-45 du/ac		17	
13126303	11762 SANTA PAULA ST	Commercial	0.17	GMX	MU	General	30-45 du/ac	933		5
13126304	11793 BEACH BLVD	Commercial	0.17	GMX	MU	General	30-45 du/ac		20	Potential for lot consolidation
13126305	11793 BEACH BLVD	Commercial	0.17	GMX	MU	General	30-45 du/ac	896		consonuation

		Table 7C-4: R	edevelop	ment Cap	pacity for l	Jnderutilize	ed Mixed Use	e Sites		
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
13126306	11801 BEACH BLVD	Commercial	0.17	GMX	MU	General	30-45 du/ac	796		
13126312	11841 BEACH BLVD	Commercial	0.34	GMX	MU	General	30-45 du/ac	6,686	- 25	Potential for lot
13126314	11743 BEACH BLVD	Commercial	0.35	GMX	MU	General	30-45 du/ac	5,976	23	consolidation
13140107	12051 BEACH BLVD	Commercial	1.43	GMX	MU	General	30-45 du/ac		42	
13140108	12021 BEACH BLVD	Commercial	0.73	GMX	MU	General	30-45 du/ac		21	
13140109	12001 BEACH BLVD	Commercial	0.51	GMX	MU	General	30-45 du/ac		- 24	Potential for lot
13140110	12003 BEACH BLVD	Commercial	0.31	GMX	MU	General	30-45 du/ac		2-7	consolidation
13141115	8040 CHAPMAN AVE	Commercial	1.56	GMX	MU	General	30-45 du/ac			
13141120	12080 BEACH BLVD	Commercial	0.45	GMX	MU	General	30-45 du/ac			Data atial fac
13141121	12000 BEACH BLVD	Commercial	0.39	GMX	MU	General	30-45 du/ac	5,203	102	Potential for lot consolidation
13141122	12050 BEACH BLVD	Commercial	0.83	GMX	MU	General	30-45 du/ac	1,049		
13141125	8040 CHAPMAN AVE	Commercial	0.28	GMX	MU	General	30-45 du/ac	2,178		
13142220	12200 BEACH BLVD	Commercial	3.54	GMX	MU	General	30-45 du/ac	154,089	113	Potential for lot
13148401	12232 BEACH BLVD	Commercial	0.25	GMX	MU	General	30-45 du/ac	1,009	113	consolidation
13142222	12094 BEACH BLVD	Commercial	0.96	GMX	MU	General	30-45 du/ac	9,747	28	
13142223	12128 BEACH BLVD	Commercial	1.11	GMX	MU	General	30-45 du/ac	13,451	33	

		Table 7C-4: R	edevelop	ment Cap	pacity for l	Jnderutilize	ed Mixed Us	e Sites		
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
7937132	7481 KATELLA AVE		0.43	GMX	MU	General	30-45 du/ac	N/A	13	
7937127	7421 KATELLA AVE		0.47	GMX	MU	General	30-45 du/ac	N/A	14	Potential for lot
7937126	7401 KATELLA AVE		0.73	GMX	MU	General	30-45 du/ac	N/A	22	consolidation
12650328	8873 KATELLA AVE		0.6	GMX	MU	General	30-45 du/ac	N/A	18	
12650321	8861 E KATELLA AVE		0.17	GMX	MU	General	30-45 du/ac	N/A	5	
12650320	8851 KATELLA AVE		0.17	GMX	MU	General	30-45 du/ac	N/A	5	
12650319	8841 KATELLA AVE		0.17	GMX	MU	General	30-45 du/ac	N/A	5	
12650318	8821 KATELLA AVE		0.17	GMX	MU	General	30-45 du/ac	N/A	5	
12650317	8811 KATELLA AVE		0.17	GMX	MU	General	30-45 du/ac	N/A	5	
12636315	10361 S MAGNOLIA AVE		0.26	GMX	MU	General	30-45 du/ac	N/A	8	
12636314	10381 S MAGNOLIA AVE		0.27	GMX	MU	General	30-45 du/ac	N/A	8	
12636310	10471 S MAGNOLIA AVE		0.5	GMX	MU	General	30-45 du/ac	N/A	15	
12636311	10441 S MAGNOLIA AVE		0.28	GMX	MU	General	30-45 du/ac	N/A	8	
12636316	10425 S MAGNOLIA AVE		0.34	GMX	MU	General	30-45 du/ac	N/A	10	
12636317	10425 S MAGNOLIA AVE		0.18	GMX	MU	General	30-45 du/ac	N/A	5	
12636313	10401 S MAGNOLIA AVE		0.27	GMX	MU	General	30-45 du/ac	N/A	8	

		Table 7C-4: R	edevelop	ment Cap	pacity for I	Jnderutilize	ed Mixed Us	e Sites		
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
12635503	10351 S MAGNOLIA AVE		0.2	GMX	MU	General	30-45 du/ac	N/A	6	
						Total Un	its General I	Mixed Use	1,133	
7922115		Industrial	4.74	NGMX	MU	North Gateway	30-45 du/ac		142	
12628105	8091 STARR ST	Commercial	0.57	NGMX	MU	North Gateway	30-45 du/ac	6,064	17	
12628106	8101 STARR ST	Commercial	0.57	NGMX	MU	North Gateway	30-45 du/ac	10,070	17	
12628122	8081 STARR ST	Commercial	0.57	NGMX	MU	North Gateway	30-45 du/ac		17	
12628216	10200 BEACH BLVD	Commercial	0.89	NGMX	MU	North Gateway	30-45 du/ac	7,779	26	
					Total	Units Nort	h Gateway I	Mixed Use	219	
13136103	12331 BEACH BLVD	Commercial	0.68	SGMX	MU	South Gateway	30- 60- 80 du/ac		20	
13137338	12235 BEACH BLVD	Commercial	0.65	SGMX	MU	South Gateway	30-6 0- 80 du/ac	38,126	30	Potential for lot
13137339	12235 BEACH BLVD	Commercial	0.39	SGMX	MU	South Gateway	30-6 0- 80 du/ac		30	consolidation
13148215	12392 BEACH BLVD	Commercial	0.69	SGMX	MU	South Gateway	30-6 0- 80 du/ac	1,256	20	
13148216	12372 BEACH BLVD	Commercial	0.74	SGMX	MU	South Gateway	30-6 0- 80 du/ac		22	
13148218	8050 CATHERINE AVE	Commercial	0.34	SGMX	MU	South Gateway	30-6 0- 80 du/ac	1,740	30	Potential for lot
13148219	12302 BEACH BLVD	Commercial	0.67	SGMX	MU	South Gateway	30-6 0- 80 du/ac	2,428	30	consolidation
13148234		Commercial	1.8	SGMX	MU	South Gateway	30-6 0- 80 du/ac		54	

		Table 7C-4: R	edevelop	ment Ca	pacity for l	Jnderutilize	ed Mixed Use	e Sites		
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
13148235	12444 BEACH BLVD	Commercial	1.38	SGMX	MU	South Gateway	30-6 0- 80 du/ac	15,406	41	
13149108	12540 BEACH BLVD	Commercial	5.82	SGMX	MU	South Gateway	30-6 0- 80 du/ac	109,365	174	
13149109		Commercial	3.6	SGMX	MU	South Gateway	30-6 0- 80 du/ac		108	
13149111	8050 LAMPSON AVE	Commercial	0.75	SGMX	MU	South Gateway	30-6 0- 80 du/ac	13,081	22	
13149112	12500 BEACH BLVD	Commercial	0.78	SGMX	MU	South Gateway	30 -60 80 du/ac		23	
13149113	12530 BEACH BLVD	Commercial	0.61	SGMX	MU	South Gateway	30 -60 80 du/ac		18	
13149114	12550 BEACH BLVD	Commercial	0.53	SGMX	MU	South Gateway	30- 60- 80 du/ac		20	Potential for
13149115	12552 BEACH BLVD	Commercial	0.47	SGMX	MU	South Gateway	30-6 0- 80 du/ac		29	lot consolidation
13149116	8100 LAMPSON AVE	Commercial	0.32	SGMX	MU	South Gateway	30-6 0- 80 du/ac		9	
13156209	12950 BEACH BLVD	Commercial	0.52	SGMX	MU	South Gateway	30-6 0- 80 du/ac	1,600		
13156213	12800 BEACH BLVD	Commercial	0.5	SGMX	MU	South Gateway	30-6 0- 80 du/ac	1,626		
13156214	12850 BEACH BLVD	Commercial	0.55	SGMX	MU	South Gateway	30-6 0- 80 du/ac		242	Potential for
13156215	12900 BEACH BLVD	Commercial	0.54	SGMX	MU	South Gateway	30-6 0- 80 du/ac		242	lot consolidation
13156216	12924 BEACH BLVD	Commercial	0.61	SGMX	MU	South Gateway	30-6 0- 80 du/ac	3,336		
13156223	12820 BEACH BLVD	Commercial	5.41	SGMX	MU	South Gateway	30-6 0- 80 du/ac			
13159221	12605 BEACH BLVD	Commercial	1.15	SGMX	MU	South Gateway	30-6 0- 80 du/ac	20,532	34	

		Table 7C-4: R	edevelop	ment Cap	pacity for l	Jnderutilize	ed Mixed Use	e Sites		
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
13159222	12505 BEACH BLVD	Commercial	1.29	SGMX	MU	South Gateway	30-6 0- 80 du/ac		38	
13168103	12975 BEACH BLVD	Commercial	0.06	SGMX	MU	South Gateway	30-6 0- 80 du/ac	2,512	1	
13168213	12697 BEACH BLVD	Commercial	6.07	SGMX	MU	South Gateway	30-6 0- 80 du/ac	62,220	182	
					Total	Units Sout	h Gateway N	/lixed Use	1,097	
							To	otal Units	2,449	
7922111	10191 BEACH BLVD	Residential	0.29	NGMX	MU	North Gateway	30-45 du/ac	1,121	0	
7922112	10231 BEACH BLVD	Residential	0.79	NGMX	MU	North Gateway	30-45 du/ac	1,717	0	
12628107	8111 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	912	0	
12628108	8131 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	1,461	0	
12628109	8151 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	4,836	0	
12628110	8171 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	638	0	
12628111	8191 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	1,343	0	
12628114	8221 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	_	0	
12628115	10121 FERN AVE	Residential	0.15	NGMX	MU	North Gateway	30-45 du/ac	1,315	0	
12628116	10141 FERN AVE	Residential	0.15	NGMX	MU	North Gateway	30-45 du/ac	1,055	0	
12628117	8231 STARR ST	Residential	0.27	NGMX	MU	North Gateway	30-45 du/ac	970	0	

		Table 7C-4: R	edevelop	ment Cap	pacity for l	Jnderutilize	ed Mixed Use	e Sites		
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
12628118	8201 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	1,101	0	
12628208	8112 STARR ST	Residential	0.55	NGMX	MU	North Gateway	30-45 du/ac	888	0	
12628209	8132 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	1,626	0	
12628211	8172 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	4,269	0	
12628212	8200 STARR ST	Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	816	0	
12628214	8222 STARR ST	Residential	0.41	NGMX	MU	North Gateway	30-45 du/ac	1,022	0	
12628217	10231 FERN AVE	Residential	0.18	NGMX	MU	North Gateway	30-45 du/ac	1,387	0	
12628218	10221 FERN AVE	Residential	0.18	NGMX	MU	North Gateway	30-45 du/ac	1,387	0	
12628219	10211 FERN AVE	Residential	0.18	NGMX	MU	North Gateway	30-45 du/ac	1,387	0	
12628220	10201 FERN AVE	Residential	0.18	NGMX	MU	North Gateway	30-45 du/ac	1,387	0	
12628221		Residential	0.57	NGMX	MU	North Gateway	30-45 du/ac	7,351	0	
13114105		Residential	2.83	GMX	MU	General	30-45 du/ac	30,724	0	Stanton Plaza Specific Plan
13114108	11316 BEACH BLVD	Residential	0.25	GMX	MU	General	30-45 du/ac	2,474	0	Stanton Plaza Specific Plan
13114111	11300 BEACH BLVD	Residential	0.88	GMX	MU	General	30-45 du/ac	11,907	0	Stanton Plaza Specific Plan
13114115	11318 BEACH BLVD	Residential	0.66	GMX	MU	General	30-45 du/ac	7,649	0	Stanton Plaza Specific Plan
13114116	11320 BEACH BLVD	Residential	3.06	GMX	MU	General	30-45 du/ac	43,896	0	Stanton Plaza Specific Plan

	Table 7C-4: Redevelopment Capacity for Underutilized Mixed Use Sites									
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes
13122115	8072 LA MONTE RD	Residential	0.31	GMX	MU	General	30-45 du/ac		0	
13122120	8061 CRAGER RD	Residential	0.32	GMX	MU	General	30-45 du/ac		0	
13114106	11430 BEACH BLVD	Commercial	0.51	GMX	MU	General	30-45 du/ac	20,658	0	Stanton Plaza Specific Plan
13148205	8101 LAMPSON AVE	Residential	0.33	SGMX	MU	South Gateway	30-60 du/ac	2,921	0	
13148206	8091 LAMPSON AVE	Residential	0.59	SGMX	MU	South Gateway	30-60 du/ac	5,671	0	
13148226	8067 LAMPSON AVE	Residential	0.59	SGMX	MU	South Gateway	30-60 du/ac	1,109	0	
13148228	8081 LAMPSON AVE	Residential	0.59	SGMX	MU	South Gateway	30-60 du/ac	1,760	0	
13149103	8232 LAMPSON AVE	Residential	0.57	SGMX	MU	South Gateway	30-60 du/ac	2,794	0	
13156107	8051 ACACIA AVE	Residential	6.62	SGMX	MU	South Gateway	30-60 du/ac	4,620	0	
13156109	8051 ACACIA AVE	Residential	1.67	SGMX	MU	South Gateway	30-60 du/ac		0	
13148214		Commercial	0.01	SGMX	MU	South Gateway	30-60 du/ac		0	
13122116	8022 LA MONTE RD	Public/Instit ution	0.59	GMX	MU	General	30-45 du/ac	4,161	0	
13126307	11812 SANTA PAULA ST	Public/Instit ution	0.17	GMX	MU	General	30-45 du/ac		0	
13126308	11822 SANTA PAULA ST	Public/Instit ution	0.17	GMX	MU	General	30-45 du/ac		0	

	Table 7C-4: Redevelopment Capacity for Underutilized Mixed Use Sites									
APN	Address	Existing Use	Acres	Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Estimated Redevelo pment Capacity ¹	Notes

Notes:

¹Parcels with a redevelopment capacity of "0" units identify sites that will not likely redevelop during the planning period due to existing single-family residential uses. The City assumes no net loss of residential uses, and the parcels are included in the inventory to demonstrate that the City has considered these sites for potential redevelopment. This does not preclude their redevelopment for higher intensity residential uses, as all of the identified sites will permit residential densities to meet the statutory standards prescribed in AB 2348.

EXHIBIT "B"

TABLE 7C-5 OF THE HOUSING ELEMENT OF THE STANTON GENERAL PLAN

	Table 7C-5: Large Opportunity Areas										
APN	Address	Existii	ng Use	Acres		Zoning	General Plan	Mixed Use District	Permitted Density	Existing Square Footage	Redevelopment Capacity
13113106	11192 Beach	Commercial	Restaurant	1.76		GMX	MU	General	30-45 du/ac max	5,897	52
			Car								
13121121	11626 BEACH BLVD	Commercial	Dealership	1.14		GMX	MU	General	30-45 du/ac max	3,103	34
13122119	11740 BEACH BLVD	Commercial	Motel	1.16		GMX	MU	General	30-45 du/ac max	11,242	34
13122129	11672 BEACH BLVD	Commercial	Retail Store	1.19		GMX	MU	General	30-45 du/ac max	8,022	35
13122145	11632 BEACH BLVD	Commercial	Retail Store	1.09		GMX	MU	General	30-45 du/ac max	14,265	32
13124112	11850 BEACH BLVD	Commercial	Motel	1.45		GMX	MU	General	30-45 du/ac max	22,566	43
13124154	11900 BEACH BLVD	Commercial	Drugstore	1.23		GMX	MU	General	30-45 du/ac max	7,588	36
13125416	11951 BEACH BLVD	Commercial	Restaurant	1.71		GMX	MU	General	30-45 du/ac max		51
13140107	12051 BEACH BLVD	Commercial	Retail Store	1.43		GMX	MU	General	30-45 du/ac max		42
13141115	8040 CHAPMAN AVE	Commercial	Restaurant	1.56		GMX	MU	General	30-45 du/ac max		46
13142220	12200 BEACH BLVD	Commercial	Retail Store	3.54		GMX	MU	General	30-45 du/ac max	154,089	106
13142223	12128 BEACH BLVD	Commercial	Retail Store	1.11		GMX	MU	General	30-45 du/ac max	13,451	33
07922115	10181 Beach	Industrial	Auto Dismantling	4.74		NGMX	MU	North Gateway	30-45 du/ac max		142
07322113	10101 Beden	maasman	Districting	7.77		NOWA	1410	South	30- 60 80 du/ac		172
13148234		Commercial	Adult Use	1.80		SGMX	MU	Gateway	max		54
								South	30- 60 80 du/ac		
13148235	12444 BEACH BLVD	Commercial	Drugstore	1.38		SGMX	MU	Gateway	max	15,406	41
			Grocery					South	30- 60 80 du/ac		
13149108	12540 BEACH BLVD	Commercial	Store	5.82		SGMX	MU	Gateway	max	109,365	174
13149109		Parking	Parking	3.60		SGMX	MU	South Gateway	30- 60 80 du/ac max		108

EXHIBIT B FOR CC RESO 2020-15

	Table 7C-5: Large Opportunity Areas										
APN	Address	Existi	ng Use	Acres		Zoning	General	Mixed Use District	Permitted Density	Existing Square Footage	Redevelopment Capacity
						8		South	30- 60 80 du/ac		- Сарастој
13156223	12820 BEACH BLVD	Commercial	Retail Store	5.41		SGMX	MU	Gateway	max		162
								South	30- 60 80 du/ac		
13159221	12605 BEACH BLVD	Commercial	Retail Store	1.15		SGMX	MU	Gateway	max	20,532	34
								South	30- 60 80 du/ac		
13159222	12505 BEACH BLVD	Commercial	Retail Store	1.29		SGMX	MU	Gateway	max		38
								South	30- 60 80 du/ac		
13168213	12697 BEACH BLVD	Commercial	Restaurant	6.07		SGMX	MU	Gateway	max	62,220	182

ORDINANCE NO. 1101

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AMENDING SECTIONS 20.230.030, 20.230.050 AND TABLE 2-11 OF CHAPTER 20.230 OF THE STANTON MUNICIPAL CODE TO INCREASE THE DENSITY RANGE TO 80 DWELLING UNITS PER ACRE, TO INCREASE THE MAXIMUM NUMBER OF STORIES AND MAXIMUM HEIGHT OF BUILDINGS WITHIN THE SOUTH GATEWAY MIXED-USED (SGMX) MIXED USE OVERLAY ZONE

WHEREAS, Government Code, Section 65800 *et seq.* authorizes the City of Stanton ("City") to adopt and administer zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, on August 28, 2019, Chris Segesman representing Bonanni Development ("Applicant") filed applications for General Plan Amendment GPA19-01, Zoning Code Amendment ZCA19-04, Development Agreement DA19-01, Planned Development Permit PDP19-02 and Site Plan and Design Review SPDR-800 for the development of a 3.75 acre site ("Project Site"), located at 12736 Beach Boulevard to develop a 5- and 7- story mixed use building consisting of 300 apartment units, a 6,313 square foot commercial space, a 6-story parking structure and associated site improvements ("Project"); and

WHEREAS, the Stanton General Plan includes statements of intent for each land use designation which describe the type and intensity of development allowed in a given area; and

WHEREAS, the City's Zoning Code includes development standards for the mixed-use overlay zones, including target density ranges, number of building stories, maximum building heights, and regulations pertaining to the development types; and

WHEREAS, on May 7, 2020, the City gave public notice that the Planning Commission would conduct a public hearing to consider Zoning Code Amendment ZCA19-04 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 Project Site, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on May 20, 2020, the Planning Commission held a duly-noticed public hearing and considered the staff report, recommendations by staff, and public testimony concerning amendments to Section 20.230 of the Stanton Municipal Code, provided comments on the amendments, and voted to forward the proposed ordinance to the City Council with a recommendation in favor of its adoption; and

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 infill development meeting the conditions described in Section 15332 of the CEQA

EXHIBIT B FOR PC RESO 2509

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 Project 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); and

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

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

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

SECTION 2. The Planning Commission hereby recommends that the City Council find the proposed Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332. Specifically:

- 1. As explained in detail in the May 20, 2020, Planning Commission staff report, the proposed Project is consistent with the City of Stanton's General Plan, all applicable general plan policies, as well as the applicable zoning designation and regulations provided that the requested waivers are approved as part of a Planned Development Permit. The proposed Project would further the City's goals of developing much needed housing.
- 2. The proposed Project Site is within the City of Stanton's municipal boundaries in the center of town on Beach Boulevard and the site is less than five areas in size. The site is substantially surrounded by urban uses, residential uses to the northwest, east and south, a mixed-use development consisting of a commercial shopping center and a townhome subdivision to the west, and commercial uses to the north.
- As detailed in the Class 32 Infill Streamlining Checklist the Project Site has no value as habitat for endangered, rare or threatened species. The Project Site is currently developed with commercial buildings and paved parking lot. The

Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. The Project Site does not occur near or within any Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell or area designated for MSHCP conservation. There are no MSHCP Reserve Assembly Requirements associated with the Project Site, and there are no incompatibilities with respect to development of the Project Site and Urban/Wildlands interface issues. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site.

4. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality for the reasons outlined in the May 20, 2020, Planning Commission staff report, the Air Quality, Noise, Parking and Traffic Studies and the Water Quality Management Plan. The Project Site has frontage along Beach Boulevard and can be served by all required utilities that run through and under Beach Boulevard. Moreover, the proposed Project can be adequately served by all public services, as explained in the May 20, 2020, Planning Commission staff report.

For the foregoing reasons, the Planning Commission recommends that the City Council find the proposed project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

Because the Planning Commission recommends that the City Council find the project categorically exempt from CEQA, the Planning Commission hereby makes the following additional recommendations to the City Council, specifically that the City Council find none of the exceptions to the exemptions outlined in State CEQA Guidelines, section 15300.2 applies:

- 1. The cumulative impacts of successive projects of the same type in the same place, over time is not significant. The likelihood of multiple housing projects of this type on this site over time is very low. Once the project is built it is likely to remain for its useful life. Thus, cumulative impacts are not likely to occur on the site and would not be significant.
- 2. There are no unusual circumstances surrounding the development of this site that would lead to a potentially significant effect on the environment. This is an urban infill site, of the exact type and character for which the infill exemption exists. The Project Site faces and is immediately adjacent to the City's main thoroughfare, Beach Boulevard. The site is a prime candidate for infill development because it is substantially surrounded on all sides and is available to connect into existing utilities that surround the site. There are no unique circumstances about development of the site that would distinguish it from other infill sites such that environmental impacts would likely occur from development of the Project.

- 3. The stretch of Beach Boulevard that the proposed Project fronts is not a highway officially designated as a state scenic highway. There are no other state scenic highways in the Project vicinity. Thus, the proposed Project would not result in any damage to scenic resources within a state scenic highway.
- 4. A search of the EnviroStor website as of May 12, 2020 (available at https://www.envirostor.dtsc.ca.gov/public/) confirms that the Project Site is not included on any list compiled pursuant to Section 65962.5.
- 5. The Project would not result in any impacts to historical resources as neither the site nor any improvements on the site contain any historical significance at the national, state or local level.

Because none of the exceptions to the categorical exemptions applies, the Planning Commission recommends that the City Council proceed with finding the Project exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

SECTION 3. In accordance with the requirements as set forth in Section 20.610.060 of the Stanton Municipal Code for Zoning Code Amendments the City Council makes the following findings:

1. The proposed amendment is consistent with the General Plan and any applicable Specific Plan;

The City of Stanton General Plan Land Use Designation for the subject property is South Gateway Mixed Use (SGMX) District. Per the General Plan, mixed use designations are intended for the development of a mix of residential, commercial, and office uses that: (1) Encourage revitalization or future development in strategic areas of the city; (2) Encourage the combination of some commercial activity with other reinforcing land uses, especially residential, to create economically and aesthetically pleasing projects; (3) Provide property owners the flexibility to adapt project design to market forces to encourage quality development; and, (4) Support and reinforce commercial activity with increased densities, intensities and flexibility. The amendment is consistent with the intent of these goals.

Further, the amendment is internally consistent with all other provisions of the 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 amendment would provide for a greater range of residential densities and additional housing opportunities which would be supported by adequate city services.

- Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes. The amendment would provide for additional housing opportunities close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard, and contribute to the City's economic base.
- Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available. The amendment would encourage development of underutilized and vacant infill sites by increasing target density range, maximum number of building stories, and would also allow for standalone residential projects. The South Gateway Mixed Use Overlay Zone is generally located along the southern portion of Beach Boulevard, which is an urbanized infill area and therefore public services and infrastructure are readily accessible and available to serve the sites within the district.
- 2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City;

The amendment would increase the target density range, building height, number of building stories and would also allow for standalone residential developments for the South Gateway Mixed Use (SGMZ) Overlay Zone. Any proposed developments within the South Gateway Mixed Use (SGMZ) Overlay Zone would be required to comply with the provisions of the City's Municipal Code, California Building Code, and requirements of the Orange County Fire Authority (OCFA) along with other appropriate agencies. The amendment would also promote the public interest, health, safety, convenience, and welfare of the City as it will provide for additional housing opportunities. Therefore, the amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

3. The proposed amendment is internally consistent with other applicable provisions of this Zoning Code;

The amendment has been drafted to be internally consistent with other applicable provisions of the Stanton Municipal Code.

4. Additional finding for Zoning Map amendments: The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the requested zone designation and the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

The amendment is for an increase in the allowable density and the number of stories for the South Gateway Mixed Use (SGMZ) Overlay Zoneand does not involve a zoning map amendment. Therefore, the amendment did not affect the SGMX Overlay Zone as it only changed the standards.

SECTION 4. Section 20.230.030, subsection (C), of Title 20 of the Stanton Municipal Code is hereby amended to read as follows:

South Gateway Mixed-Use (SGMX) Overlay Zone. The SGMX Overlay Zone applies to the southern stretch of Beach Boulevard between Garden Grove Boulevard and Catherine Avenue. This area is bisected by Beach Boulevard and serves as the main entryway into Stanton for travelers arriving from the Garden Grove Freeway (State Road 22) and from communities further south on Beach Boulevard. The intent is to provide highly active urban environments that offer opportunities for people to live, work, shop, and recreate without having to use their vehicles. The emphasis is on freeway-oriented commercial and office development with supporting urban-style multi-family residential development. Vertical and horizontal mixed-use development up to five seven stories in height is allowed. Uses may range from regional mall anchor stores, government offices, and corporate headquarters to specialty retail and higher-density housing. See Figure 2-3 (Example Development in South Gateway Mixed-Use (SGMX) Overlay Zone).

SECTION 5. Section 20.230.050, subsection (A)(4)(a), of Title 20 of the Stanton Municipal Code is hereby amended to read as follows:

Lots of one (1) acre or greater. Lots of one (1) acre or greater in total net area shall provide a vertical and/or horizontal mix of nonresidential and residential uses. <u>Standalone residential development shall also be permitted.</u>

SECTION 6. Table 2-12 of Section 20.230.050 of Title 20 of the Stanton Municipal Code is hereby amended to read as follows:

Development Features	General	North Gateway	South Gateway		
Development reatures	GLMX	NGMX	SGMX		
Target Density Range	Density range for residential uses expressed as dwelling units per NET acre.				

Residential Uses	25 - 45 du/ac	25 - 45 du/ac	30 - 60 60-80 du/ac				
Target Intensity Range	Floor area ratio (FAR) for no	onresidential uses	•				
Nonresidential Uses (1)	1.0 - 2.0	1.0 - 2.0	1.5 - 3.0				
Site Area Standard	Minimum required developme mixed-use project.	ent site area for any horizontal	lly or vertically integrated				
Any mixed-use project	40,000 sq ft (2)	30,000 sq ft (2)	50,000 sq ft (2)				
Lot Standards	•	Minimum dimensions required for each newly created lot; see "Lot" in Section 20.700.120 ("L" Definitions); see Figure 2-4.					
Lot Width (A)	100 ft	100 ft	200 ft				
Lot Depth (B)	100 ft	100 ft	200 ft				
Block Standards	_	ed for each newly created block " in Section 20.700.020 ("B" I					
Block Length (C)	600 ft	500 ft	600 ft				
Block Perimeter (D)	1,600 ft	1,500 ft	1,600 ft				
Building Placement Standards							
Build-to-Zone (BTZ)	The area between the minimum and maximum setbacks within which the principal building's front façade (building façade line) is to be located; see "Build-to-Zone" in Section 20.700.020 ("B" Definitions); see Figure 2-6.						
Front (3) (E) Along Beach, Chapman, and Katella	0 - 15 ft	0 - 15 ft	0 - 10 ft				
Front (3) (F) All other Streets	5 - 15 ft	5 - 15 ft	0 - 10 ft				
Street Side Setback (3) (G)	5 - 15 ft	0 - 15 ft	0 - 10 ft				
Setback Standards	Minimum and maximum requ Allowed Encroachments/Proj	ired setbacks; see Section 20.3 ections); see Figure 2-7.	805.070 (Setback Areas and				
Front Setback (H) Along Beach, Chapman, and Katella	0 ft (min); 15 ft (max)	0 ft (min); 15 ft (max)	0 ft (min); 10 ft (max)				
Front Setback (I) All other Streets	5 ft (min); 15 ft (max)	5 ft (min); 15 ft (max)	0 ft (min); 10 ft (max)				
Street Side Setback (J)	5 ft (min); 15 ft (max)	0 ft (min); 15 ft (max)	0 ft (min); 10 ft (max)				
Interior Side Setback (K)	10 ft min; No max	5 ft min; No max	5 ft min; No max				
Rear Setback (L)	10 ft min; No max	10 ft min; No max	10 ft min; No max				
Building Frontage Length	% of building built to Build-to ("B" Definitions); see Figure	p-Zone (BTZ). See "Build-to-Zo 2 2-8.	one" in Section 20.700.020				

Within 150 ft of street intersections (M)	65%	65%	65%	
Over 150 ft from street intersections (N)	50%	50%	50%	
Building Standards	See "Basements" in § 20.700.020 ("B" Definitions) and "Mezzanines/Lofts" in Section 20.700.130 ("M" Definitions); see Figure 2-9.			
Number of Stories (4) (O)	3 max	3 max	5 7 max	
Maximum Height (4) (P)	45 ft max	45 ft	65 85 ft	
Basements (Q)	Allowed	Allowed	Allowed	
Mezzanines/Lofts (5) (R)	Allowed	Allowed	Allowed	

Table 2-12 - Development Standards for Mixed-Use Overlay Zones (cont'd)

Development Features	General GLMX	North Gateway NGMX	South Gateway SGMX		
Building Frontage Types	See Section 20.230.060 (Build	ling Frontage Type Standards).			
Along Beach, Chapman, and Katella within 150 ft of Intersections (S)	Live-Work Office Storefront	Live-Work Office Storefront	1 st Floor/Upper Floors Office Storefront Upper Floors Only Residential		
Elsewhere (T)	Live-Work Office Residential Storefront	Live-Work Office Residential Storefront	All Floors Live-Work Office Residential Storefront		
Site Planning Standards Parking Standards	See Figure 2-10 and Section		onment)		
Surface Parking (U)	20 ft min setback from front and side lot lines	20 ft min setback from front and side lot lines	20 ft min setback from front and side lot lines		
Garage / Tuck-Under Parking (V)	Prohibited along front lot lines	Prohibited along front lot lines	Prohibited along front lot lines		
Underground / Podium Parking (W)	Allowed beneath building footprint	Allowed beneath building footprint	Allowed beneath building footprint		
Above-Ground Parking Structure (6) (X)	Allowed if screened from views from public rights-of- way and Adjacent Residential Properties	Allowed if screened from views from public rights-of- way and Adjacent Residential Properties	Allowed if screened from views from Beach Blvd		

Open Space Standards					
Publicly-Accessible Open Space (nonresidential)	See Section 20.230.070 (Open Space Standards - Publicly-Accessible Open Space) and Section 20.420.215 (Mixed-Use Development).				
	Minimum 10% of net lot area	Minimum 15% of net lot area	Minimum 10% of net lot area		
Common and Private Open Space (multi-family residential)	Minimum open space required for horizontally and vertically integrated mixed-use development. See Section 20.230.080 (Open Space Standards - Private/Common Open Space) and Section 20.420.215 (Mixed-Use Development). For stand-alone multi-family development, see Chapter 20.420 (Multi-Family Development).				
	15% of total floor area of dwelling units				

SECTION 7. The City Council's actions are made upon review of the Planning Commission's recommendation, the Staff Report, all oral and written comments, and all documentary evidence presented on the Ordinance.

SECTION 8. This Ordinance Zoning Code Amendment ZCA19-04 shall not take effect and shall become null and void unless and until the associated Development Agreement DA19-01, Site Plan and Design Review SPDR-800, and Planned Development Permit PDP19-02 are approved by the City Council, and the associated Development Agreement is executed by all parties thereto.

<u>SECTION 9.</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 10. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance 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 Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 11. The City Clerk shall certify as to the adoption of this Ordinance and shall cause a summary thereof to be published within fifteen (15) days of the adoption and shall post a Certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

SECTION 12. This Ordinance is on file and has been available for public review for at least five days prior to the date of this Ordinance, in the City Clerk's office, at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680.

SECTION 13	3. This ordinance shall be e	effective thirty days after its adoption.
PASSED, A	PPROVED, AND ADOPTE	D this 23rd day of June 2020.
DAVID J. SH	HAWVER, MAYOR	
APPROVED	AS TO FORM:	
MATTHEW	E. RICHARDSON, CITY AT	TORNEY
COUNTY OF ST I, PATRICIA that the fore	ANTON) A. VAZQUEZ, City Clerk o going Ordinance No. 1101	f the City of Stanton, California, do hereby certify was introduced at a regular meeting of the City
	meeting of the City Council	a, held on June 9, 2020, and was duly adopted held on the June 23, 2020, by the following roll-
AYES:	COUNCILMEMBERS:	
NOES:	COUNCILMEMBERS:	
ABSENT:	COUNCILMEMBERS:	
ABSTAIN:	COUNCILMEMBERS:	
PATRICIA V	AZQUEZ, CITY CLERK	

RESOLUTION NO. 2511

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON RECOMMENDING THE CITY COUNCIL APPROVE A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF STANTON AND BONANNI DEVELOPMENT FOR CERTAIN REAL PROPERTY LOCATED AT 12736 BEACH BOULEVARD 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 August 28, 2019, Chris Segesman representing Bonanni Development, ("Applicant") filed applications for a General Plan Amendment GPA19-01, Zoning Code Amendment ZCA19-04, a Development Agreement DA19-01, Planned Development Permit PDP19-02, and Site Plan and Design Review SPDR-800, for the development of a 3.75 acre site ("Project Site"), located at 12736 Beach Boulevard to develop a 5- and 7- story mixed-use building consisting of 300 apartment units, 6,313 square foot commercial space, a 6-story parking structure and associated site improvements ("Project"); and

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; and

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; and

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; and

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; and

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

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

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; and

WHEREAS, it is the intent of the City and Applicant 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; and

WHEREAS, the City and Applicant 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; and

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

WHEREAS, 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 May 7, 2020, the City gave public notice of the Planning Commission meeting to conduct a public hearing to consider General Plan Amendment GPA19-01, Zoning Code Amendment ZCA19-04, Development Agreement DA19-01, Planned Development Permit PDP19-02 and Site Plan and Design Review SPDR-800, for the Project, by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500 foot radius of the subject property, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on May 20, 2020 the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve General Plan Amendment GPA19-01, Zoning Code Amendment ZCA19-04, Development Agreement DA19-01, Planned Development Permit PDP19-02, and Site Plan and

Design Review SPDR-800, at which hearing members of the public were afforded an opportunity to comment upon the Development Agreement; and

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

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

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

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

SECTION 2: CEQA. The Planning Commission hereby recommends that the City Council find the proposed Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332. Specifically:

- 1. As explained in detail in the May 20, 2020, Planning Commission staff report, the proposed Project is consistent with the City of Stanton's General Plan, all applicable general plan policies, as well as the applicable zoning designation and regulations provided that the requested waivers are approved as part of a Planned Development Permit. The proposed Project would further the City's goals of developing much needed housing.
- 2. The proposed Project Site is within the City of Stanton's municipal boundaries in the center of town on Beach Boulevard and the site is less than five areas in size. The site is substantially surrounded by urban uses, residential uses to the northwest, east and south, a mixed-use development consisting of a commercial shopping center and a townhome subdivision to the west, and commercial uses to the north.
- 3. As detailed in the Class 32 Infill Streamlining Checklist the Project Site has no value as habitat for endangered, rare or threatened species. The Project Site is currently developed with commercial buildings and paved parking lot. The Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. The Project Site does not occur near or within any Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell or area designated for MSHCP conservation. There are no MSHCP Reserve Assembly Requirements associated with the Project Site, and there are no incompatibilities with respect to development of the Project Site and Urban/Wildlands interface issues. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or

any other potential jurisdictional waters or wetlands are absent from the Project Site.

4. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality for the reasons outlined in the May 20, 2020, Planning Commission staff report, the Air Quality, Noise, Parking and Traffic Studies and the Water Quality Management Plan. The Project Site has frontage along Beach Boulevard and can be served by all required utilities that run through and under Beach Boulevard. Moreover, the proposed Project can be adequately served by all public services, as explained in the May 20, 2020, Planning Commission staff report.

For the foregoing reasons, the Planning Commission recommends that the City Council find the proposed project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

Because the Planning Commission recommends that the City Council find the project categorically exempt from CEQA, the Planning Commission hereby makes the following additional recommendations to the City Council, specifically that the City Council find none of the exceptions to the exemptions outlined in State CEQA Guidelines, section 15300.2 applies:

- 1. The cumulative impacts of successive projects of the same type in the same place, over time is not significant. The likelihood of multiple housing projects of this type on this site over time is very low. Once the project is built it is likely to remain for its useful life. Thus, cumulative impacts are not likely to occur on the site and would not be significant.
- 2. There are no unusual circumstances surrounding the development of this site that would lead to a potentially significant effect on the environment. This is an urban infill site, of the exact type and character for which the infill exemption exists. The Project Site faces and is immediately adjacent to the City's main thoroughfare, Beach Boulevard. The site is a prime candidate for infill development because it is substantially surrounded on all sides and is available to connect into existing utilities that surround the site. There are no unique circumstances about development of the site that would distinguish it from other infill sites such that environmental impacts would likely occur from development of the Project.
- 3. The stretch of Beach Boulevard that the proposed Project fronts is not a highway officially designated as a state scenic highway. There are no other state scenic highways in the Project vicinity. Thus, the proposed Project would not result in any damage to scenic resources within a state scenic highway.

- 4. A search of the EnviroStor website as of May 12, 2020 (available at https://www.envirostor.dtsc.ca.gov/public/) confirms that the Project Site is not included on any list compiled pursuant to Section 65962.5.
- 5. The Project would not result in any impacts to historical resources as neither the site nor any improvements on the site contain any historical significance at the national, state or local level.

Because none of the exceptions to the categorical exemptions applies, the Planning Commission recommends that the City Council proceed with finding the Project exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

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 South Gateway Mixed-Use District and is zoned Commercial General (GC) with a South Gateway Mixed-Use (SGMX)) Overlay Zone and is which allows for mixed use development projects. With approval of a General Plan Amendment, Zoning Code Amendment and Planned Development Permit and the making of the required findings, the project would be permitted within the Commercial General (CG) with a South Gateway Mixed-Use (SGMX) Overlay Zone. There is no Specific Plan applicable to the Project Site. The proposed Project meets the following General Plan Goals and Strategies:
 - Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites. The amendment would provide for a higher range of residential densities and additional housing opportunities which would be supported by adequate city services.
 - Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry

commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes. The amendment would provide for additional housing opportunities close to commercial nodes, which will benefit existing and future commercial uses along Beach Boulevard, and contribute to the City's economic base.

- Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site
 where public services and infrastructure are available. The amendment would
 encourage development of underutilized and vacant infill sites by increasing the
 allowable density and number of building stories. The SGMX district is generally
 located along the southern portion of Beach Boulevard, which is an urbanized
 infill area and therefore public services and infrastructure are readily accessible
 and available to serve the sites within the district.
- 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. 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 threeyear term in which the Applicant has a vested right to develop the mixed use development on the Project Site in accordance to existing City regulations and Planned In exchange, the Project will provide housing Development Permit PDP19-02. opportunities for Stanton residents, and opportunities for improvements to public Moreover, the Applicant will provide a high quality, facilities throughout the city. aesthetically appealing development with substantial improvements to the site including a amenities for the residents and enhanced landscaping throughout the development.

SECTION 4: Council Body to Approve. As provided in the Development Agreement and pursuant to Stanton Municipal Code Section 20.500.030, the City Council shall be the approving body for the precise plans of development, tentative map and planned development permit for the project addressed by the Development Agreement.

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

<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 May 20, 2020 by the following vote, to wit:

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

EXHIBIT "A"

LEGAL DESCRIPTION

Parcel 1 as shown on the Parcel Map No. 84-1202, in the City of Stanton, County of Orange, State of California, filed in book 207, Page 37 and 38 of Parcel Maps in the office of the County Recorder of said County.

EXHIBIT "B"

CITY OF STANTON AND BONANNI DEVELOPMENT DEVELOPMENT AGREEMENT

Recorded at request of:)
City Clerk)
City of Stanton)
When recorded return to:)
City of Stanton)
Stanton, CA)
Attention: City Clerk)
)
	Franch from filing for a manual to Community Code 8610

Exempt from filing fees pursuant to Government Code \$6103

DEVELOPMENT AGREEMENT NO. [____]

A DEVELOPMENT AGREEMENT BETWEEN

CITY OF STANTON

and

[***INSERT LEGAL NAME OF ENTITY***], a [***INSERT TYPE OF ENTITY, I.E., A CALIFORNIA LIMITED LIABILITY COMPANY, ETC.***]

DEVELOPMENT AGREEMENT NO. [____]

This Development Agreement (hereinafter "Agreement") is entered into as of this ____ day of ______, 2020 by and between the City of Stanton, California (hereinafter "CITY"), and [***Insert Legal name of Entity***], a [***insert type of entity, i.e., a California limited liability company, etc.***] (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 public 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 found to be exempt from the requirements of CEQA; 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 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.
- 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" means 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, but does not include park "in lieu" fees specified in Government Code Section 66477, fees for processing applications for governmental regulatory actions or approvals, or fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4.
- 1.1.9 "Development Plan" means the plan for development of the Property as set forth in Exhibit "C". OWNER's obligations under this Agreement shall be contingent on CITY's approval of OWNER's applications for all of the entitlements identified 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. "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;
 - (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 4.2 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.

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 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to, or has an equitable interest in, the Property or a portion thereof.
 - 2.3 City Council Findings. The City Council finds that:
 - 2.3.1 This Agreement is consistent with the City's General Plan.
- 2.3.2 This Agreement ensures a desirable and functional community environment, provides effective and efficient development of public facilities, infrastructure, and

services appropriate for the development of the Project, 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 of seven (7) years thereafter, unless this term is modified or extended pursuant to the provisions of this Agreement. Thereafter, the OWNER shall have no vested right under this Agreement, regardless of whether or not OWNER has paid any Development Impact Fee; nevertheless, OWNER may have a common law vested right to complete the Project under the "Avco rule" (see Avco Community Developers, Inc. v. South Coast Regional Commission (1976) 17 Cal.3d 785.).

2.5 <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 6.2 and 7.4 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.
- 2.5.4 <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:
- (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, and the fees for such lot set forth in this Agreement have been paid.
- 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.

- 2.7 <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 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 telegraph company after transmission by telegraph to the recipient named below. All notices shall be addressed as follows:

If to CITY:

City Manager Jarad Hildenbrand

55414.00602\32722771.4

7800 Katella Ave. Stanton, CA 90680

Copy to:

Best Best & Krieger, LLP Matthew Richardson 18101 Von Karman Ave. Irvine, CA 92612

If to OWNER:				
[]		
[]		
- [
Attn: [1	
Teleph	one: [
Facsim				1

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

3. DEVELOPMENT OF THE PROPERTY.

- 3.1 Rights to Develop. Subject to the terms of this Agreement including the Reservation of Rights, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, this Agreement. Except as expressly provided otherwise herein, the Project shall remain subject to all Land Use Regulations and Development Approvals, whether in effect on the Effective Date or subsequently adopted or amended, that are required to complete the Project as contemplated by the Development Plan. Except as otherwise provided in this Agreement, and notwithstanding the authority of the CITY to further revising the Land Use Regulations pursuant to Government Code section 65866, 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, whether in effect on the Effective Date or subsequently adopted or amended. OWNER shall comply with all mitigation measures required to be undertaken pursuant to any document prepared in compliance with the California Environmental Quality Act with respect to the Project.
- 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, whether in effect on the Effective Date or subsequently adopted. In connection with any subsequently imposed Development Approvals and except as

specifically provided otherwise herein, CITY may exercise its discretion in accordance with the Land Use Regulations then in effect, as provided by this Agreement, including, but not limited to, the Reservation of Rights. CITY shall accept for processing, review and action all applications for subsequent development approvals, and such applications shall be processed in the same manner and the CITY shall exercise its discretion, when required or authorized to do so, to the same extent it would otherwise be entitled in the absence of this Agreement.

3.3 <u>Reservation of Rights</u>.

- 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.
- (b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure.
- (c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including, without limitation, all uniform codes adopted by the City and any local amendments to those codes adopted by the CITY, including, without limitation, the CITY's Building Code, Plumbing Code, Mechanical Code, Electrical Code, and Grading Ordinance.
- (d) Regulations imposing Development Exactions; provided, however, that no such subsequently adopted Development Exaction shall be applicable to development of the Property unless such Development Exaction is applied uniformly to development, either throughout the CITY or within a defined area of benefit which includes the Property. No such subsequently adopted Development Exaction shall apply if its application to the Property would physically prevent development of the Property for the uses and to the density or intensity of development set forth in the Development Plan. In the event any such subsequently adopted Development Exaction fulfills the same purposes, in whole or in part, as the fees set forth in Section 4 of this Agreement, CITY shall allow a credit against such subsequently adopted Development Exaction for the fees paid under Section 4 of this Agreement to the extent such fees fulfill the same purposes.
- (e) Regulations that may be in material 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 material 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 materially conflict with the Development Plan and shall therefore not be applicable to the development of the Property.

- (g) Regulations that are in material conflict with the Development Plan; provided OWNER has 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 materially conflict with this Agreement.
- 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 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.
- 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>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

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 CITY the following "Public Benefits."
- 4.2.1 OWNER shall pay a fee in the amount of three thousand dollars (\$3,000) (the "City Facilities Fee") for each Unit constructed as part of the Project The City Facilities Fee shall be due concurrently with the issuance of the certificate of occupancy for the Project, unless a different schedule is mutually agreed upon by CITY and OWNER.
- 4.2.2 OWNER shall also pay a fee in the amount of fifty thousand dollars (\$50,000) (the "City Beautification/Enhancements Fee"). The City Beautification/Enhancements Fee shall be due concurrently with the issuance of the certificate of occupancy for the Project, unless a different schedule is mutually agreed upon by CITY and OWNER, and may be used by CITY in its sole discretion for beautification and enhancement projects anywhere within the City, including without limitation landscaping projects.

4.3 Development Impact Fees.

- 4.3.1 <u>Amount of Fee</u>. OWNER shall pay all Development Impact Fees in effect on the Effective Date. As of the Effective Date the Development Impact Fees are one thousand fortynine dollars (\$1,049) per Unit built in the Project.
- 4.3.2 <u>Time of Payment</u>. The fees required pursuant to Subsection 4.3.1 shall be due and paid to CITY concurrently with the issuance of the certificate of occupancy for the Project.
- 4.3.3 <u>Prepayment</u>. 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. Following the expiration, cancellation or termination of this Agreement, all Development Impact Fees then in effect shall be applicable to the Project and Property notwithstanding any provision of this Agreement and notwithstanding the prepayment of the Development Impact Fees set forth in Exhibit "D", or any combination thereof.
 - 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 sole 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 sole discretion, that sufficient progress is being made on construction of off-site infrastructure serving development of OWNER's Property.

5. REVIEW FOR COMPLIANCE.

- 5.1 <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.
- 5.2 <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.

5.3 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 5.3(d) pursuant to CITY's rules for consideration of appeals in zoning matters then in effect. Notice of default as provided under Section 6.3 of this Agreement shall be given to OWNER prior to or concurrent with proceedings under Section 5.4 and Section 5.5.

- 5.4 <u>Proceedings Upon Modification or Termination</u>. If, upon a finding under Section 5.3, 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.
- 5.5 <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.
- Seview, 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.

6. DEFAULT AND REMEDIES.

6.1 <u>Remedies in General</u>. It is acknowledged by the parties that CITY would not 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, or to any successor in interest of OWNER, or to any other person, and OWNER covenants 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.
- Release. Except for non-monetary remedies, OWNER, for itself, its successors and assignees, hereby releases CITY, 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, 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 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

6.3 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.

6.4 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default by CITY in the performance of a material term of this Agreement 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.

7. <u>LITIGATION</u>.

- Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement, or the approval of any permit granted pursuant to this Agreement. CITY shall promptly notify OWNER of any claim, action, proceeding or determination included within this Section 8.1, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action, proceeding or determination, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action, proceeding or determination.
- 7.2 Environmental Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission. CITY may in its discretion participate in the defense of any such action.
- 7.3 Reservation of Rights. With respect to Section 7.1 and Section 7.2 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.
- 7.4 <u>Challenge to Existing Land Use Approvals.</u> By accepting the benefits of this Agreement, OWNER, on behalf of itself and its successors in interest, hereby expressly agrees and covenants not to sue or otherwise challenge any land use approval affecting the Property and in effect as of the Effective Date. Such agreement and covenant includes, without limitation, the covenant against any direct suit by OWNER or its successor in interest, or any participation, encouragement or involvement whatsoever that is adverse to CITY by OWNER or its successor in interest, other than

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

- (a) 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 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

7.5 <u>Survival</u>. The provisions of Sections 7.1 through 7.4, inclusive, shall survive the termination of this Agreement.

8. MORTGAGEE PROTECTION.

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

the following rights and privileges:

- (a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.
- (b) The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.
- (c) If CITY timely receives a request from a mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.
- (d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.5 of this Agreement.

9. MISCELLANEOUS PROVISIONS.

- 9.1 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.
- 9.2 <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.

- 9.3 <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.
- 9.4 <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.
- 9.5 <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.
 - 9.6 <u>Singular and Plural</u>. As used herein, the singular of any word includes the plural.
- 9.7 <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.
- 9.8 <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.
- 9.9 <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.
- 9.10 <u>No Third Party Beneficiaries</u>. 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.
- 9.11 <u>Force Majeure</u>. 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 and other labor difficulties beyond the

party's control, (including the party's employment force), government regulations, court actions (such as restraining orders or injunctions), or other causes beyond the party's control. 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 under any circumstances for more than five (5) years.

- 9.12 <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.
- 9.13 <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.
- 9.14 <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.
- 9.15 <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.
- 9.16 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.
- 9.17 <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.

- 9.18 <u>Eminent Domain</u>. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.
- Quite 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.
- 9.20 <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.

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

OWNER

[***Insert Legal name of Entity***], a [***insert type of entity, i.e., a California limited liability company, etc.***]				
By:				
Its:				
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)

EXHIBIT "B"

(Map of the Property)

EXHIBIT "C"

(Development Plan)

[Insert as applicable]

General Plan Amendment No. [_____]

Specific Plan No. [_____]

Tentative Tract Map No(s). [_____]

Variance No. [_____]

PUD No. [_____]

RESOLUTION NO. 2510

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE PLANNED DEVELOPMENT PERMIT (PDP)19-02 AND SITE PLAN AND DESIGN REVIEW (SPDR)-800 TO DEVELOP A NEW MIXED-USE DEVELOPMENT INCLUDING A 300-UNIT APARTMENT COMMUNITY WITH COMMERCIAL COMPONENT FOR THE PROPERTY LOCATED AT 12736 BEACH BOULEVARD IN THE COMMERCIAL GENERAL (CG) AND SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY 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 20.520.020 of the SMC requires a Planned Development Permit to allow modifications to applicable development standards, and Section 20.520.030 of the Stanton Municipal Code (SMC) requires a precise plan of development for the construction of two or more new dwelling units on a lot; and

WHEREAS, on August 28, 2019, Chris Segesman representing Bonanni Development, ("Applicant") filed applications for a General Plan Amendment GPA19-01, Zoning Code Amendment ZCA19-04, a Development Agreement DA19-01, Planned Development Permit PDP19-02, and Site Plan and Design Review SPDR-800, for the development of a 3.75 acre site ("Project Site"), located at 12736 Beach Boulevard to develop a 5- and 7- story mixed-use building consisting of 300 apartment units, 6,313 square foot commercial space, a 6-story parking structure and associated site improvements ("Project"); and

WHEREAS, on May 7, 2020, the City gave public notice of the Planning Commission meeting to conduct a public hearing to consider General Plan Amendment GPA19-01, Zoning Code Amendment ZCA19-01, Development Agreement DA19-01, Planned Development Permit PDP19-02 and Site Plan and Design Review PPD-800, for the Project, by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500 foot radius of the subject property, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on May 20, 2020, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to adopt General Plan Amendment GPA19-01 to amend the Stanton General Plan to allow a density of up to 80 dwelling units per acre (du/ac), and Zoning Code Amendment ZCA19-01 to allow for a target density range of 60-80 dwelling units per acre; and

WHEREAS, on May 20, 2020, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Development Agreement DA19-01, Planned Development Permit PDP19-02 and Site Plan and Design Review PPD-800, for the development of a 3.75 acre site, located at 12736 Beach Boulevard in the Commercial General (CG) and South Gateway Mixed-Use (SGMX) Overlay Zone; and

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 infill 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 Project 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); and

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, and are incorporated herein by this reference.

SECTION 2: The Planning Commission hereby recommends that the City Council find the proposed Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332. Specifically:

1. As explained in detail in the May 20, 2020, Planning Commission staff report, the proposed Project is consistent with the City of Stanton's General Plan, all applicable general plan policies, as well as the applicable zoning designation and regulations provided that the requested variances are approved. The

proposed Project would further the City's goals of developing much needed housing.

- 2. The proposed Project Site is within the City of Stanton's municipal boundaries in the center of town on Beach Boulevard and the site is less than five areas in size. The site is substantially surrounded by urban uses, residential uses to the northwest, east and south, a mixed-use development consisting of a commercial shopping center and a townhome subdivision to the west, and commercial uses to the north, as explained in the Planning Commission staff report.
- 3. As detailed in the Class 32 Infill Streamlining Checklist the Project Site has no value as habitat for endangered, rare or threatened species. The Project Site is currently developed with commercial and office uses and paved parking lot. The Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. The Project Site does not occur near or within any Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell or area designated for MSHCP conservation. There are no MSHCP Reserve Assembly Requirements associated with the Project Site, and there are no incompatibilities with respect to development of the Project Site and Urban/Wildlands interface issues. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site.
- 4. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality for the reasons outlined in the May 20, 2020, Planning Commission staff report, the Air Quality, Noise, Parking and Traffic Studies and the Water Quality Management Plan. The Project Site has frontage along Beach Boulevard and can be served by all required utilities that run through and under Beach Boulevard. Moreover, the proposed Project can be adequately served by all public services, as explained in the May 20, 2020, Planning Commission staff report.

For the foregoing reasons, the Planning Commission recommends that the City Council find the proposed project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

Because the Planning Commission recommends that the City Council find the project categorically exempt from CEQA, the Planning Commission hereby makes the following additional recommendations to the City Council, specifically that the City Council find none of the exceptions to the exemptions outlined in State CEQA Guidelines, section 15300.2 applies:

1. The cumulative impacts of successive projects of the same type in the same place, over time is not significant. The likelihood of multiple housing projects of this type on this site over time is very low. Once the

- project is built it is likely to remain for its useful life. Thus, cumulative impacts are not likely to occur on the site and would not be significant.
- 2. There are no unusual circumstances surrounding the development of this site that would lead to a potentially significant effect on the environment. This is an urban infill site, of the exact type and character for which the infill exemption exists. The Project Site faces and is immediately adjacent to the City's main thoroughfare, Beach Boulevard. The site is a prime candidate for infill development because it is substantially surrounded on all sides and is available to connect into existing utilities that surround the site. There are no unique circumstances about development of the site that would distinguish it from other infill sites such that environmental impacts would likely occur from development of the Project.
- 3. The stretch of Beach Boulevard that the proposed Project fronts is not a highway officially designated as a state scenic highway. There are no other state scenic highways in the Project vicinity. Thus, the proposed Project would not result in any damage to scenic resources within a state scenic highway.
- 4. A search of the EnviroStor website as of May 12, 2020 (available at https://www.envirostor.dtsc.ca.gov/public/) confirms that the Project Site is not included on any list compiled pursuant to Section 65962.5.
- 5. The Project would not result in any impacts to historical resources as neither the site nor any improvements on the site contain any historical significance at the national, state or local level.

Because none of the exceptions to the categorical exemptions applies, the Planning Commission recommends that the City Council proceed with finding the Project exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

<u>SECTION 3</u>: In accordance with the requirements as set forth in Section 20.520.060 of the Stanton Municipal Code for a Planned Development Permit the Planning Commission recommends the City Council make the following findings:

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

The subject property is zoned Commercial General (CG) with a South Gateway Mixed-Use (SGMX) Overlay Zone. The South Gateway Mixed-Use (SGMX) Overlay Zone allows for mixed-use development and therefore the Project is permitted.

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 Project site has been underutilized for numerous years. The Project would provide for a mixed-use development consisting of 300 apartment units and 6,313 square foot commercial space. The Project is an infill development in an established area and therefore will have access to existing public services and utilities.
- Goal CD-1.2: Promote an attractive streetscape and public right-ofway, 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 Beach Boulevard. In addition, the elevations of the units along Beach Boulevard and Stanford Avenue are designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the upper floors of the building to ensure the improvements are visible from Beach Boulevard.
- Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes. The mixed-use Project would provide housing for people close to commercial nodes, which will benefit existing and future commercial uses along Beach Boulevard, and contribute to the City's economic base.
- Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available. The Project constitutes infill development; all public facilities and utilities located along Beach Boulevard and Stanford Avenue are readily accessible and available to serve the site.
- 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, common open space 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 Project is allowed by right in the South Gateway Mixed-Use (SGMX) Overlay Zone. There are a variety of uses in the immediate vicinity of the property, including condominiums developments, mobile home parks and commercial centers. The Project incorporates design features that respond to and are sensitive of these existing adjacent land uses.

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

The Project will provide a mix of dwelling unit sizes ranging from Studio to two-bedroom units. Landscaping is provided throughout the Project, enhancing the experience for residents, and providing buffers to the adjacent properties. All parking for the Project is located on site in a structure for the use of residents and commercial users. 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;

With the approval of (1) the general plan amendment amending the Commercial Development Element to increase the density in the South Gateway Mixed-Use District to allow for properties within the South Gateway Mixed-Use District to be built at a residential density up to 80 dwelling units to the acre and allow for buildings of up to seven stories; (2) the approval of the zoning code amendment increase the target density range, building height, number of building stories and would also allow for standalone residential developments for the South Gateway Mixed-Use (SGMX) Overlay Zone, and (3) the approval of the planned development permit allowing for a reduction in the required parking by 74 parking spaces, and exceeding the maximum setbacks in the Front Setback (Beach Blvd.), Street Side Setback (Stanford Ave.) and the building to zones on Beach

Boulevard and Stanford Avenue, the Project would be in conformance with the California Building Code, the City of Stanton Municipal Code, 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 the protection of the public health, safety, and welfare.

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);

A traffic study was commissioned to analyze the impacts of the Project and found to not have significant traffic circulation impacts. The Project provides two access driveways: one on Beach Boulevard and one on Stanford Avenue. With a raised median on Beach Boulevard, the driveway on Beach Boulevard is for "right in right out" only. The driveway on Stanford Avenue allows access from both east and west directions without any turn restriction. The driveways also provide access to the parking structure where the entire ground floor is assigned for commercial uses. Residential parking is located on the second floor and above, and access is controlled by an automatic gate near the top of the ramp between the ground and second floor. Gate placement is appropriate with sufficient stacking length to contain any residential queue within the site without backing up to Stanford Avenue and/or Beach Boulevard. As concluded in the traffic study, the project provides proper on-site traffic circulation and control.

E. The subject parcel is adequate in terms of size, shape, topography, and 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 Beach Boulevard and Stanford Avenue. The Project complements the size and shape of the parcel and effectively makes use of the space available. The property is relatively flat and will remain 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;

Within Stanton, other public facilities include the library services available to the community, and the public spaces and activities at the Stanton Civic Center. New residents which would directly result from the Project would account for a 2.6% increase of total population. Therefore, associated impacts to other public facilities, such as libraries, would be less than significant. The proposed project is located within an urbanized area, is accessible by existing streets, and is located within the service areas of all existing utilities and public services for the area. Further, conditions of approval for the project will ensure that 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.

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 in the South Gateway Mixed-Use District and the South Gateway Mixed-Use(SGMX) Overlay Zone. The Project Site is in a built-out, urban setting. The site and the surrounding properties are fully served by various utility service providers. There will be no significant service or system upgrades needed to serve the mixed-use development. Therefore, potential impacts associated with demand for these services would be less than significant. There will be no 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 provide for a mix of residential and commercial uses. The commercial component would be located on the first floor. A courtyard would be improved with lush landscaping and seating areas and will serve the commercial and the residential uses. Additionally, the Project provides two access driveways: one on Beach Boulevard and one on Stanford Avenue. The driveways provide access to the parking structure where the entire ground floor is assigned for commercial uses. Residential parking is located on the second floor and above, and access is controlled by an automatic gate near the top of the ramp between the ground and second floor. Therefore, sufficient amenities have been incorporated to appropriately buffer the uses from one another.

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;

In accordance with the Stanton General Plan, in preparation for future opportunities in the City of Stanton, a land use concept was formulated that builds upon the vision of Stanton through establishment of new mixed-use designations to encourage redevelopment in key areas along Beach Boulevard. The utilization of modern site planning provides additional housing opportunities in the form of high-quality amenities for the apartments on an underutilized lot. The Project incorporates high quality architectural designs and materials, and incorporates varying architectural treatments on the elevations of the building. The Project site plan 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 development that is compatible with the overall neighborhood.

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.

<u>SECTION 4</u>: 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 the Planning Commission hereby recommends the City Council make the following findings:

A. The project is allowed within the subject zone.

The Project is permitted within the subject zone. The Project site is located within the base zone of Commercial General (CG) within the South Gateway Mixed-Use (SGMX) Overlay Zone. The Project includes a mixed-use development consisting of 300 apartment units, a 6,313 square foot commercial space, a parking structure, and associated improvements. The applicant has applied for a planned development permit to modify development standards including certain setbacks, build-to-zone requirements, parking. With approval of the Planned Development Permit, the Project would be in 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 the existing commercial structures in order to develop 300 apartment units, a 6,313 square foot commercial space, a parking structure, and associated improvements. . 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 be detrimental to adjacent properties.

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

The building is modern architecture with an earth tone palette. Elevations are enhanced with light sand finish stucco, wood architectural siding, and porcelain tile in wood and stone finishes, metal railing accents, vinyl windows, wood window frames, aluminum storefronts, and wood and metal trellis structure on the roof deck. 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 high aesthetic quality and compatible with adjacent developments.

 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 Stanton General Plan identifies the Project Site within the South Gateway Mixed-Use District. The Project will be developed as a vertical mixed-use development with the commercial component on the first floor. Therefore, the structures and related improvements are suitable for the proposed use. The surrounding existing uses include two- and three-story residential uses to the west, a mobile home park to the east, commercial uses to the north and a mobile home park to the south and across Stanford Avenue. The Project has been designed to complement the anticipated future uses to provide a strong frontage on Beach Boulevard to complement the anticipated mixed-use developments in the area.

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 developments within the neighborhood and the city.

- C. Designed to address the following criteria, as applicable:
 - 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 general plan amendment, zoning code amendment, site plan and design review, planned development permit, 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 Project will feature 300 apartment units, providing a range of housing sizes from studio to two-bedroom units. The structure would be 5- to 7-stories in height and provide a uniform design. The property is rectangular in shape and the development would 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 provides adequate landscaping and open space areas throughout the Project area with trees and shrubs lining the perimeter of the property. In regards to parking, the development proposes 556 parking spaces which is a deficiency of 74 spaces as required by code. A parking utilized parking rate comparisons for similar projects in neighboring cities including Anaheim, Huntington Beach and Aliso Viejo. The comparable sites were found to have parking ratios ranging between 1.60 and 1.78 spaces per unit, which is lower than the 2.0 parking ratio required by the City of Stanton. The Project provides a parking ratio of 1.75 per dwelling unit which is comparable to these similar projects. In summary, the analysis concluded that the proposal 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 Beach Boulevard and Stanford Avenue.

Compatible and appropriate scale to neighboring properties and developments;

The Project would be compatible with existing mixed-use developments in the area. 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 provides two access driveways: one on Beach Boulevard and one on Stanford Avenue. With a raised median on Beach Boulevard, the driveway on Beach Boulevard is for "right in right out" only. The driveway on Stanford Avenue allows access from both east and west directions without any turn restriction. The driveways also provide access to the parking

structure where the entire ground floor is assigned for commercial uses. Residential parking is located on the second floor and above, and access is controlled by an automatic gate near the top of the ramp between the ground and second floor. Gate placement is appropriate with sufficient stacking length to contain any residential queue within the site without backing up to Stanford Avenue and/or Beach Boulevard. A parking analysis was commissioned and demonstrated that the proposed parking configuration would be sufficient for the type of units provided. Conditions of approval are included for the development to ensure the spaces are utilized appropriately, including that a parking management plan would be administered by property management and would employ appropriate mechanisms to ensure the parking spaces are utilized appropriately.

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 commercial and residential uses, and provide for a mix of dwelling sizes. The adjacent properties consist of residential and commercial developments, including mobile home parks, two- and three-story condominium subdivisions and commercial shopping centers. The Project proposes landscape buffers along the property lines to screen the building from the adjacent development. The architectural style of the building is consistent with the newer adjacent mixed-use developments that have been approved in the City. The public right-of-way improvements along Beach Blvd. also enhance the aesthetic quality of the public right-of-way by softening the pedestrian experience with use of landscape buffers.

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 surrounding uses. The topography of the land and adjacent areas is generally flat, and the new development would not create a significant topographical difference in property heights. The surrounding vicinity is a mixture of residential and commercial structures. Therefore the Project would be appropriate in relation to adjacent properties.

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 building elevations.

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 development are architecturally compatible with the newer developments within the neighborhood and city. The building proposes modern architecture with an earth tone palette. Elevations are enhanced with light sand finish stucco, wood architectural siding, and porcelain tile in wood and stone finishes, metal railing accents, vinyl windows, wood window frames, aluminum storefronts, and wood and metal trellis structure on the roof deck.

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 varying architectural finishes 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 apartment units feature a modern architecture with an earth tone palette. Elevations are enhanced with 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 mixed-use 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

The development will include private and 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 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 Project site has been underutilized for numerous years. The Project would provide for a mixed-use development consisting of 300 apartment units and a 6,313 square foot commercial space. The Project is an infill development in an 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 Beach Boulevard. In addition, the elevations of the units along Beach Boulevard and Stanford Avenue are designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the upper floors of the building to ensure the improvements are visible from Beach Boulevard.
- Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes. The mixed-use Project would provide housing for people close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard, and contribute to the City's economic base.
- Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available. The Project constitutes infill development; all public facilities and utilities located along Beach Boulevard and Stanford Avenue are readily accessible and available to serve the site.

SECTION 5: That based upon the above findings, the Planning Commission hereby recommends that the City Council approve Planned Development Permit (PDP) 19-02 and Site Plan and Design Review (SPDR)-800 to develop a new mixed-use development including a 300-unit apartment community with commercial component for

the property located at 12736 beach boulevard in the Commercial General (CG) and South Gateway Mixed-Use (SGMX) Overlay Zone in accordance with the stamped approved plans as approved with this Resolution and subject to the Conditions of Approval as attached hereto in Exhibit A.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on May 20, 2020 by the following vote, to wit:

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

EXHIBIT A SITE PLAN AND DESIGN REVIEW (SPDR)-800 AND PLANNED DEVELOPMENT PERMIT (PDP) 19-02 12736 BEACH BOULEVARD

CONDITIONS OF APPROVAL

Number

GENERAL CONDITIONS

- A. 1. Unless and until the Project applicant and property owner sign and return a City-provided affidavit accepting these conditions of approval, there shall be no entitlement of the application. The Project applicant and property owner shall have thirty (30) calendar days to return the signed affidavit to the Community Development Department. In addition, the Applicant shall record the Conditions of Approval in the Office of the County Recorder. Proof of recordation shall be provided to the Planning Division prior to Certificate of Occupancy.
 - As a condition of issuance of this approval, the applicant shall indemnify, protect, 2. 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 officers. employees, agents, departments, agencies 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 Procedures 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.
 - Within forty-eight (48) hours of the approval of this Project, the applicant/developer shall deliver to the Community Development Department a check payable to the County Clerk-Recorder in the amount of Fifty Dollars (\$50.00) County administrative fee, to enable the City to file the Notice of Exemption pursuant to Fish and Game Code §711.4 and California Code of Regulations, Title 14, section 753.5. If, within such forty-eight (48) hour period, the applicant/developer has not delivered to the Community Development Department the check required above, the approval for the Project granted herein shall be void.

- Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant and all agents thereof.
- **5** Prior to occupancy of the subject building, all applicable conditions of the Project shall be met.
- 6 Prior to commencement of the business operation, the applicant shall obtain a Stanton business license.
- **7** Prior to commencement of the business operation, all requirements of the Orange County Fire Authority, Orange County Health Department, and Stanton Building and Safety Division shall be satisfied.

B COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

- 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 Site Plan and Design Review (SPDR)-800, and Planned Development Permit (PDP) 19-02.
- The development and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and Planned Development Permit (PDP) 19-02 and shall conform to the requirements of the Subdivision Map Act, as applicable.
- 3 Prior to the issuance of a certificate of occupancy, all landscaping shall be installed and maintained as depicted in the approved landscape plan. A final landscape shall be submitted showing details including an irrigation and lighting plan, common area improvements, and the furniture and light standards 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. The applicant or his successor in interest shall maintain the landscape planted in right of way of the frontage of their property.
- 4 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.
- 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). All walls or fences shall comply with Chapter 20.310 of the SMC and material shall be approved by the Planning Division.
- 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.

- **7** Prior to issuance of building permits, a will-serve letter from CR&R shall be submitted to the Planning Division.
- 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).
- **9** Prior to issuance of building permits, all required school impact fees shall be paid.
- 10 Prior to the issuance of building permits, all required sewer connection fees shall be paid.
- Any changes to the approved plans which occur through the Building plan check must also be approved by authorized Planning Division Staff.
- 12 All architectural treatments and exterior color scheme shall be constructed as illustrated on plans and renderings submitted.
- On-site security lighting shall be arranged so that direct rays will not shine on adjacent properties or produce glare for street traffic.
- 14 Security gate systems shall be equipped with a Knox box system providing access with a Knox submaster key for emergency access by police and fire services. The security gate system shall be approved in writing by the Orange County Sheriff's Department and Orange County Fire Authority prior to issuance of building permits.
- A comprehensive sign program for both building and freestanding monument signs shall be submitted for Community Development Department approval prior to the installation of any signs. The developer shall not erect or display on the subject property any signs which have not been approved in writing by the Community Development Department.
- All proposed commercial uses shall submit a parking analysis. If a commercial use requires a parking ratio greater than one parking space per 300 square feet, the applicant shall apply for a parking adjustment.
- 17 If at any time, a parking shortage becomes an issue, the applicant/property owner and or operator shall provide a parking management plan to the Community Development Department for review and approval of the Director.

C COMMUNITY DEVELOPMENT DEPARTMENT BUILDING DIVISION

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 2016 Title 24 Energy Code.
- All plans shall be designed in conformance with the 2016 California Building Code, 2016 California Plumbing Code, 2016 California Mechanical Code, the 2016 California Electrical, the 2016 Green Building Standards, 2016 Title 24 Energy Code and Code as amended by City Ordinance. All plans submitted after January 1, 2020 shall comply with 2019 California Building codes.
- **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** Prior to issuance of permits, the applicant shall provide approval by the Orange County Fire Authority.
- 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.
- 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.
- 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.
- Prior to issuance of certificate of occupancy, the applicant, as required by Ordinance No. 1065 for Food Service Establishments, shall install a grease control device that meets the requirements of Uniform Plumbing Code Section 1014.0 (Appendix H) and conforms to the minimum requirements as specified in City of Stanton Standard Plan No. 299, Sand/Oil Separator & Grease Interceptor with Sample Box.

D PUBLIC WORKS - ENGINEERING GENERAL

1 Applicant shall submit Improvement Plans prepared by a Registered Civil
Resolution No. 2510
May 20, 2020

Engineering for public works (off-site) improvements. Plan check fees shall be paid in advance.

- 2 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.
- Prior to issuance of certificate of occupancy, the applicant shall replace any deficient sidewalk or driveway approaches or cause to fix any other frontage improvement located in the public right of way that do not meet the requirements of the Federal American Disabilities Act (ADA) and State of California Title 24. The applicant shall submit a plan for any improvement, in consultation with or as required by the Engineering Division Manager, and obtain a permit from the Public Works Department prior to any work within the right of way. The applicant shall grant an easement to the City for pedestrian purposes for any improvement such as driveway approaches for compliance with ADA requirements.
- Prior to issuance of certificate of occupancy, the applicant shall remove and replace any existing public improvements at the development site which have existing damage, are damaged due to construction, or otherwise below current standards, to the satisfaction of the City Engineer.
- 5 No construction materials or construction equipment shall be stored on public streets.
- 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.
- **7** Prior to issuance of grading permits, applicant shall pay sewer connection fees to the City for connection to the City/County sewer system, if applicable.

SPECIFIC

- **8** A sewer study shall be completed showing adequate capacity for the sewage from the site. If adequate capacity does not exist, improvements to the public system will be required to provide capacity.
- 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.
- 10 Pad certification by the Design Civil Engineer and Soil Engineer is required prior to the issuance of building permit.
- 11 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.

- Applicant 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.
- 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.
- 14 The Construction Contractor(s) shall stage construction equipment within the northwestern portion of the Project Site, at minimum, 200-feet west of the Project Site's eastern property line.
- The Construction Contractor(s) shall utilize electric powered construction equipment when feasible. When electric powered construction equipment is not feasible, the Construction Contractor(s) shall utilize newer construction equipment that contains all available mufflers, engine barriers, and other sound suppressing appurtenances.
- Haul trucks shall not travel eastbound along Stanford Avenue, nor shall they access the Project Site from Stanford Avenue.
- The Property Owner/Developer shall place a project notification sign at the Project Site's southern property line, which would include: Name and phone number of the local contact person residents may call to complain about noise. Upon receipt of a complaint, the Construction Contractor(s) shall respond immediately by reducing noise to meet Code requirements. Copies of all complaints and subsequent communication between the affected residents and Construction Contractor(s) shall be forwarded to the City's Community Development Director.
- **18** "Silent" compressors shall be required.
- 19 The Construction Contractor(s) shall locate generators a minimum 200-feet west of the Project Site's eastern property line, and electric generators shall be considered where feasible.
- The Construction Contractor (s) shall utilize temporary noise barriers, such as plywood fencing measuring 12-feet high with a minimum width of one-half inch, around the Project Site during the demolition phase.
- The Construction Contractor(s) shall dump waste materials away from the sensitive receptors located to the east of the Project Site, with dump sites a minimum of 200-feet from the Project Site's east property line.
- The Construction Contractor(s) shall not use jackhammers or hoe rams (breakers) to demolish the existing pavement between the hours of 8 p.m. and 7 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

E TRAFFIC

1 The street improvements shall be constructed to the satisfaction of the City Engineer

and Caltrans. A Caltrans permit shall be obtained for any work within the public right-of-way on Beach Blvd.

2 Each Project driveway shall maintain sufficient corner sight distance at the driveways. At all times, a maximum height of thirty inches for shrubs, planting, and other visual obstructions shall be maintained.

F IMPROVEMENTS

- 1 All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.
- 2 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.
- 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.
- **4** All improvements shall meet the City Flood Management requirements.
- 5 The applicant must provide the City with access rights to the property at least once per year to perform State mandated environmental inspections.
- 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).

G ORANGE COUNTY FIRE AUTHORITY

Plan Submittal: The applicant or responsible party shall submit the plans listed below to the Orange County Fire Authority for review. Approval shall be obtained on each plan prior to the event specified.

- 1 Prior to OCFA clearance of a final map or issuance of a precise grading permit or a building permit, if a grading permit is not required:
 - fire master plan (service code PR145)
 - alternative methods and materials (AM&M) request (PR910)
- **2** Prior to issuance of a precise grading permit or a building permit, if a grading permit is not required:
 - gates (service code PR180)
 - ullet
- **3** Prior to issuance of a building permit:
 - A-3 architectural (service codes PR204-P208)

- R-2 architectural (PR272)
- alternative methods and materials (AM&M) request (service code PR910), if any portion of the requests shall accompany the architectural submittal
- hazardous materials compliance and chemical classification (service codes PR315-PR328)
- emergency responder radio system design (service code PR928); this submittal may be deferred when acceptable to the Building Department, but the required conduit must be installed prior to concealing interior construction
- underground piping for private hydrants and fire sprinkler systems (service code PR470-PR475)
- fire sprinkler system (service codes PR400-PR465)
- **4** Prior to concealing interior construction:
 - fire alarm system (PR530)
 - hood and duct extinguishing system (service code PR335)
- **5** Prior to occupancy:
 - Emergency Responder Digital Radio System: An emergency responder digital radio system shall be provided in this structure. Refer to CFC 510 and the OCC/OCFA DAS/BDA guidelines (available at ocfa.org) for requirements. Evidence of compliance with emergency responder digital radio system design and performance criteria shall be provided prior to occupancy.
 - Temporary/Final Occupancy Inspections: Prior to issuance of temporary or final certificate of occupancy, all OCFA inspections shall be completed to the satisfaction of the OCFA inspector and be in substantial compliance with codes and standards applicable to the project and commensurate with the type of occupancy (temporary or final) requested. Inspections shall be scheduled at least five days in advance by calling OCFA Inspection Scheduling at 714-573-6150.
 - Phased Occupancy: Phased occupancy of this structure shall be permitted only with prior approval from OCFA and the Building Official. Requests for phased occupancy shall be submitted for evaluation by OCFA as an alternate materials and methods proposal (PR910) accompanying the architectural submittal. Such requests shall be made prior to start of construction only.
 - Emergency Access Easements: Irrevocable reciprocal access easements for emergency access purposes to the benefit of the city shall be recorded concurrently with the final map or, where no final map is required, prior to approval of the fire master plan.
 - Preconstruction Meeting: Before commencement of construction, the applicant or responsible party shall attend a pre-construction meeting with an OCFA inspector. Call OCFA Inspection Scheduling at 714-573-6150 at least five days in advance to schedule and pay for the pre-construction meeting.
 - Lumber-drop Inspection: After installation of required fire access roadways and hydrants, the applicant shall receive clearance from the OCFA prior to bringing combustible building materials onsite. Call OCFA Inspection Scheduling at 714-573-6150 with the Service Request number of the approved fire master plan at least five days in advance to schedule the approved fire master plan at least five days in advance to schedule the lumber drop inspection.

H CPTED

Crime Prevention Through Environmental Design (CPTED) proposes the intentional use of physical features in the development of properties with the goal of preventing crime, reducing fear and improving the quality of life in the area. The following conditions shall be implemented and maintained at all times:

- The Applicant shall create and maintain clear sightlines to front of Project site to support natural surveillance of property by vehicle and pedestrian traffic on Beach Blvd. The following measures shall be implemented:
 - Ensure clear lines of sight to building front and access points.
 - Window coverings, signs, and vegetation shall be maintained so as not to interfere with the ability to see into or out of buildings.
 - Nighttime lighting shall be installed to highlight entry points and draw attention to business locations during non-business hours as a deterrent to trespassers or undesired activities, such as graffiti.
- 2 The applicant shall discourage undesired use/conflicts between customers and sidewalk users by creating semi-private areas in front of businesses at south-west corner of Project site.
 - Utilize subtle dividers, such as visually permeable railing, small planters, changes in pavement elevations or colors to separate private business area from public sidewalk.
 - Avoid creating blind spots, which may attract undesired behavior during hours of non-operation.
- The applicant shall ensure a clear separation of space between the public sidewalks and the ground floor residential areas, especially along Beach Boulevard and Stanford Avenue. Defining separation of public vs. private space may discourage people looking into units.
- 4 Resident only parking entrance on Stanford Avenue may become an entry point to the garage and building for unauthorized persons. The applicant shall include additional security features, such as enhanced lighting, security cameras/CCTV monitored by staff, and advisory/restricted entry signs.
- The applicant shall implement the following measures to ensure that fire service areas do not offer secluded areas for trespassers or undesired activities:
 - Secure access from Beach Boulevard and Stanford Avenue entry points.
 - Install appropriate lighting and placement of objects to minimize hiding spots or obstructed views from streets.
 - Consider additional security features, such as enhanced lighting, security cameras/CCTV monitored by staff, and advisory/restricted entry signs.
- The applicant shall implement the following measures to minimize vehicles in the parking garage from becoming targets for theft.
 - Create barriers to access garage from outside to discourage unauthorized entry.
 - Install landscaping, lighting and physical barriers near lower level openings.
 - Install interior lighting to eliminate dark areas.

- 7 The applicant shall maintain perimeter fencing to provide clear boundaries. North and east site perimeters may become attractive entry points for trespassers. Solid fencing may invite graffiti and create hiding areas. Visually permeable materials that discourage climbing shall be utilized.
- **8** Bicycle storage lockers shall be incorporated to support alternative transportation and discourage theft.
- **9** The Applicant shall incorporate the following security and visibility features:
 - Ensure implementation of controlled access to prevent unauthorized users/trespassing.
 - Maintain visibility into amenity areas, such as the fitness center and lounges, to discourage undesired use.
 - Ensure windows open to public areas to encourage natural surveillance.
 - Configure the leasing office to promote observation of building exteriors by on-site staff.
 - Encourage appropriate activities in courtyard/common areas to build sense
 of community and increase observation of areas. Social events, classes, and
 other activities can increase interaction between residents and encourage
 sense of belonging and ownership in the location.
 - Interior hallways and corridors shall be well lit and easy to navigate.
 Directional signs must be easy to read and follow.
- 10 The Applicant shall implement and ensure use of the following public safety elements:
 - Radio-Controlled access to garages/fire service areas (Click-2-Enter)
 - Knox Box placement
 - Visible address (north & south ends of complex)
 - Visibility of businesses/main entrances from street (day & night.
 - Addresses indicating floor and sequential unit number help for emergency response.
- Physical inspections of the property by 24/7 staff at various times of day/evening shall be provided. Physical inspection and monitoring of building exterior and parking garage will assist in identifying unauthorized users, inoperable doors/locks and property damage issues (graffiti). Security cameras could supplement for physical inspections.

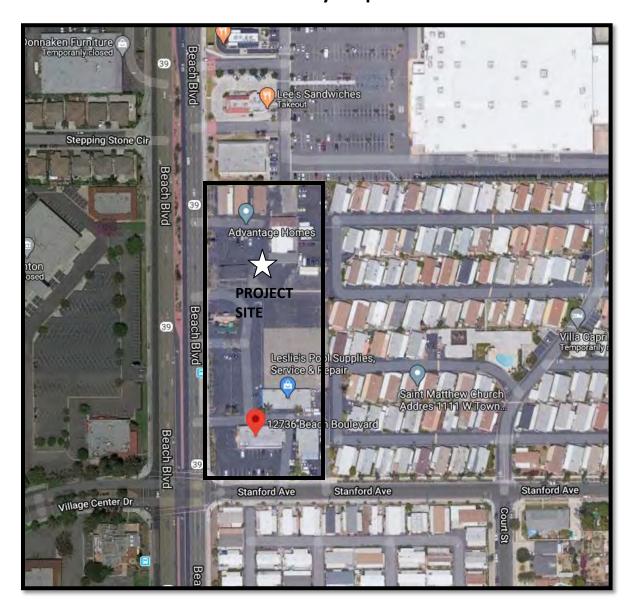
I SB18 PROTECTION OF TRIBAL RESOURCES

The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the project area and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the project shall provide the Native American monitor. The monitor/consultant will only be present on-site during the construction phases that

involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

- 2 Upon discovery of any tribal cultural or archaeological resources, construction activities shall cease in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.
- Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

12736 Beach Boulevard Vicinity Map





SOUTHWEST CORNER OF BEACH BOULEVARD AND STANFORD AVENUE

BONANNI DEVELOPMENT HUNTINGTON BEACH, CA.

STANTON 1.0 STANTON, CA **DESIGN REVIEW** RESUBMITTAL FEBRUARY 18, 2019

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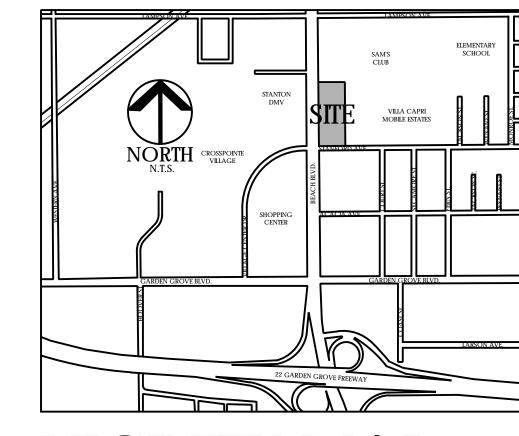
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A-1.3	FIRE MASTER PLAN	
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Project Team

APPLICANT/OWNER: BONANNI DEVELOPMENT 5500 Bolsa Avenue, Suite 120 Huntington Beach, CA 92649 (714) 892-0123 Contact: Cole Bonanni cole@bonannidevelopment.com

RESIDENTIAL ARCHITECT: ARCHITECTS ORANGE 144 North Orange Street Orange, CA 92866 (714) 639-9860 Contact: Ioanna Magiati ioannam@aoarchitects.com

CIVIL ENGINEER: WALDEN & ASSOCIATES 2552 White Road, Suite B Irvine, CA 92614 (949) 660-0110 Contact: Dave Bacon dbacon@waldenassociates.net LANDSCAPE ARCHITECT: MJS 507 30th Street Newport Beach, CA 92663 (949) 675-9964 Contact: Dan Delle dan@mjs-la.com



VICINITY MAP

CS-1

Architecture.
Design.
Relationships.

STANTON 1.0

STANTON, CA

THE MINT STANTON, CA

PROJECT DESCRIPTION

A 300-UNIT PROJECT CONSISTING OF A 5- AND 7-STORY TYPE III-A RESIDENTIAL BUILDING SURROUNDING A 6-STORY TYPE I-A PARKING STRUCTURE.

3.75 ACRES 300 UNITS

TOTAL UNITS: DENSITY:

80.0 DU/AC

EXISTING/PROPOSED USES

EXISTING USES:

GROSS LAND AREA:

COMMERCIAL GENERAL ZONE

DEVELOPMENT STANDARDS (SGMX ZONE)

	, ,	- /
DEVELOPMENTAL FEATURE	minimum standard	PROPOSED
DENSITY	30-60 du/ac	80.0 du/ac
BUILDING STORIES	5 max.	5 overall; 7 only at the corner of Beach Blvd. and Stantord Ave.
BUILDING HEIGHT	65 ff.	62 tt. 10in. overall; 83 tt. only af fhe corner of Beach Blvd. and Sfanford Ave.
COMMON OPEN SPACE	min. dimension 20 ff.	min. dimension 15 ff.
PARKING	parking rafio 2.48	parking rafio 1.75

		RES	SIDEN	TIAL B	UILDI	ng si	JMMA	\ RY	
UNITS	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	LEVEL 7	%	TOTAL
S1	4	5	6	6	6			9.0%	27
STUDIOS	4	5	6	6	6	0	0	9.0%	27
A1	3	3	3	3	3			5.0%	15
A2	8	8	9	9	9			14.3%	43
A3	3	4	4	4	4			6.3%	19
A4	4	4	5	5	5			7.7%	23
A5	10	11	16	16	16	2	2	24.3%	73
A6	5							1.7%	5
A7	1							1.1%	1
A8	1							0.3%	1
1 BR'S	35	30	37	37	37	2	2	60.7%	180
B1	1	4	5	5	5			6.7%	20
B2	3	4	5	5	5			7.3%	22
В3			1	1	1	1	1	1.7%	5
В4	1	6	6	6	6			8.3%	25
B5			2	2	2	1		2.3%	7
В6	2	2	3	3	3	1	-	4.7%	14
2 BR'S	7	16	22	22	22	3	1	31.0%	93
TOTAL	46	51	65	65	65	5	3	101%	300

UNIT SUMMARY							
UNIT TYPE	UNIT FLOOR AREA	number of units	TOTAL DU FLOOR AREA	%	UNIT %		
S 1	549	27	14,823	9.0%	9.0%		
A1	581	15	8,715	5.0%			
A2	672	43	28,896	14.3%			
A3	719	19	13,661	6.3%			
A4	743	23	17,089	7.7%	40 797		
A5	745	73	54,385	24.3%	60.7%		
A6	746	5	3,730	1.7%			
A7	733]	733	1.1%			
A8	748]	748	0.3%			
B1	1,006	20	20,120	6.7%			
B2	1,030	22	22,660	7.3%			
В3	1,052	5	5,260	1.7%	31.0%		
B4	1,104	25	27,600	8.3%	31.0%		
B5	1,200	7	8,400	2.3%			
В6	1,280	14	17,920	4.7%			
TOTAL	816	300	244,740	10	1%		

OPEN SPA	ACE R	REQUIRED
TOTAL DU FLOOR AREA	MIN. %	MIN. AREA REQUIRED*
245,356	15%	36,804

OPEN SPACE PROVIDED					
TYPE	TOTAL AREA				
COMMON OPEN SPACE	33,619				
PRIVATE OPEN SPACE	4,116				
TOTAL OPEN SPACE PROVIDED 37,735					
	4,116				

* NOTE: UP TO 25% OF TOTAL OPEN SPACE REQUIREMENT MAY BE MET BY COUNTING PRIVATE OPEN SPACE AREAS.

COMMON OPEN SPACE COURTYARD A 11,374 COURTYARD B 1,012

TOTAL COMMON OPEN SPACE	33,619		
ROOF DECK	2,642		
EVENT ROOM	690		
BUSINESS CENTER	991		
MEDIA ROOM	302		
LOUNGE	1,469		
fitness mezzanine	636		
FITNESS	1,642		
CALIFORNIA ROOM	1,193		
LANDSCAPE AREA #2	8,130		
LANDSCAPE AREA #1	639		
COURTYARD C	2,899		
COURTYARD B	1,012		

PR	IVATE	OPEN	N SPACE
UNIT TYPE	DECK AREA	number of units	TOTAL DECK AREA
\$1	0	27	0
A1	57	15	855
A2	69	43	2,967
A3	64	19	1,216
A4	62	23	1,426
A5	40	73	2,920
A6	66	5	330
A7	53	1	53
A8	55	1	55
B1	55	20	1,100
B2	53	22	1,166
В3	110	5	550
В4	66	25	1,650
B5	89	7	623
В6	111	14	1,554
TOTAL	55	300	16,465

PARKIN	G SUMMAI	RY	
	AL PARKING REQUIRED		
UNIT TYPE	UNITS	REQUIRED PARKING RATIO	STALLS REQUIRED
STUDIO	27	2.0	54
1 BR	180	2.0	360
2 BR'S	93	2.0	186
TOTAL UNITS	300		
TOTAL STALLS REQUIRED - RESIDENTIAL	600		
COMMERCI	IAL PARKING REQUIRE	D	
COMMERCIAL	6313 SQ. FT.	1 Stall/300 SQ. Ft.	21
leasing stalls required	2608 SQ. FT.	1 Stall/300 SQ. Ft.	9
TOTAL STALLS REQUIRED - COMMERCIAL			30
PARKI	ING PROVIDED		

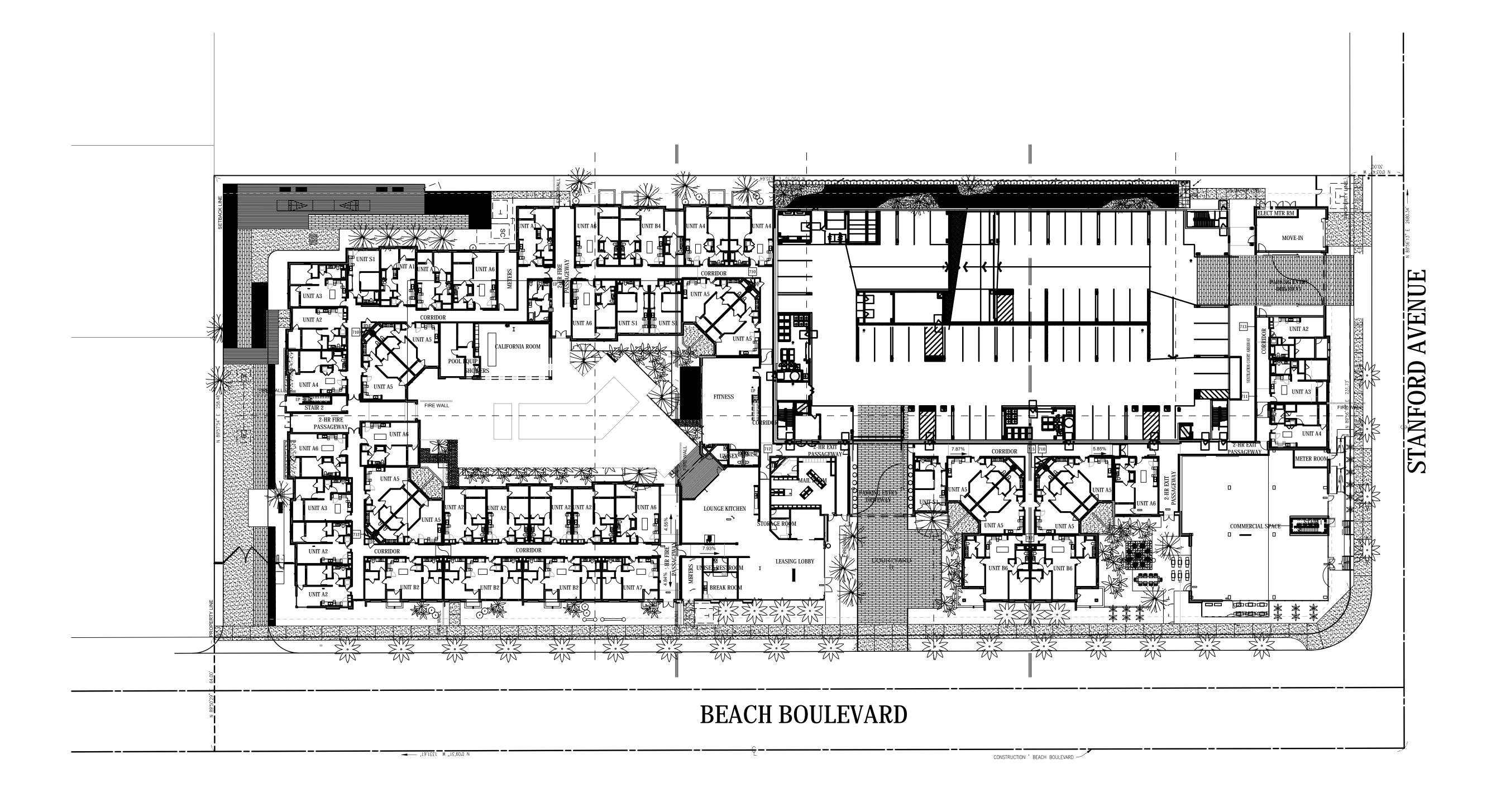
FARRING FROVIDED										
	LIVETO DED		RESIDENT	TIAL STALLS COM				MMERCIAL STA		
LEVEL	UNITS PER LEVEL	assigned stalls	ADA STALLS	TOTAL	STALLS	leasing stalls	ada Stalls	COMMERCIA L STALLS	ADA STALLS	TOTAL STALLS
LEVEL 1	46	28	1	2	9	3	1	25	1	30
LEVEL 2	51	85	2	8	57	-	_	-	_	_
LEVEL 3	65	85	2	8	57	-	-	-	-	-
LEVEL 4	65	85	2	8	57	-	=	-	=	-
LEVEL 5	65	85	2	8	57	_	_	-	_	-
LEVEL 6	5	89	2	9	1	-	_	-	_	-
LEVEL 7	3	58	0	5	8	-	-	-	-	-
TOTALS	300	515	11	526	1.75	4	4	20	5	30

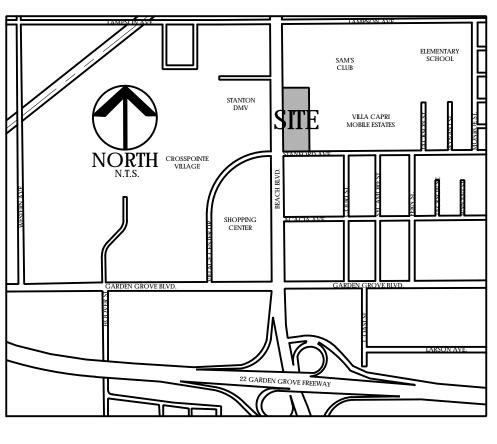
*NOTE: EVCS STALLS ARE INCLUDED IN PARKING RATIO

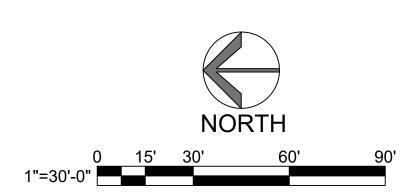
DATA SUMMARY

DATE: 05/13/20 JOB NO.: 2018-613 Architecture.
Design.
Relationships.

BONANNI DEVELOPMENT







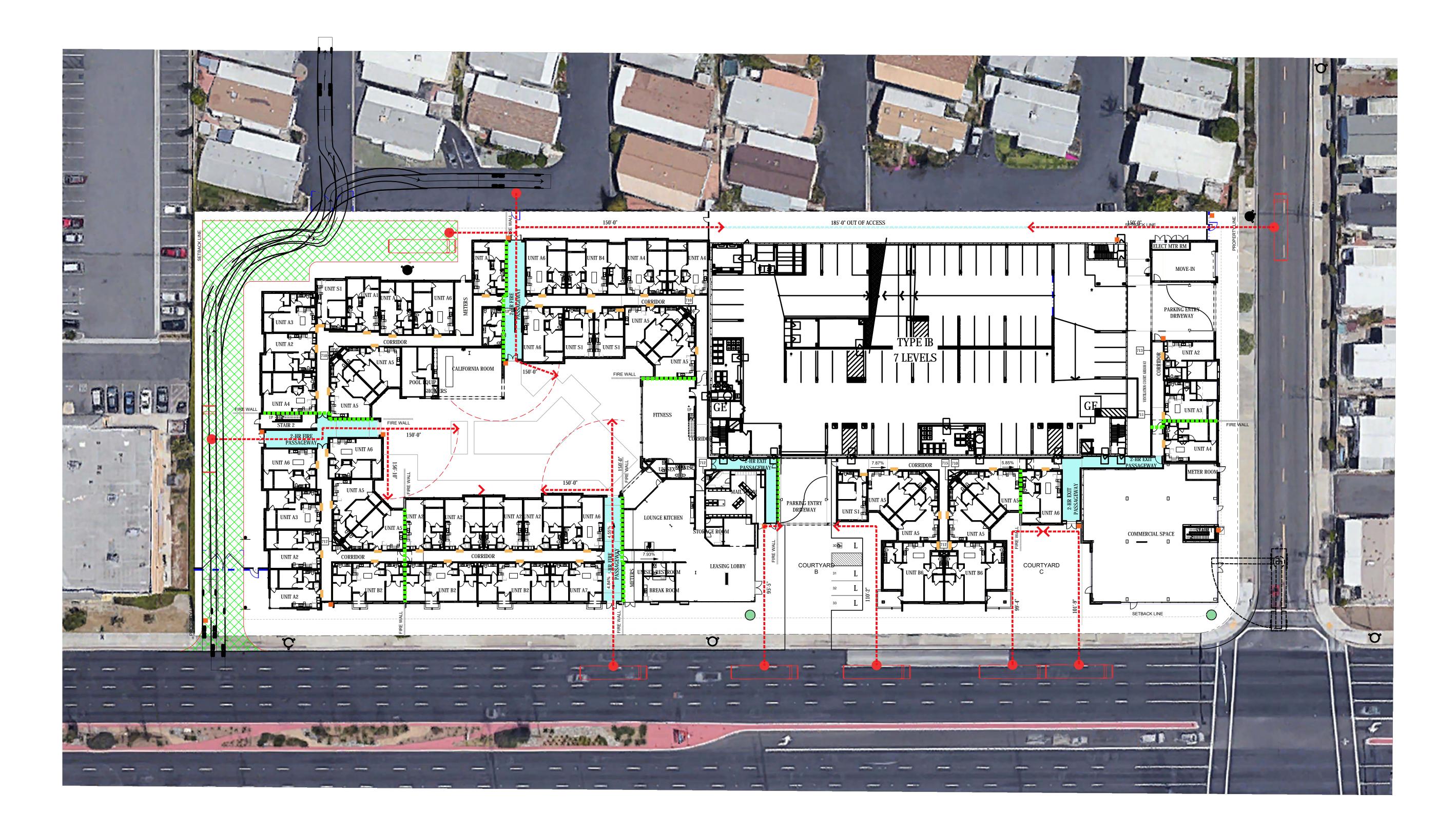
A1.2

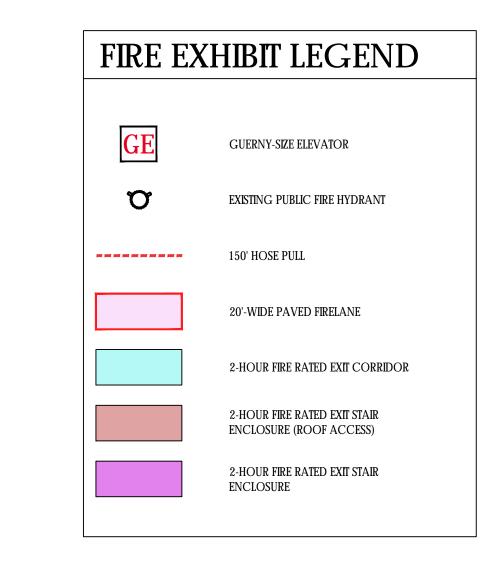
Architecture.
Design.
Relationships.

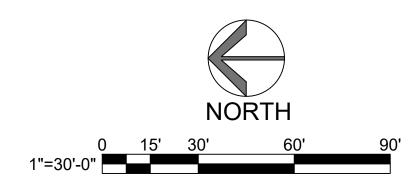
SITE PLAN

STANTON 1.0

STANTON, CA







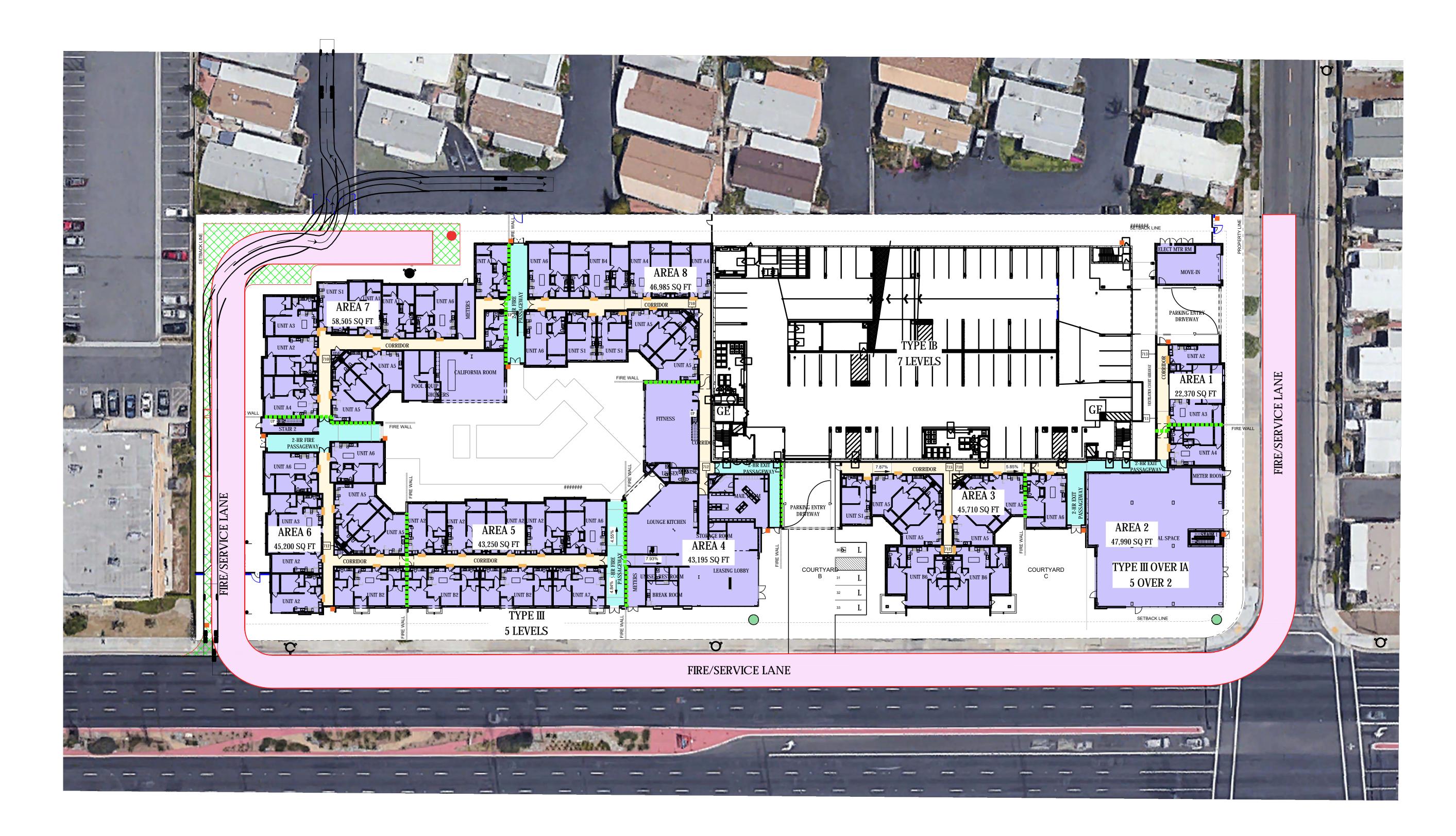
FIRE MASTER PLAN

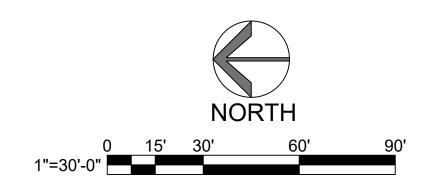
A1.3

STANTON 1.0

STANTON, CA







FIRE SEPARATION PLAN

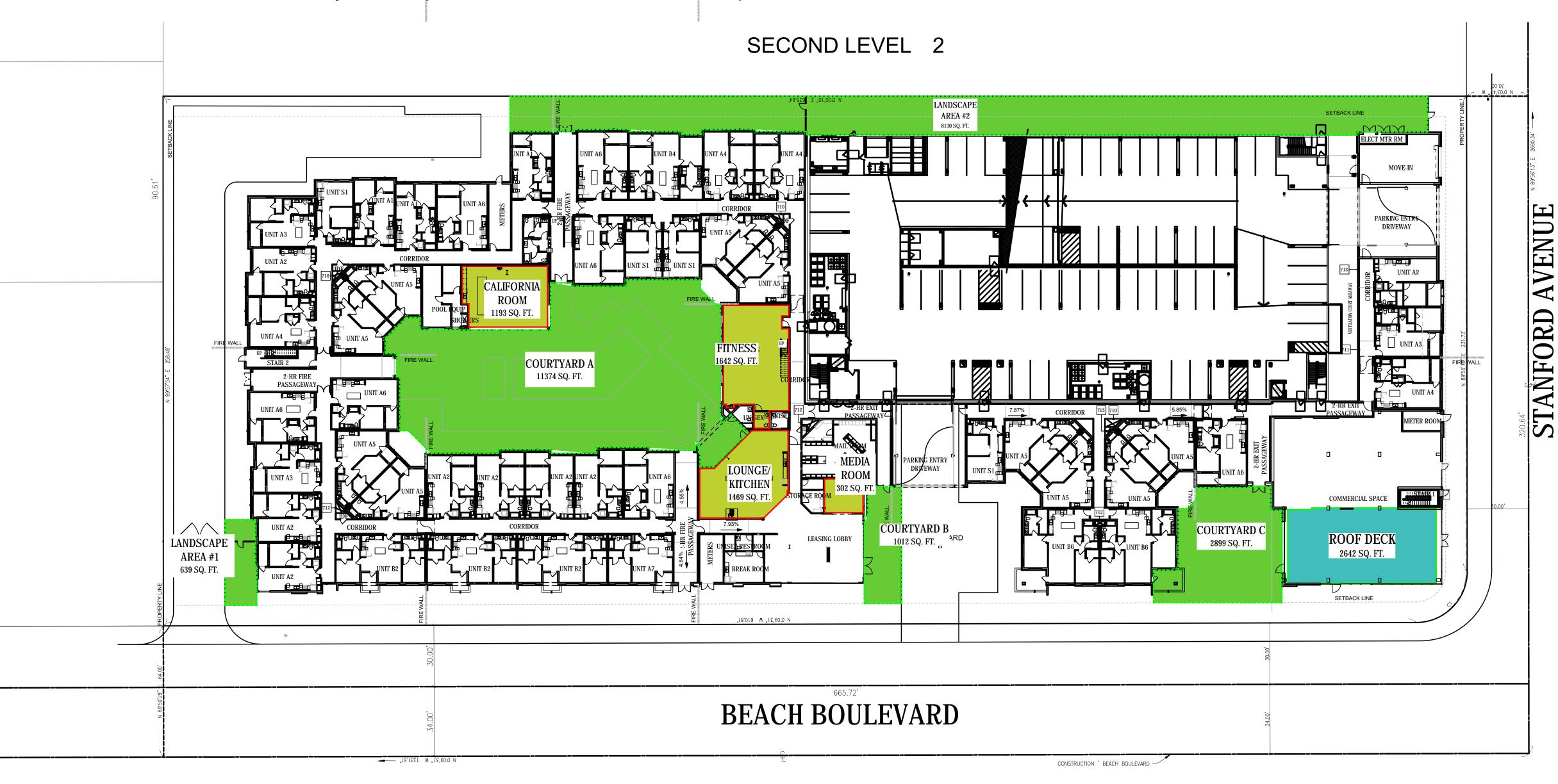
A1.4

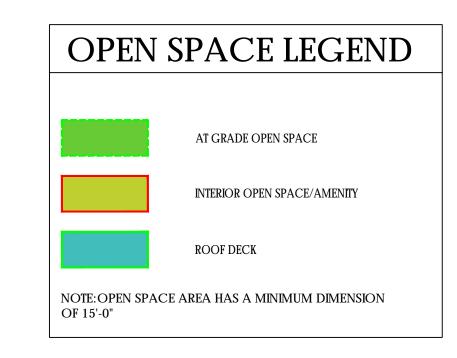
Architecture.
Design.
Relationships.

STANTON 1.0

STANTON, CA







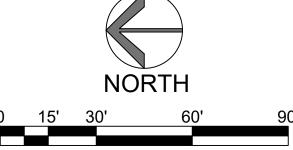
OPEN SPACE REQUIRED						
TOTAL DU FLOOR AREA	MIN. %	MIN. AREA REQUIRED*				
245,356	15%	36,804				

OPEN SPACE PROVIDED			
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COURTYARD B	1,012
COURTYARD C	2,899
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fitness mezzanine	636
LOUNGE	1,469
MEDIA ROOM	302
BUSINESS CENTER	991
EVENT ROOM	690
ROOF DECK	2,642
TOTAL COMMON OPEN SPACE	33,619

TOTAL	55	300	16,465
В6	111	14	1,554
B5	89	7	623
B4	66	25	1,650
В3	110	5	550
B2	53	22	1,166
B1	55	20	1,100
A8	55	1	55
A7	53	1	53
A6	66	5	330
A5	40	73	2,920
A4	62	23	1,426
A3	64	19	1,216
A2	69	43	2,967
Al	57	15	855
S 1	0	27	0
UNIT TYPE	DECK AREA	number of units	TOTAL DECK ARE



GROUND LEVEL 1

OPEN SPACE PLAN

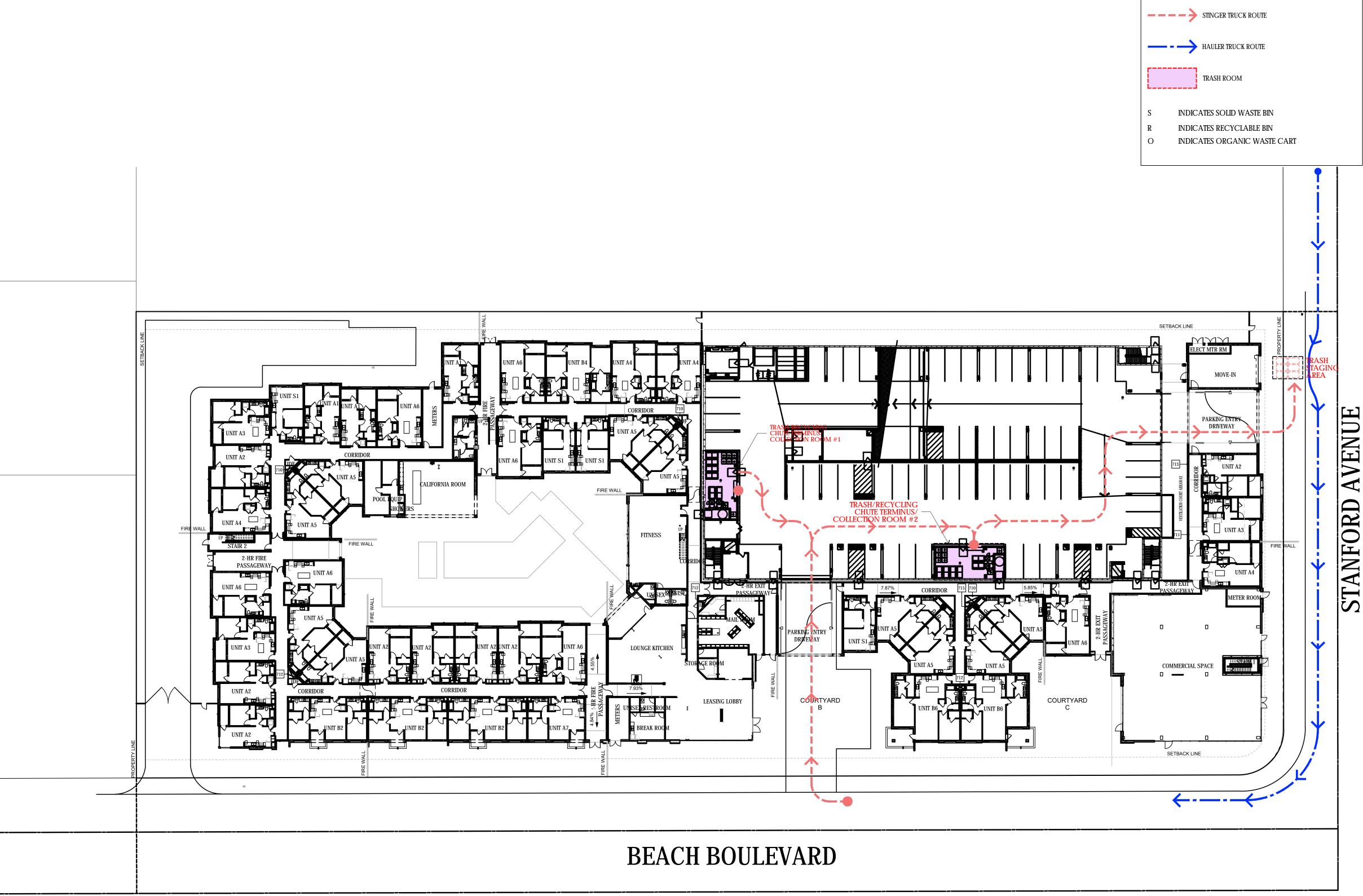
A1.5

STANTON 1.0

STANTON, CA

DATE: 05/13/20 JOB NO.: 2018-613

Architecture.
Design.
Relationships.



			TRASH SUM	MARY			
			SOLID WASTE CALCU	JALTIONS			
UNITS	C.Y./WK/UNIT	TOTAL (/2)	COMPACTION RATIO	COMPACTED TRASH (C.Y.)		REQUIRED	(2) PICK- UP/WK BIN REQ'D
300	0.5	75	5 to 1	15		4	2
			RECYCLING CALCU	LATIONS			
UNITS	C.Y./WK/UNIT	TOTAL (/2)	TOTAL UNCOMPACTED		4 CU. YD. BINS REQ'D	(2) PICK- UP/WK BIN REQ'D	
300	0.5	75	75		19	10	
		•	ORGANICS CALCUL	LATIONS			
UNITS	GALLONS/WE EK	TOTAL(GAL/W K)	NUMBER OF 2 CU.YE	d. BINS	# PICK- UPS/WK	2 CU.YD. E	INS REQ'D
300	3	900	4		2	2	<u>)</u>

NOTE: A MIN. OF (1) 4 CU. YD. BINS FOR COMPACTED SOLID WASTE, (5) 4 CU. YD. BINS FOR RECYCLABLE WASTE, IN EACH TRASH TERMINATION ROOM (TWO TOTAL) FOR TWICE A WEEK PICK-UP. (1) 64 GALLON CARTS FOR ORGANICS IN EACH TRASH ROOM FOR TWICE A WEEK PICK-UP.

TRASH NARRATIVE

- A stinger truck will enter the parking structure from Beach Boulevard. Next, the stinger will move trash/recycling bins from Trash Rooms #1 and #2 through the parking structure onto the Trash Staging Area. A hauler truck driving along Stanford Avenue will pull-up to the Trash Staging Area and begin operations. Once complete, the hauler truck will continue along on Stanford Avenue and exit on Beach Boulevard.
- The Move-in area will be temporarily closed until all waste collecting operations have been completed.

TRASH ROOMS

SOLID WASTE

LEGEND

- A min. total of TWO(2) 4-cu.yard trash bins are anticipated to be on site at all times for twice a week pick-up schedule.
- Each Trash Room will have ONE (1) 4-cu.yard trash bin.

- A min. total of TEN(10) 4-cu.yard recycle bins are anticipated to be on site at all times for twice a week pick-up schedule.
- Each Trash Room will have FIVE (5) 4-cu.yard recycle bins.

ORGANICS

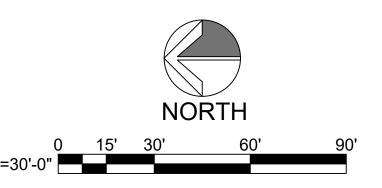
- A min. total of TWO (2) 2-cu.yard organic bins are anticipated to be on site at all times for twice a week pick-up schedule.
- Each Trash Room will have ONE (1) 2-cu.yard organic bin.

- Each Trash Room measures 18'-4" x 31'-4" with an area of approx. 574 sq. ft. COLLECTION
- Waste will be collected via chutes (one for recyclables and one for solid waste) located within two separate enclosures in the parking structure on each level. These chutes end at the two trash termination rooms on the ground level where waste is scheduled for twice a week pick-up.
- The trash chutes will contain a mechanism that will allow complete shut-off in order to remove/replace the bins as they require emptying and limit access to all other floors when any one chute door is opened.
- A vehicle appropriate for towing trash bins will be part of contracting with the service
- A porter will be required to monitor the trash levels daily. The maintenance of the trash rooms will be monitored and managed by Property Management.

STAGING AREA

• The Staging Area is where the collection of all bins will take place and where the hauler (trash truck) will pick-up the bins It is located in front of Move-in loading space along Stanford Avenue.

DATE: 05/13/20



WASTE MANAGEMENT PLAN

A1.6

STANTON 1.0

STANTON, CA

JOB NO.: 2018-613



BUILDING	HEIGHT	CONSTRUCTION	AUTOMATIC	SQUARE
		TYPE	FIRE	FOOTA GE
			SPRINKLERS	
RESIDENTIAL	62'-10" HIGHEST OCCUPIED			
(LEVELS 1-7)	FLOOR LEVEL ABOVE GRADE	III - A	NFPA 13	329,395 SQ FT
	83' MAXBUILDING			
	HEIGHT ABOVE GRADE	R-2 OCC		
RETAIL				
(LEVEL 1)	AT GRADE	I - A	NFPA 13	6,618 SQ FT
		A-2/M OCC		
NON COMBUSTIBLE				
PARKING GARAGE	AT GRADE	I -B	NFPA 13	223,958 SQ FT
(LEVELS 1-7)		S-2 OCC		

PARKING ENTRY DRIVEWAY

TYPE III OVER IA

5 OVER 2

SETBACK LINE

- 100 B

ROOF DECK

UNIT B6

UNIT B6

UNIT B6

UNIT B5

UNIT B5

UNIT B5

UNIT B5

District Name of Street, or other Designation of the last of the l

UNITS BEYOND —

UNIT B6

STAIR & ELEVATOR

UNITS BEYOND—

185'-0" OUT OF ACCESS

BUILDING INFORMATION AND DATA

BUILDING DATA/ AREA SEPARATION					
FIRE SEPARATION	STORIES/	A LLOWA BLE	PROVIDED		
AREA	TYPE	S.F. (APPROX.)	S.F.		
1	5-STORIES/ III-A	48,000 S.F.	19,372 S.F.		
2	5-STORIES/ III-A	48,000 S.F.	41,754 S.F.		
3	5-STORIES/ III-A	48,000 S.F.	44,041 S.F.		
4	5-STORIES/ III-A	48,000 S.F.	40,586 S.F.		
5	5-STORIES/ III-A	48,000 S.F.	41,451 S.F.		
6	5-STORIES/ III-A	48,000 S.F.	41,110 S.F.		
7	5-STORIES/ III-A	61,920 S.F.	55,641 S.F.		
8	5-STORIES/ III-A	48,000 S.F.	45,439 S.F.		

BUILDING DATA/ AREA SEPARATION

FIRE AUTHORITY NOTES

- OCFA site inspections are required for this project. Please schedule all field inspections at least 48 hours in advance. Inspections canceled after 1 p.m. on the day before the scheduled date will be subject to a re-inspection
- fee. Call OCFA Inspection Scheduling at (714) 573-6150. A lumber drop inspection shall be performed prior to bringing combustible materials (or combustible fixtures and
- finishes for structures of non-combustible construction). All-weather access roads capable of supporting 68,000 lbs., topped with asphalt, concrete, or equivalent shall be in place and hydrants operational at time of lumber drop
- Use the fuel modification plan service request number to schedule the vegetation clearance inspection. . Phased installation of fire access roads requires additional inspections not covered by the fees paid at plan

. For projects with fuel modification, a vegetation clearance inspection is required prior to a lumber drop inspection.

- submittal. Contact Inspection Scheduling to arrange for additional inspections that may be needed and any fees
- . An original approved, signed, wet-stamped OCFA fire master plan shall be available on-site at time of inspection.
- Access roads and hydrants shall be maintained and remain clear of obstructions at all times during and after construction. Areas where parking is not permitted shall be clearly identified at all times. Obstruction of fire lanes and hydrants may result in cancellation or suspension of inspections.
- Temporary fuel tanks of 60 or more gallons shall be reviewed, inspected, and permitted by the OCFA prior to use.
- . The project address shall be clearly posted and visible from the public road during construction.
- O. All gates in construction fencing shall be equipped with either a Knox or breakaway padlock.
- 10. Buildings of four or more stories shall be provided with stairs and a standpipe before reaching 40 feet in height.
- 1. Fire lane widths shall be measured from top face of the curb to top face of the curb for fire lanes with standard curbs and gutters and from flow-line to flow-line for fire lanes with modified curb designs (e.g., rolled, ramped, etc). The developer is responsible to verify that all approved public works or grading department street improvement plans or precise grading plans conform to the minimum street width measurements per the approved OCFA fire master plan and standards identified in OCFA Guideline B-09 for all portions of the fire access roads.
- 12. Permanent, temporary, and phased emergency access roads shall be designed and maintained to support an imposed load of 68,000 lbs. and surfaced to provide all-weather driving capabilities.
- 13. Fire lane signs and red curbs shall meet the specifications shown in OCFA Guideline B-09 and shall be installed as described therein. Additional fire lane markings may be required at the time of inspection depending on field
- 14. All fire hydrants shall have a "Blue Reflective Pavement Marker" indicating their location per the OCFA standard. On private property markers are to be maintained in good condition by the property owner.
- 15. Address numbers shall be located and be of a color and size so as to be plainly visible and legible from the roadway from which the building is addressed in accordance with OCFA Guideline B-09. Wayfinding signs, when required by the local AHJ, shall comply with the standards of that agency. When wayfinding signs are also required by the OCFA, they may be designed to local AHJ requirements provided that such standards facilitate location of structures, suites, and dwelling units by emergency personnel.
- 16. Access gates shall be approved prior to installation and shall be in compliance with Chapter 5 of the CFC and
- 7. Approved access walkways shall be provided to all required openings and all rescue windows.
- 18. Vegetation shall be selected and maintained in such a manner as to allow immediate access to all hydrants, valves, fire department connections, pull stations, extinguishers, sprinkler risers, alarm control panels, rescue windows, and building and more importantly provide additional protection for fire personnel and the public. other devices or areas used for firefighting purposes. Vegetation or building features shall not obstruct address numbers or inhibit the functioning of alarm bells, horns, or strobes.
- 19. Dumpsters and trash containers larger than 1.5 cubic yards shall not be stored in buildings or placed within 5 feet of combustible walls, openings or combustible roof eave lines unless protected by an approved sprinkler system.
- 20. Any future modification to the approved Fire Master Plan or approved site plan, including but not limited to road width, grade, speed humps, turning radii, gates or other obstructions, shall require review, inspection, and approval
- 21. Approval of this plan shall not be construed as approval of any information or project conditions other than those items and requirements identified in OCFA Guideline B-09 and related portions of the 2013 CFC and CBC. This project may be subject to additional requirements not stated herein upon examination of actual site and project conditions or disclosure of additional information.
- 22. An underground piping plan is required for the installation of an automatic fire sprinkler system or for a private fire hydrant system. A separate plan submittal is required.
- 23. An architectural plan is required to be submitted to the OCFA for review and approval for projects containing A, C, E, F, H, I, L, and R-4 occupancies. A plan may also be required for R-1 and R-2 occupancies over two stories or those utilizing sprinklers or fire walls to increase the maximum building size allowed--see OCFA Info Bulletin 02-13.
- 24. An automatic fire sprinkler system shall be installed in accordance with applicable codes and local ordinances, amendments, and guidelines. Sprinkler systems, other than those listed in CFC 903.4, shall be monitored by an approved central station. Separate plan submittals for the sprinkler and monitoring systems are required.
- 25. A fire alarm system shall be installed in accordance with applicable codes and local ordinances, amendments, and guidelines. A separate plan submittal is required.

Drange County Fire Authority 1 Fire Authority Road Irvine,

SUBJECT: Alternate Methods and Materials for The Mint Apartments Conceptual Fire Master Plan -OCFA ## 283252,

ALTERNATIVE MATERIALS & METHODS LETTER

12736 Beach Blvd, Stanton, CA On behalf of Bonanni Development we hereby submit a request for use of Alternate Methods and Materials (AM&M), per the 2016 California Fire Code. Our request relates to hose pull deficiencies.

The following information is being provided to assist in your evaluation of this proposed AM&M.

- Project information: Project name: The Mint
- Project Address: 12763 Beach Blvd, Stanton, CA Contact person: RC Alley, Architects Orange, CA. 321 West Chapman Avenue, Orange, CA
- Current Landowner / Developer: Bonanni Devleopment Development type: Retail, Residential, Parking Structure
- Code Sections for which the modification is requested; CFC Section 104.9 Alternate Means and Methods
- CFC Section 503.1 regarding fire department access CFC Section 503.1.1: Fire lanes shall be provided within 150' of every portion of the perimeter of the building as easured along an approved route.

The Mint project is located in the City of Stanton just north of the California State Route 22. Beach Blvd runs north along the north side of the project site. To the east there is an existing single story mobile house project, To the north there is existing retail mall. Directly to the south there are single story mobile houses. Directly west of the project is the existing Lantana Beach

Condo and Townhouse Development. Our hardship is: Hose pulls distances in the project of a maximum of 150' to entire perimeter are of out access in two

locations. The apartment building with Type III-A construction located in the interior pool courtyard has an 46 foot out of access hose pull. The non-combustible parking garage with Type I-A construction located adjacent to the single family mobile house development is 185 foot out of access (92' -6" on each hose pull). Proposed Alternative Fire Protection Measures:

Fire hose connecting wet stand pipes will be installed within the 2-hour Fire Dept Access Passageways to the interior pool courtyard of the Apartment Building . This will provide coverage to all Type IIIA exterior walls of the building at the interior pool courtyard beyond the area covered by the 150' hose pull lengths and will allow hose bundles to be used at this point orward to complete the coverage of all areas of the building.

Fire hose connection wet stand pipes will be installed at the out of hose pull access area of the non-combustible Type

IB parking structure beyond the area covered by the 150' hose pull lengths and will allow hose bundles to be used at this point forward to complete the coverage of all areas of the building All exterior wet stand pipe outlets will be in locations that facilitate the use (no more than 18 inches from the pathway), inobstructed by landscape or other amenities and conspicuously marked with signage as approved by the OCFA. The standpipes will be tied into the building's automatic fire sprinkler system. Standpipes may be free-standing or mounted on

Fire Walls will be constructed to 'compartmentize' the Apartment Building creating separate areas fire areas. These e identified as Areas 1 through 8. Fire sprinkler density at residential buildings to be increased above code requirement 0.10 GPM/SF to 0.15 GPM/SF. Additional site access to be provided via 25' wide min fire access gate to neighboring property private street and 5' wide min man gate. Access Easement to neighboring property to be recorded prior to occupancy of building.

The AM&M proposal and acceptance letter shall be copied onto the architectural, alarm, sprinkler, and standpipe plans submitted to the OCFA for review in addition to the architectural plans submitted to the OCFA. The architect/developer shall be responsible for rectifying any errors or omissions arising from failure to provide these documents on these submittals. It is our belief that the proposed alternate fire protection methods and modifications developed both enhance and protect the Approval of this alternate methods and materials request is contingent upon acceptance of the design and installation of the fire walls and other construction features by the Building Department. This AM&M letter will be included on the architectural

plans submitted to both the OCFA and the City of Stanton as well as the sprinkler and alarm plans submitted to OCFA.

OCFA APPROVAL

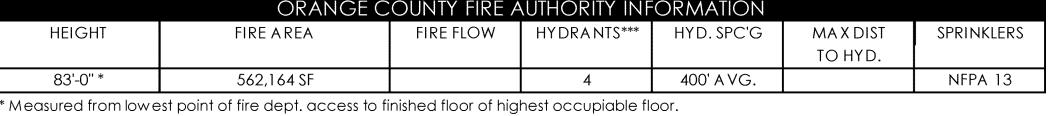
COMBUSTIBLE CONSTRUCTION LETTER

October 16, 2019 Planning and Development Services Section Orange County Fire Authority 1 Fire Authority Road

Irvine, CA 92602

Combustible Construction Letter OCFA Service - 12763 Beach Blvd.

The purpose of this letter is to notify you that Tract 3, Lot 123/14-15 and Tract 5, Lot 65/46-47 shall install all required paved fire access roads that meet OCFA access requirements per the approved plans. All fire hydrants and water supply for firefighting purposes shall be installed per the approved plans and shall meet all fire flows requirements, prior to any combustible construction materials being delivered for construction.



*** (CFC Table B105.1) Fire Hydrants shall consist of a minimum 6" barrel with one 2-1/2" outlet and a 4" outlet. Total number of hydrants include existing and proposed hydrants.

Additional OCFA Fire Masterplan requirements: (not a comprehensive list)

PARKING ENFORCEMENT LETTER

The fire lane parking enforcement plan for the above referenced project is stated as

designated as a fire lane for turn-around purposes either during construction or after

All fire lanes within 12736 Beach Blvd shall be maintained and in no event shall parking be permitted along any portion of a street or drive that has required fire lanes or any area

The Homeowner's Association shall adopt reasonable rules and regulations regarding the

In furtherance thereof, the Homeowner's Association, through its officers, committees and

with Section 22658.2 of the California Vehicle Code and the OCFA Guideline B-09. The

law shall be enforced through such rules and regulations by all lawful means, including

The Homeowner's Association will contract with a certified patrol and towing company to

written warning and with subsequent violations, the vehicle shall be subject to towing. The

remove vehicles that violate "no parking" restrictions. First time violators will receive a

vehicle owner shall be responsible for all costs incurred in remedying such violation,

written warnings, citing, levying fines and towing vehicles in violation.

including without limitation towing cost, citations and legal fees.

agents, will establish the "parking" and "no parking" areas within the property in accordance

parking of vehicles along streets, roads and/or drives within the project that are not in

Planning and Development Services Section

Parking Enforcement Plan

Re: 12736 Beach Blvd, Stanton CA; OCFA Service Request

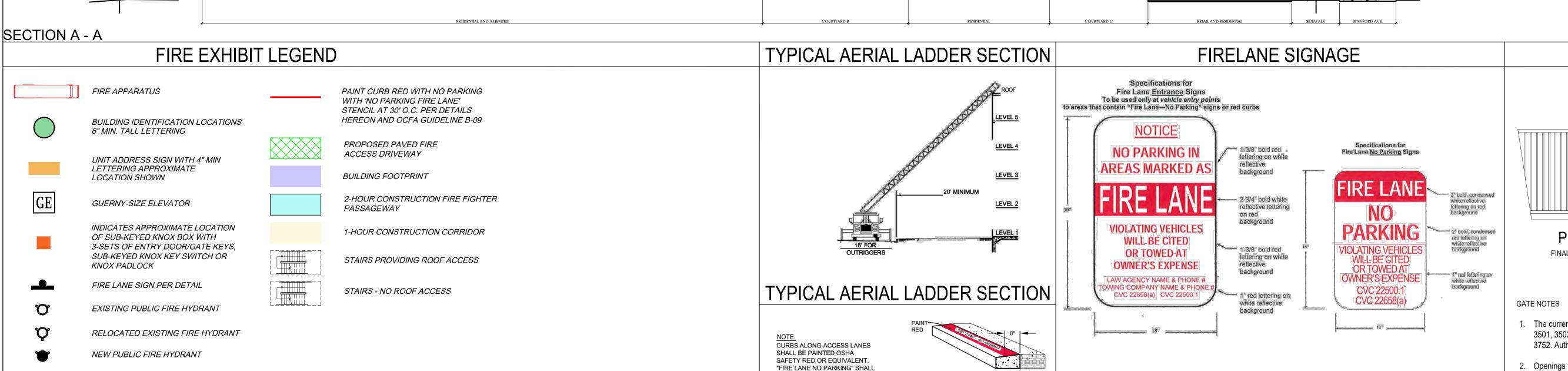
1 Fire Authority Road

Irvine, CA 92602

1. Turning Radii: Min 17' inside, 38' outside. (20' inside, 42' outside recommended and requested where possible for largest apparatus). 2. Dead-end roadways in excess of 150' need approved turnarounds or hammerheads.

3. Number for new building shall be internally or externally illuminated to be visible at night. (Stanton Security Code)

4. Multiple residential units having entrance doors not visible from the street or road shall, in addition have approved numbers grouped for all units within each structure and positioned to be plainly visible from the street or road.



BE PAINTED ON TOP OF CURB IN

WHITE LETTERING 3 INCHES

HIGH AND SHALL BE SPACED

30'-0" ON CENTER OR PORTION

ACCESS GATES 25' MIN AT /—KEY SWITCH 48" ABOVE F.S. (BOTH SIDES) FIRE LANE ACCESS PEDESTRIAN GATE FINAL DESIGN BY LANDSCAPE ARCHITECT The current approved type of locking device is a KNOX key switch models 3501, 3502, and 3503 or the weatherproof padlock model 3750, 3751, and 3752. Authorized forms are required by the KNOX company.

3. The minimum inside turning radius is 17' with an outside radius of 38' for the exterior and interior approach to the gate.

2. Openings for both ingress and egress of vehicle shall be a 13' minimum clear width, or as approved by OCFA, the vertical clearance shall not be less than

Architects Orange

conflict with applicable law.



VICINITY MAP

FIRE MASTER PLAN OCFA SR #

ALTERNATE MEANS AND METHODS

DATE:02-11-2020



THE MINT STANTON,CA

BONANNI DEVELOPMENT

FIRE AREA SEPARATION WALL

OUT OF HOSE PULL ACCESS

150' HOSE PULL

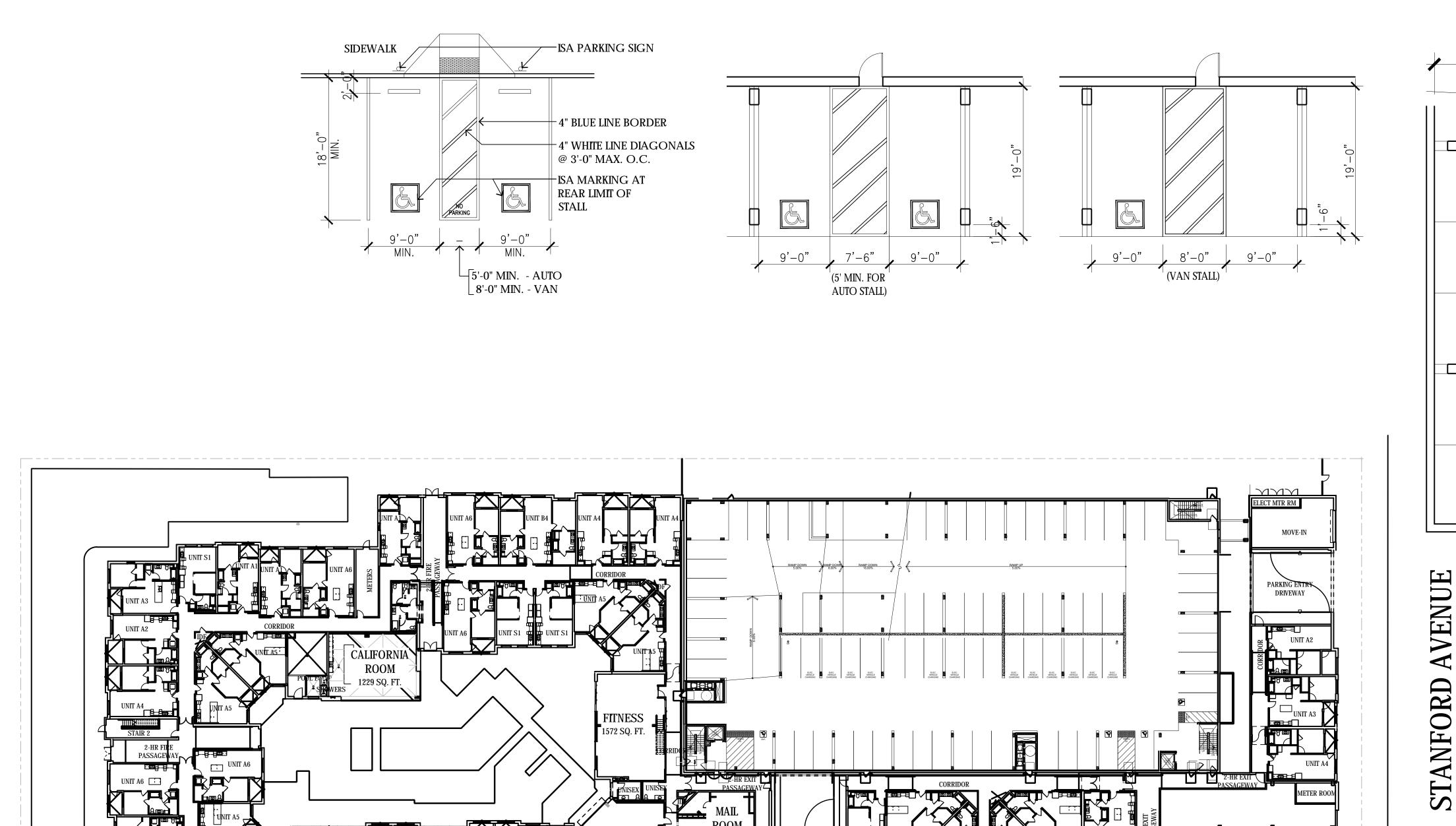
GATE

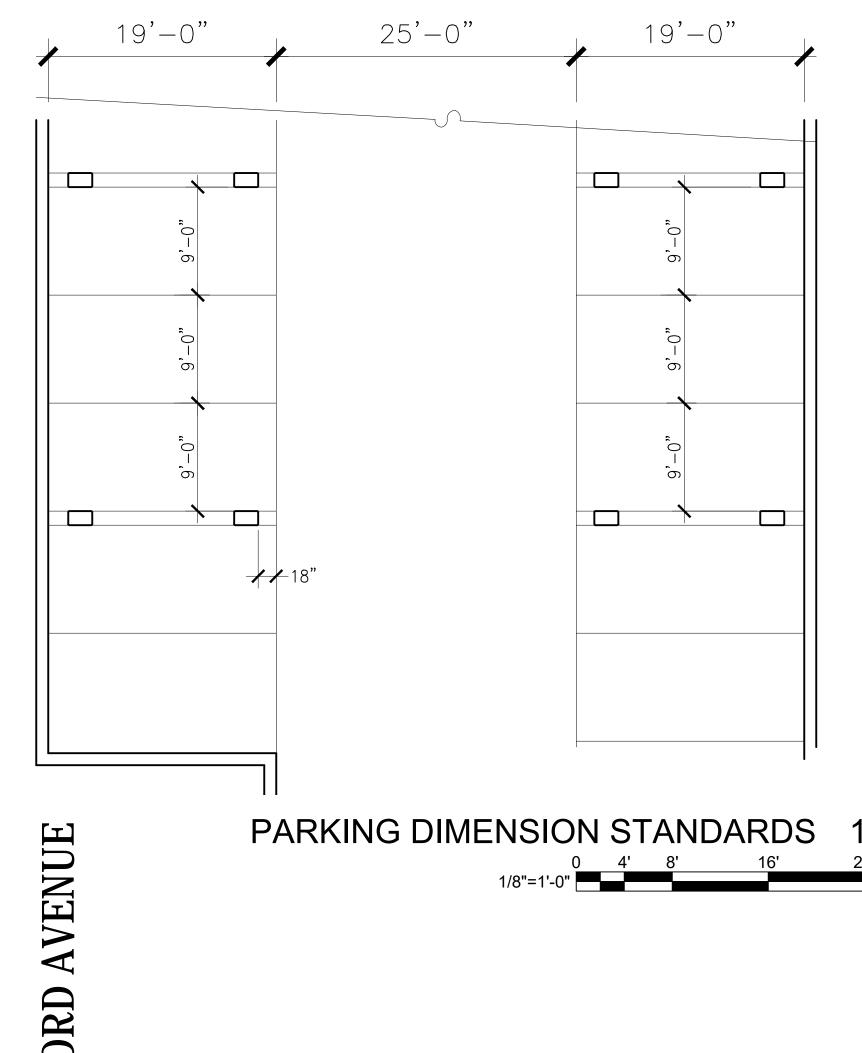
 STAIR & ELEVATOR TOWER BEYOND

UNIT B2

JOB NO.: 2018-613

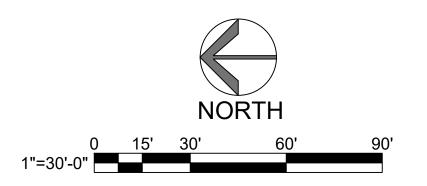
SITE PLAN





BEACH BOULEVARD

LOUNGE/ KITCHEN¹ 1639 SQ. FT.



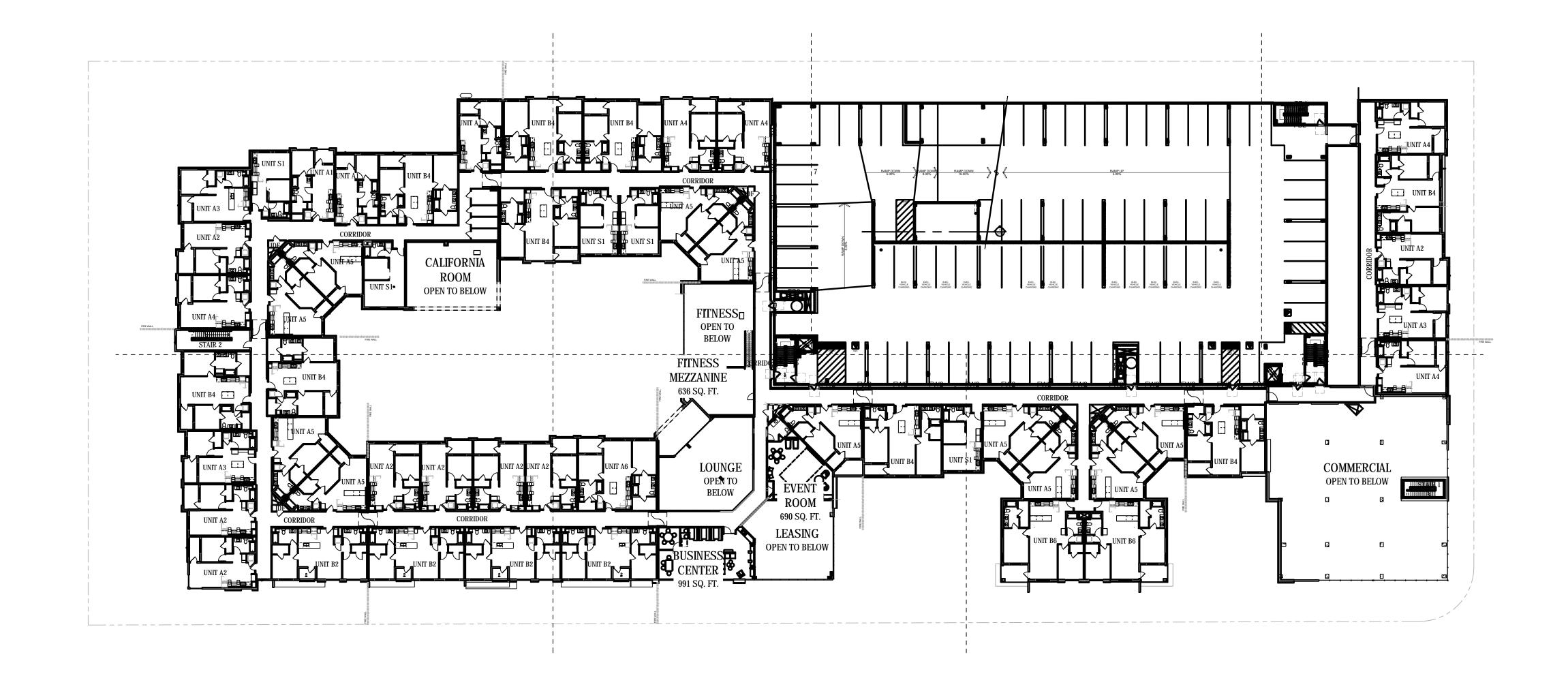
BUILDING COMPOSITE PLAN - LEVEL 1

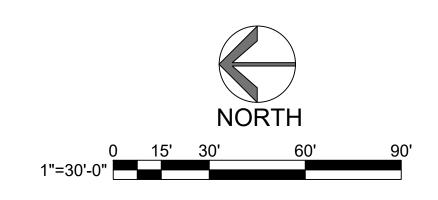
COMMERCIAL SPACE

A2.1

STANTON 1.0

STANTON, CA





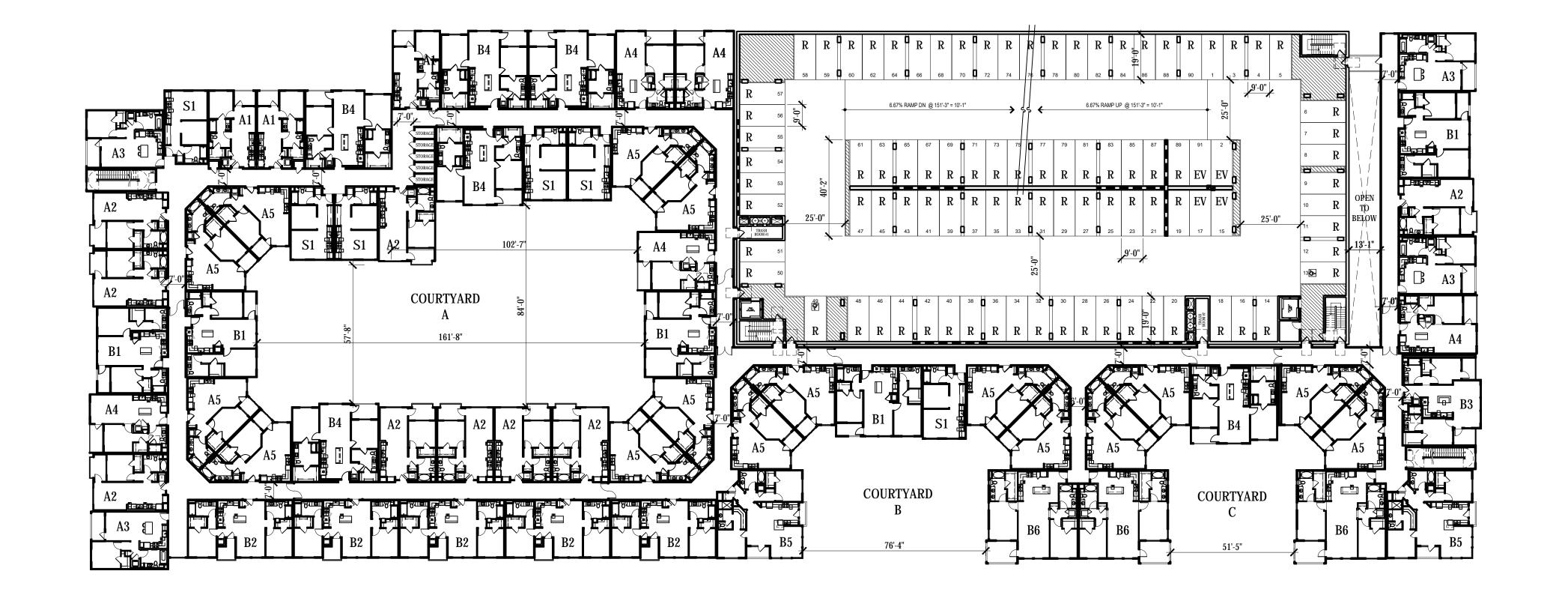
BUILDING COMPOSITE PLAN - LEVEL 2

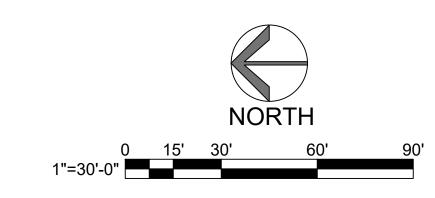
A2.2

Architecture.
Design.
Relationships.

STANTON 1.0

STANTON, CA





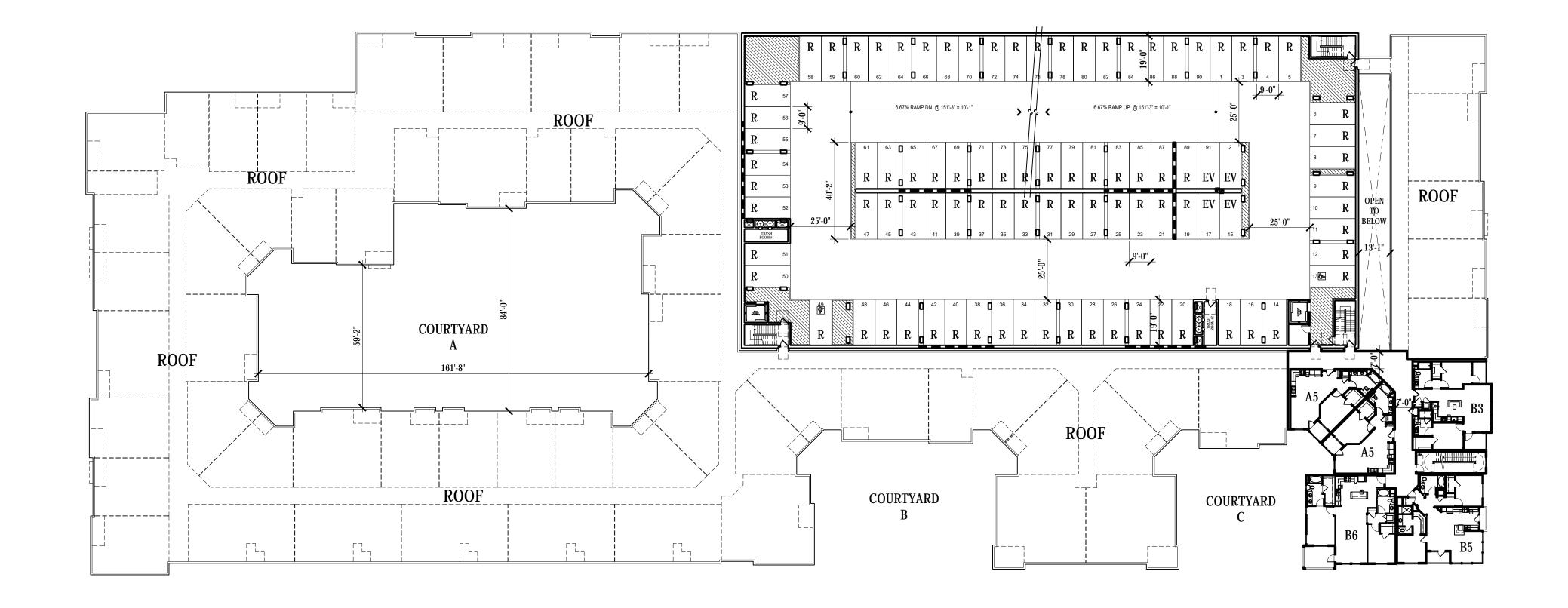
BUILDING COMPOSITE PLANS - LEVELS 3-5

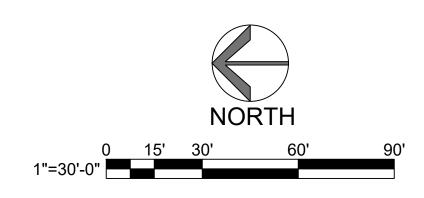
A2.3

Architecture.
Design.
Relationships.

STANTON 1.0

STANTON, CA



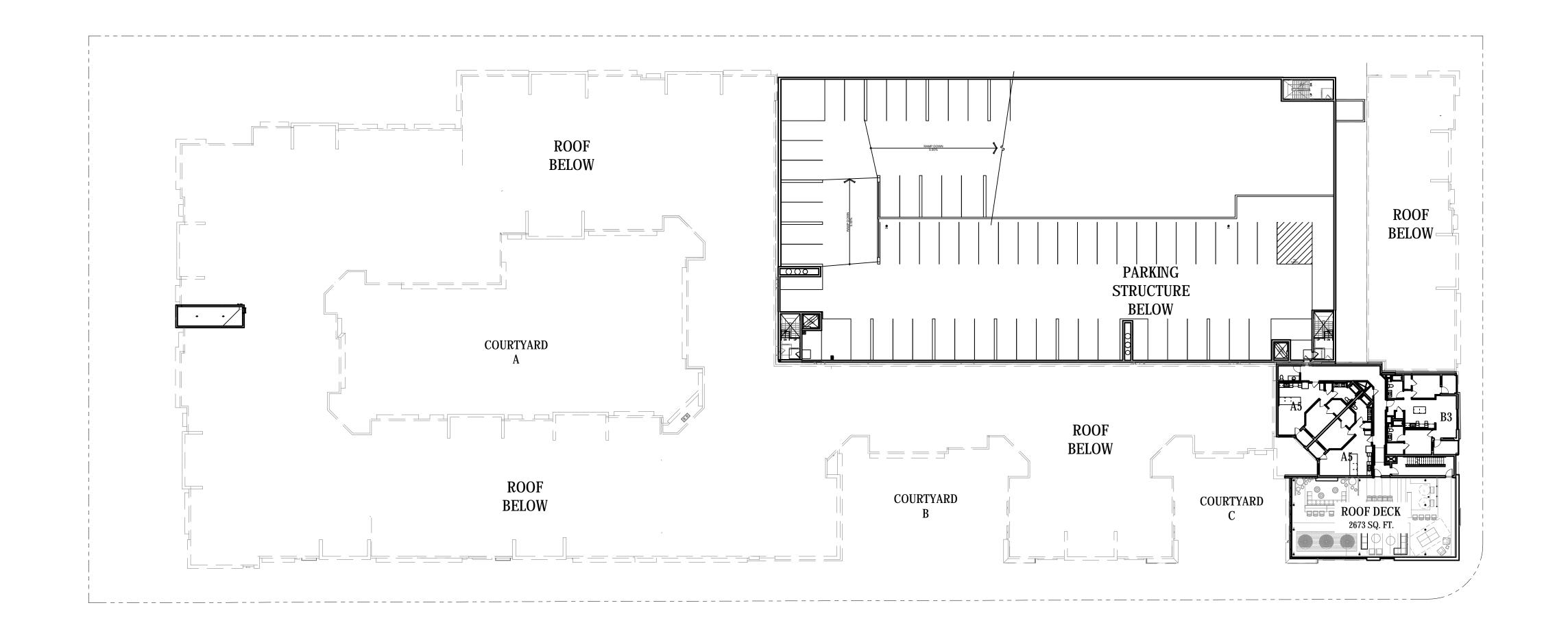


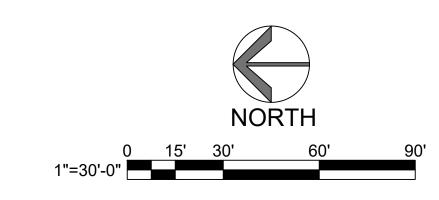
BUILDING COMPOSITE PLAN - LEVEL 6 / ROOF PLAN

A2.4

STANTON 1.0

STANTON, CA





BUILDING COMPOSITE PLAN - LEVEL 7 / ROOF PLAN

A2.5

STANTON 1.0

STANTON, CA

MATERIAL / COLOR LEGEND

- LIGHT SAND FINISH STUCCO
 - ARCHITECTURAL SIDING W/ WOOD FINISH

TRELLIS AT ROOF DECK

GARAGE

12

PORCELAIN TILE W/ STONE FINISH

PORCELAIN TILE W/ WOOD FINISH

2X8 METAL FRAME WINDOW SURROUND

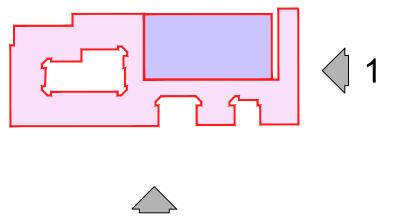
PERFORATED METAL PANEL RAILING

- 9 METAL AWNING
- ALUMINUM STOREFRONT
- VERTICAL SLAT RAILING



WEST ELEVATION 2





CONCEPTUAL ELEVATIONS

A3.1

STANTON 1.0

STANTON, CA

MATERIAL / COLOR LEGEND

- LIGHT SAND FINISH STUCCO
- VINYL WINDOWS

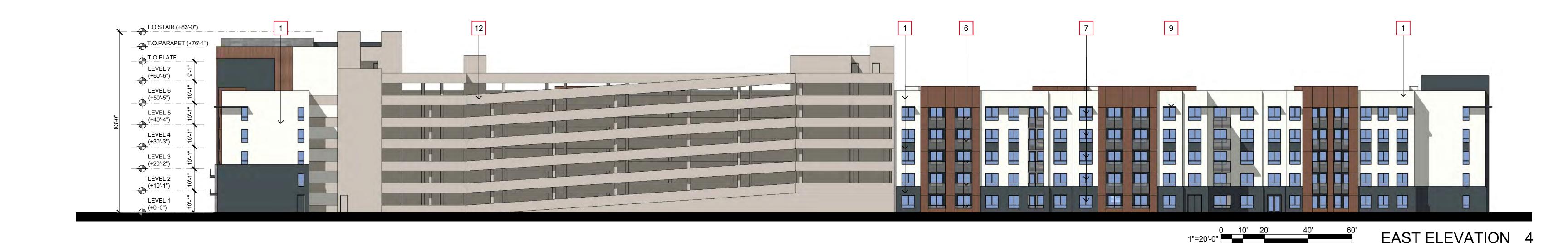
- TRELLIS AT ROOF DECK
- 12 GARAGE

- ARCHITECTURAL SIDING W/ WOOD FINISH
- 2X8 METAL FRAME WINDOW SURROUND

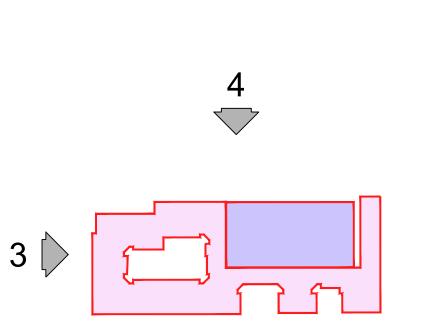
- PORCELAIN TILE W/ STONE FINISH PORCELAIN TILE W/ WOOD FINISH

- 9 METAL AWNING
- VERTICAL SLAT RAILING
- 10 ALUMINUM STOREFRONT

PERFORATED METAL PANEL RAILING







CONCEPTUAL ELEVATIONS

A3.2

STANTON 1.0

STANTON, CA



VIEW LOOKING NORTH AT LEASING CENTER FROM BEACH BLVD. 4



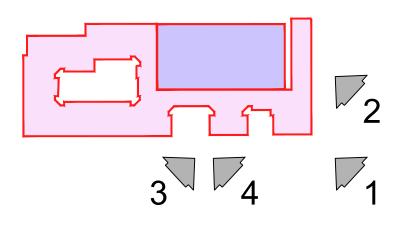
VIEW LOOKING NORTH AT BEACH BLVD. & STANFORD AVE. 2



VIEW LOOKING SOUTH FROM BEACH BLVD. 3



VIEW LOOKING NORTH FROM BEACH BLVD. 1



CONCEPTUAL PERSPECTIVES

A3.3

DATE: 05/13/20 JOB NO.: 2018-613





VIEW LOOKING NORTHWEST FROM STANFORD AVE. 8



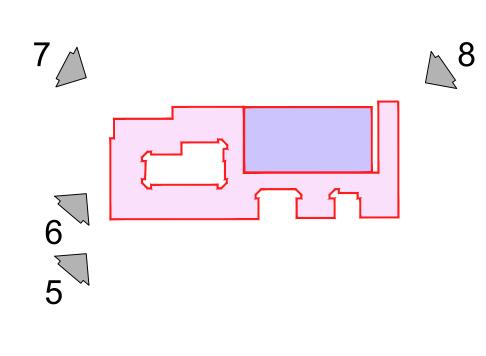
VIEW LOOKING SOUTH AT BEACH BLVD. 6



VIEW OF EAST ELEVATION FROM NORTHEAST CORNER 7



VIEW LOOKING SOUTHEAST AT BEACH BLVD. 5



CONCEPTUAL PERSPECTIVES

DATE: 05/13/20 JOB NO.: 2018-613



A3.4



A. SW 7004 SNOWBOUND



B. SW 6992 INKWELL



C. SW 6068 BREVITY BROWN



1. LIGHT SAND FINISH STUCCO



2. ARCHITECTURAL SIDING - WOOD FINISH



3. PORCELAIN TILE - WOOD FINISH



4. PORCELAIN TILE - STONE FINISH



5. PERFORATED METAL PANEL RAILING (PAINTED TO MATCH PAINT SPEC B)



6. VERTICAL METAL GRATE
RAILING (PAINTED TO
MATCH PAINT SPEC B & C)



7. VINYL WINDOWS

STANTON 1.0



8. 2X8 WOOD WINDOW FRAME (PAINTED TO MATCH PAINT SPEC B)



9. ALUMINUM STOREFRONT WINDOW SYSTEM

STANTON, CA



10. TRELLIS STRUCTURE

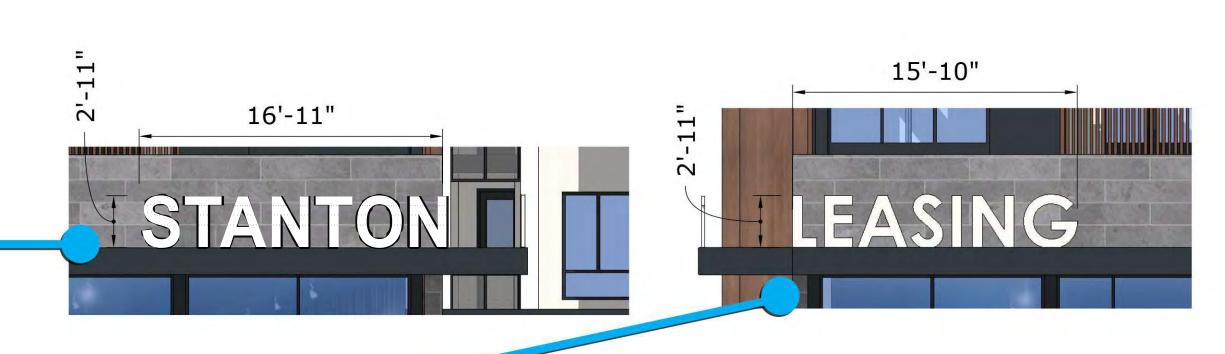
MATERIAL BOARD

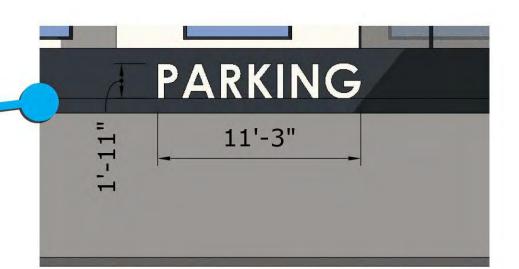
DATE: 05/13/20 JOB NO.: 2018-613



A3.5







PARKING ENTRY AND LEASING ON BEACH BLVD.









CONCEPTUAL SIGNAGE

DATE: 05/13/20 JOB NO.: 2018-613

A3.6

STANTON 1.0

STANTON, CA

BONANNI DEVELOPMENT



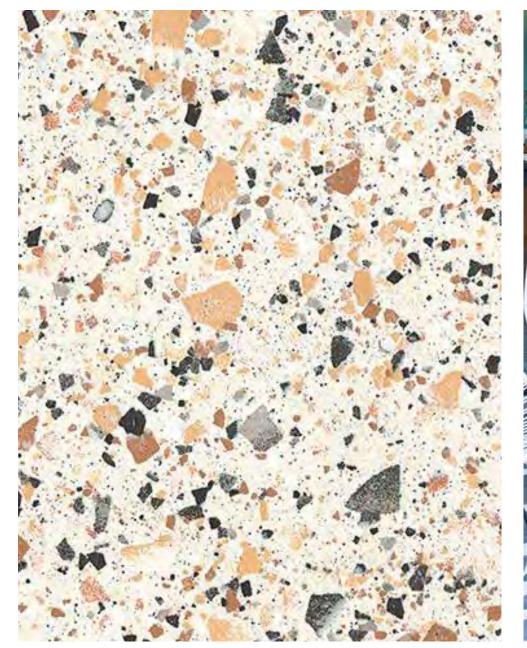
STANTON 1.0

STANTON, CA

DATE: 05/13/20 JOB NO.: 2018-613

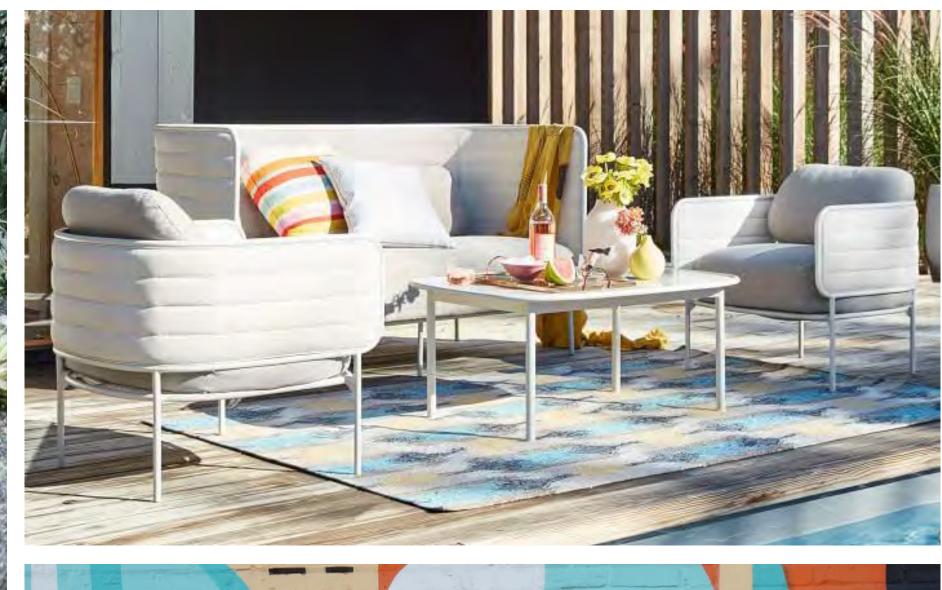






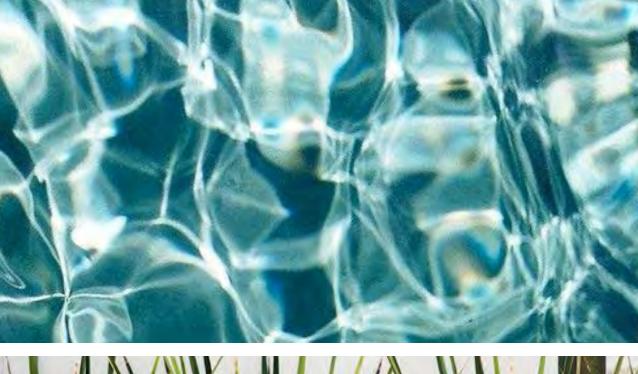


















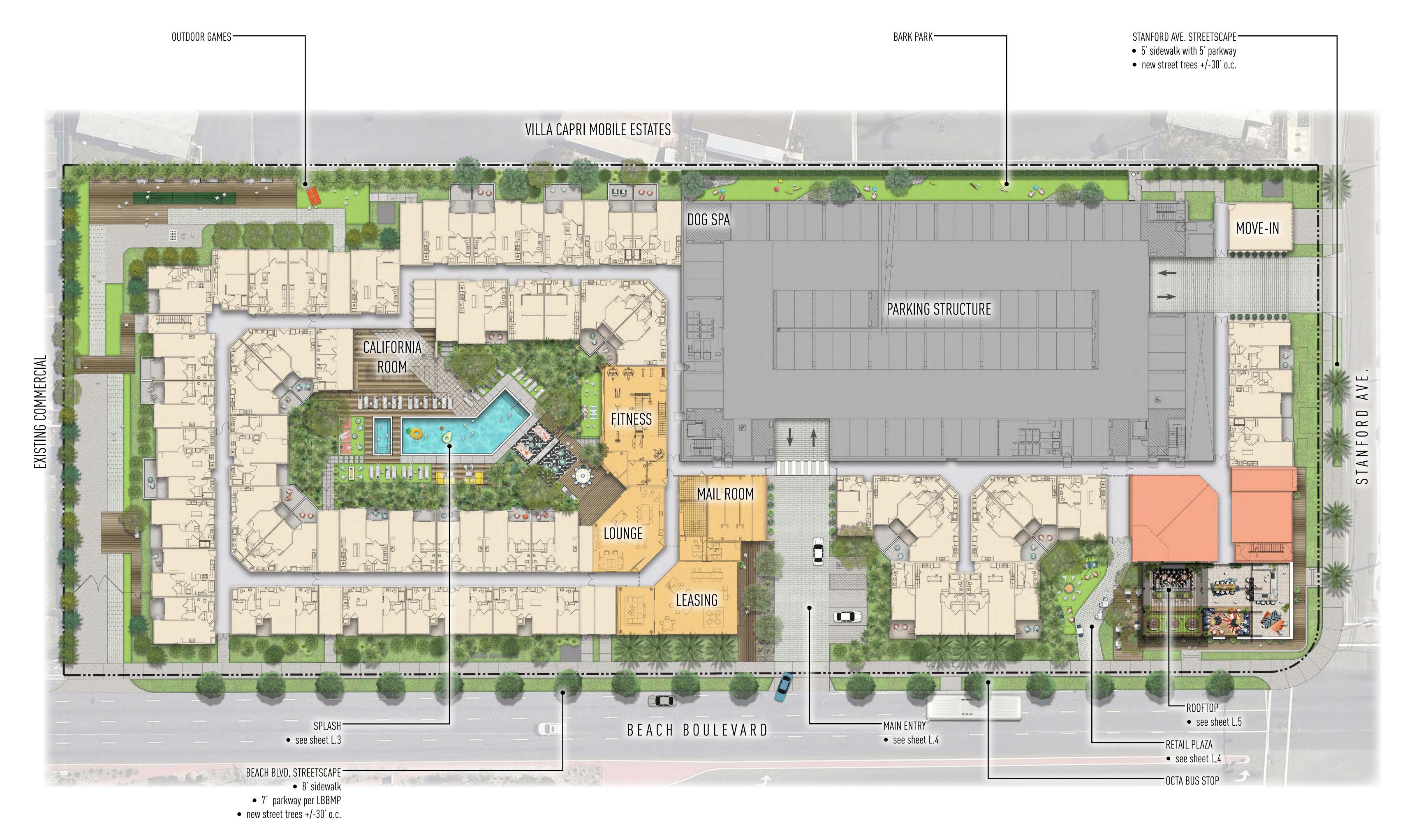








THE MINT AT BEACH

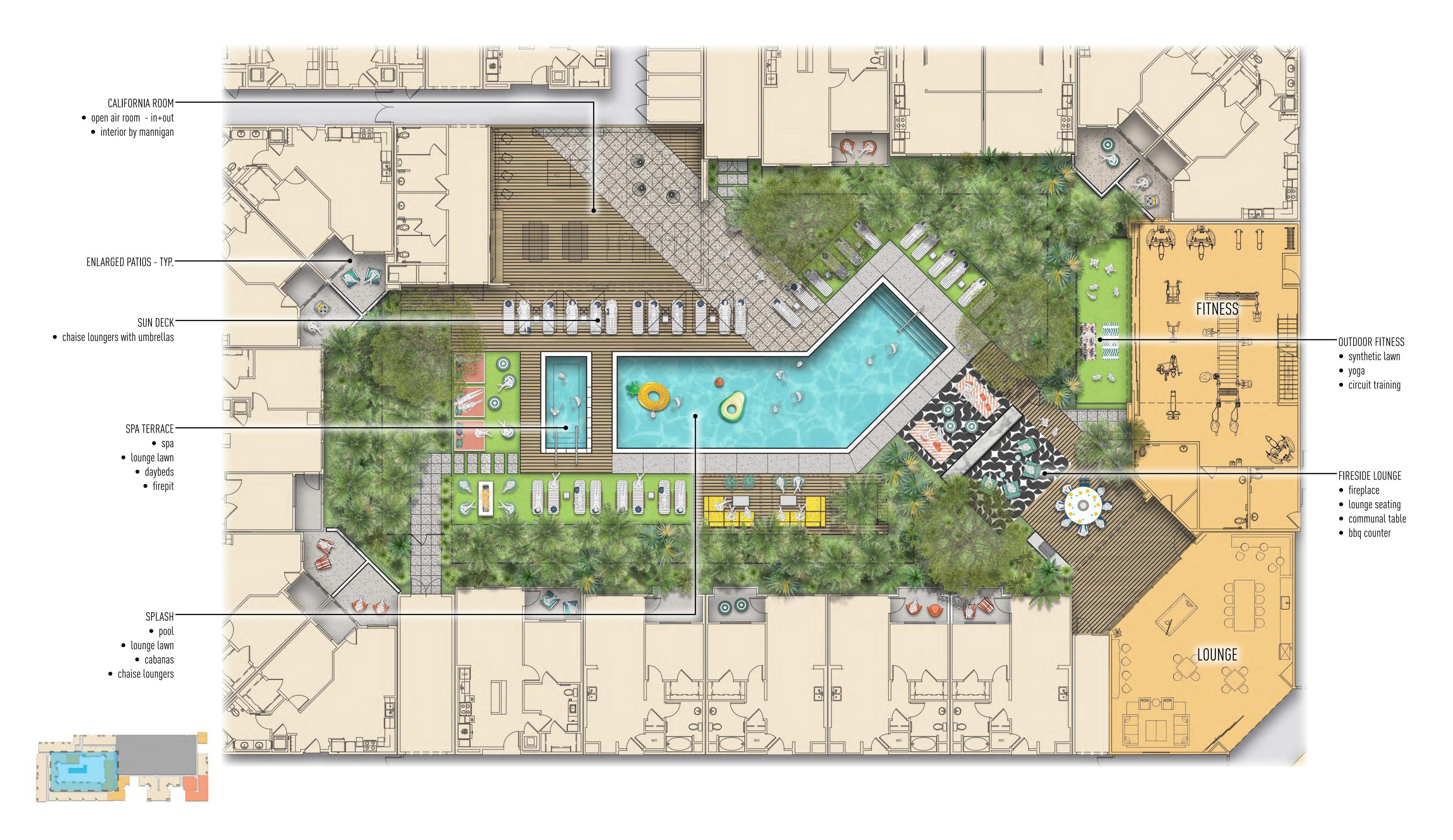


STANTON, CA

CONCEPTUAL LANDSCAPE PLAN - L.2





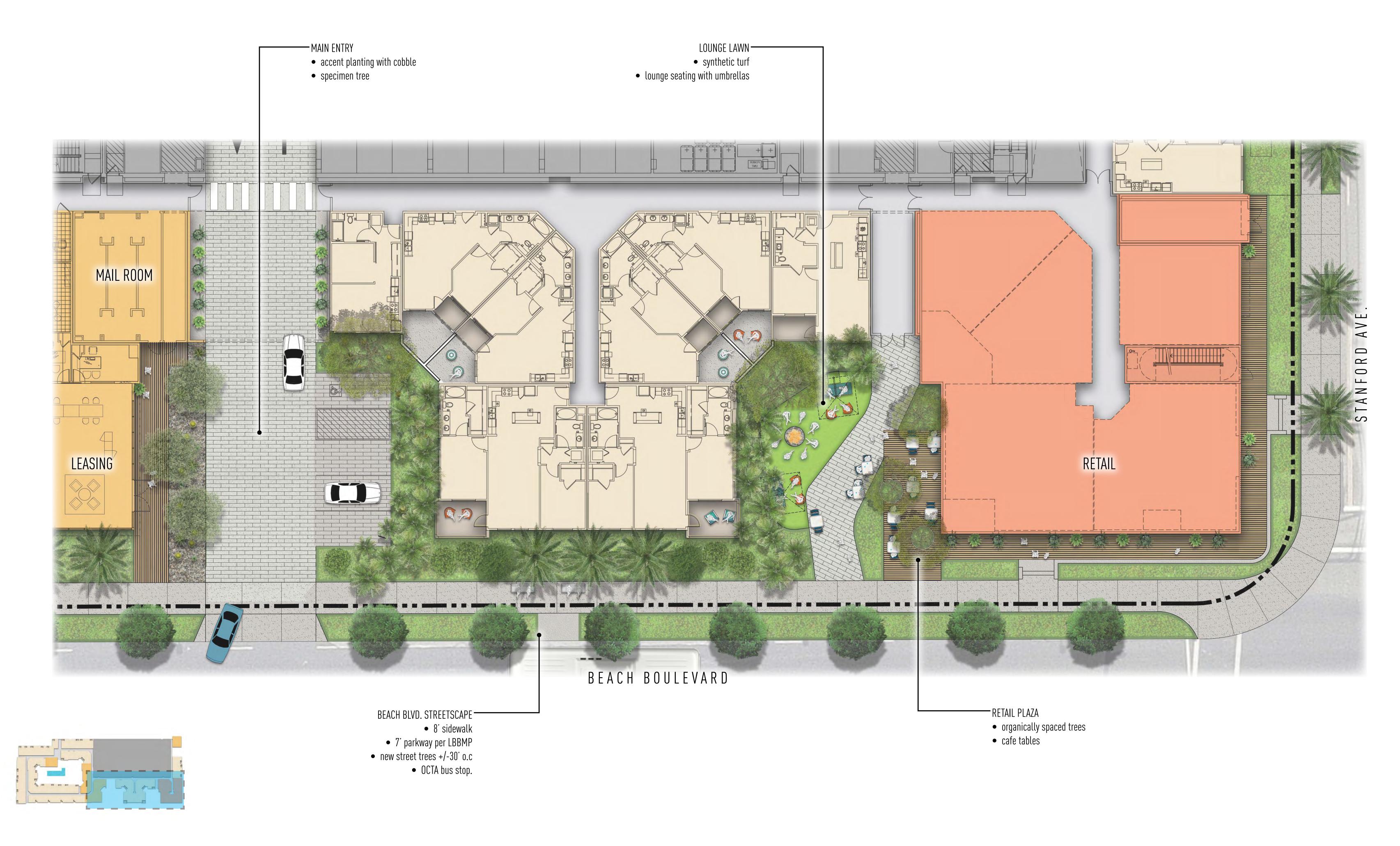


STANTON, CA

SPLASH ENLARGEMENT - L.3







STANTON, CA

MAIN ENTRY AND RETAIL PLAZA ENLARGEMENT - L.4







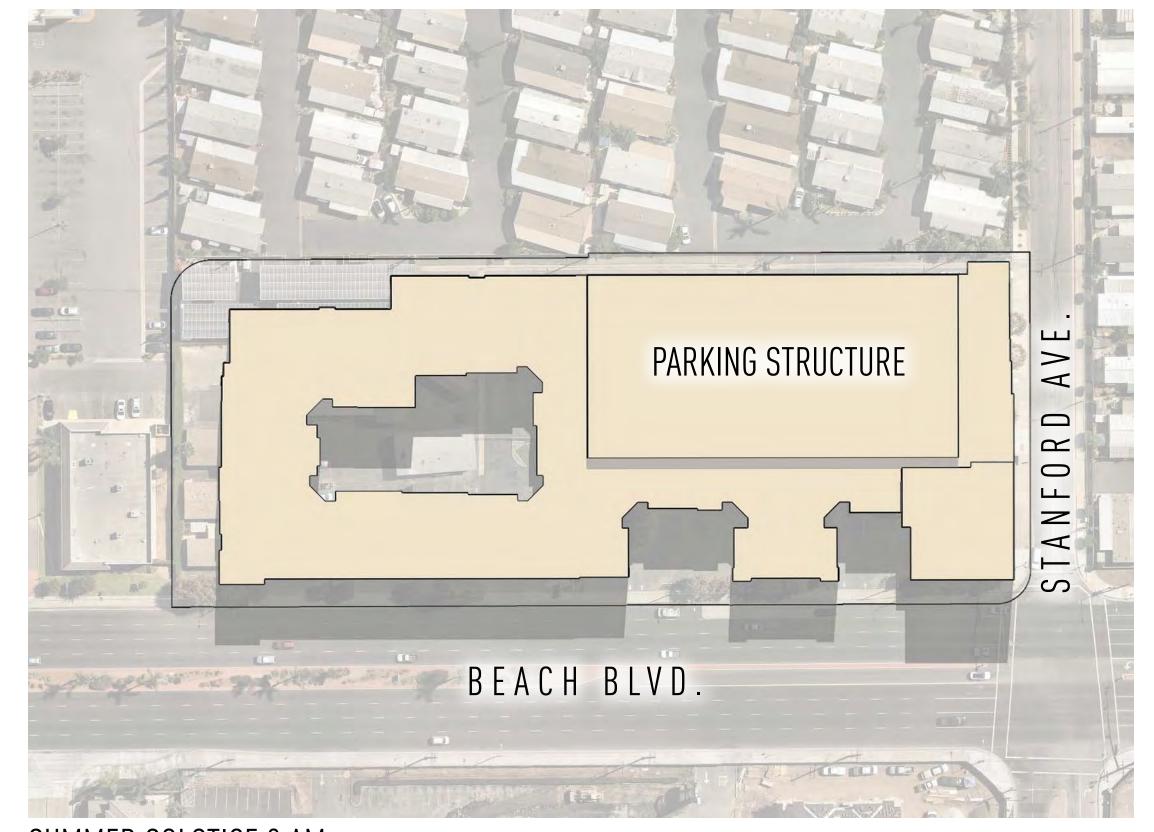
BONANNI DEVELOPMENT

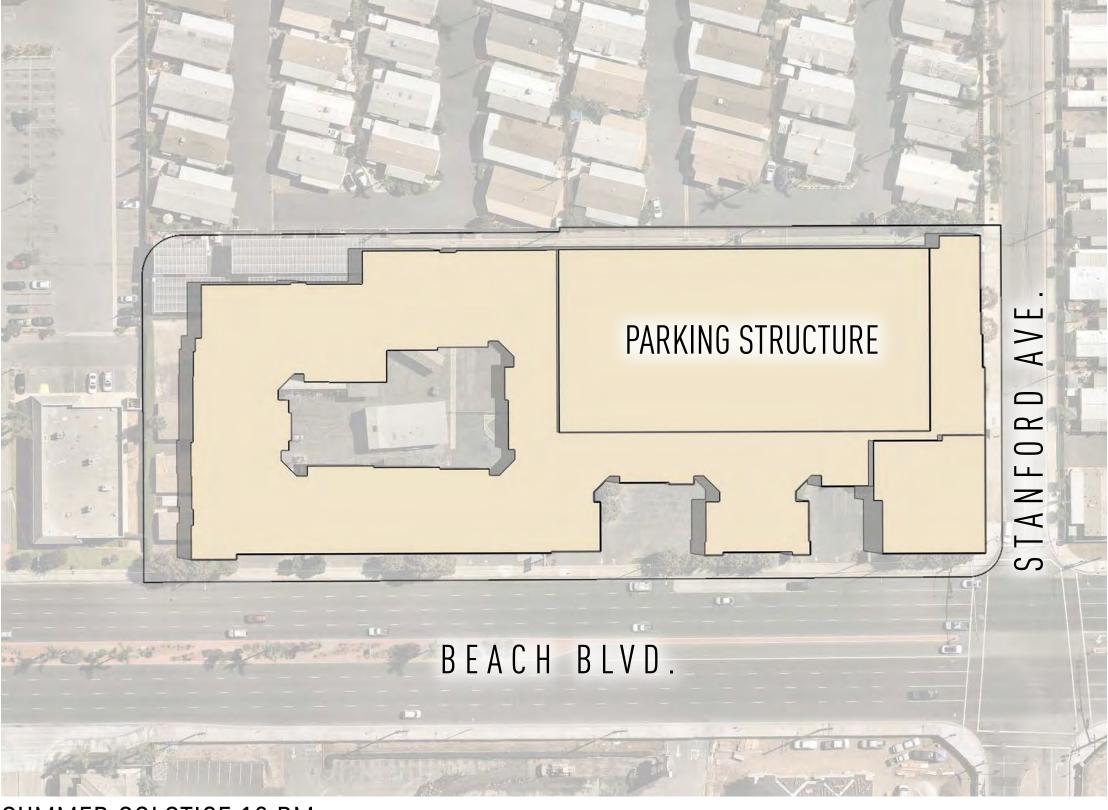
STANTON, CA

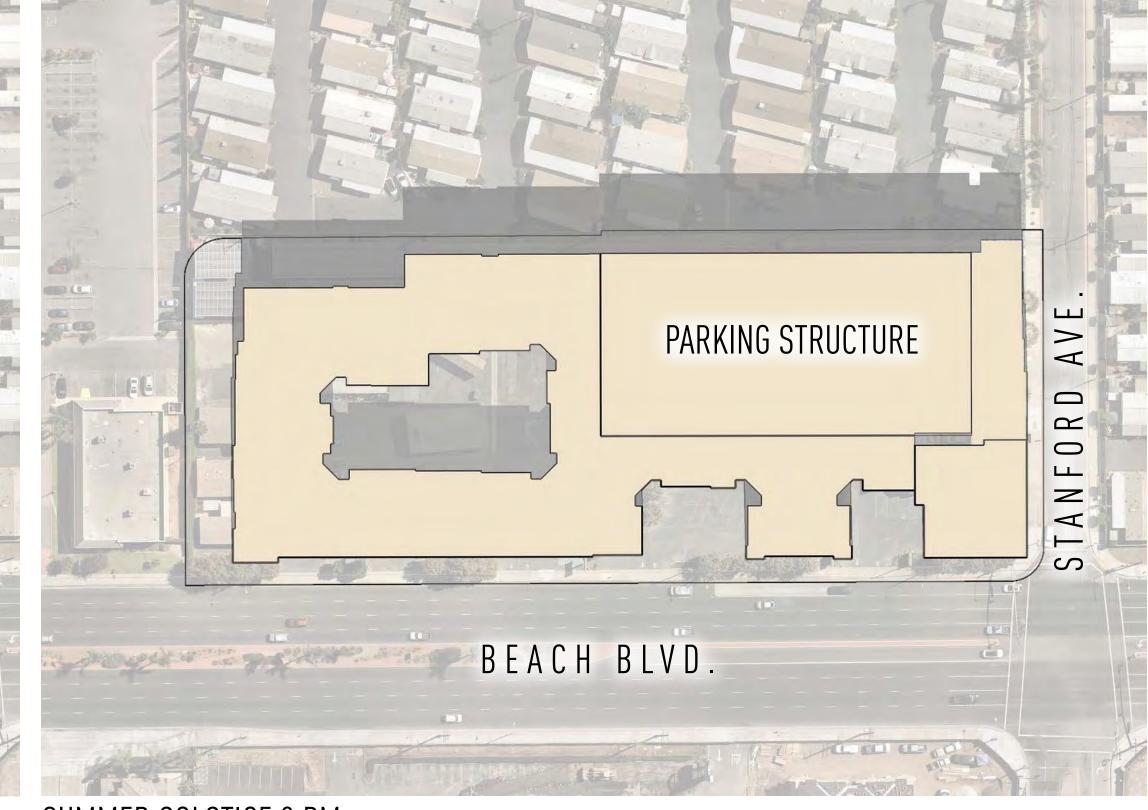
ROOFTOP ENLARGEMENT - L.5









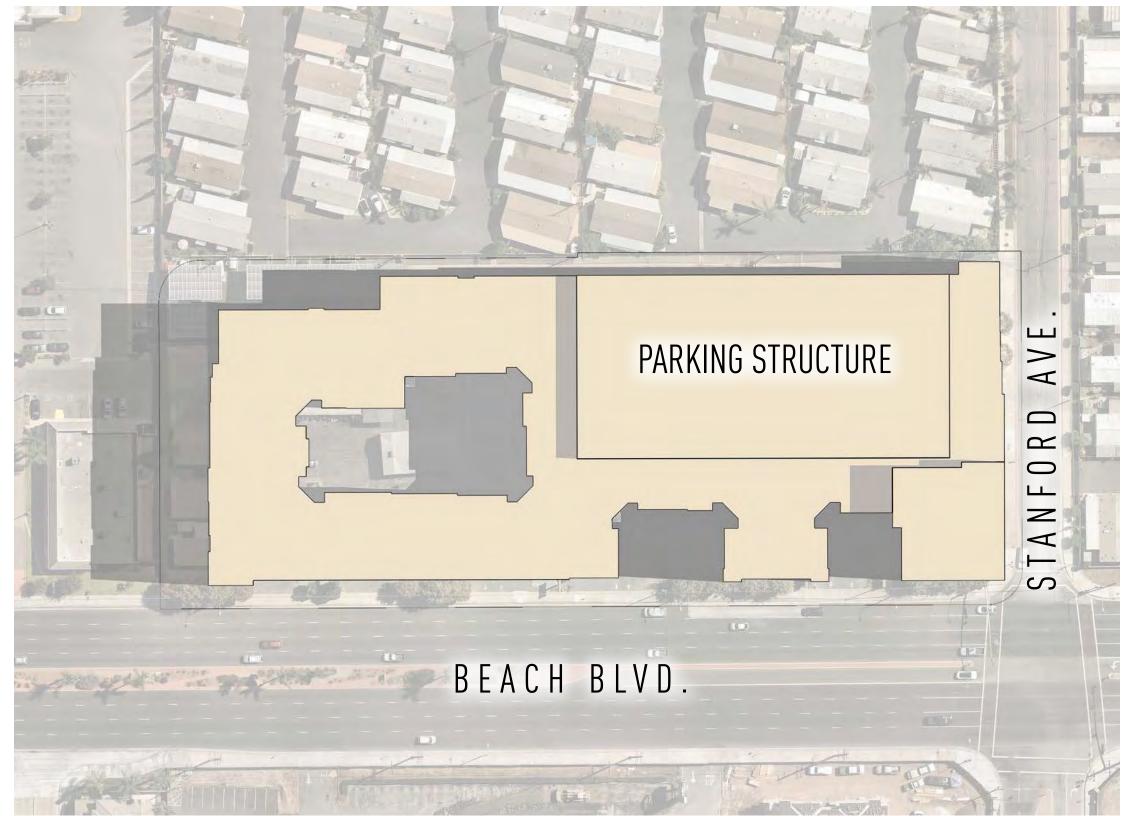


SUMMER SOLSTICE 9 AM

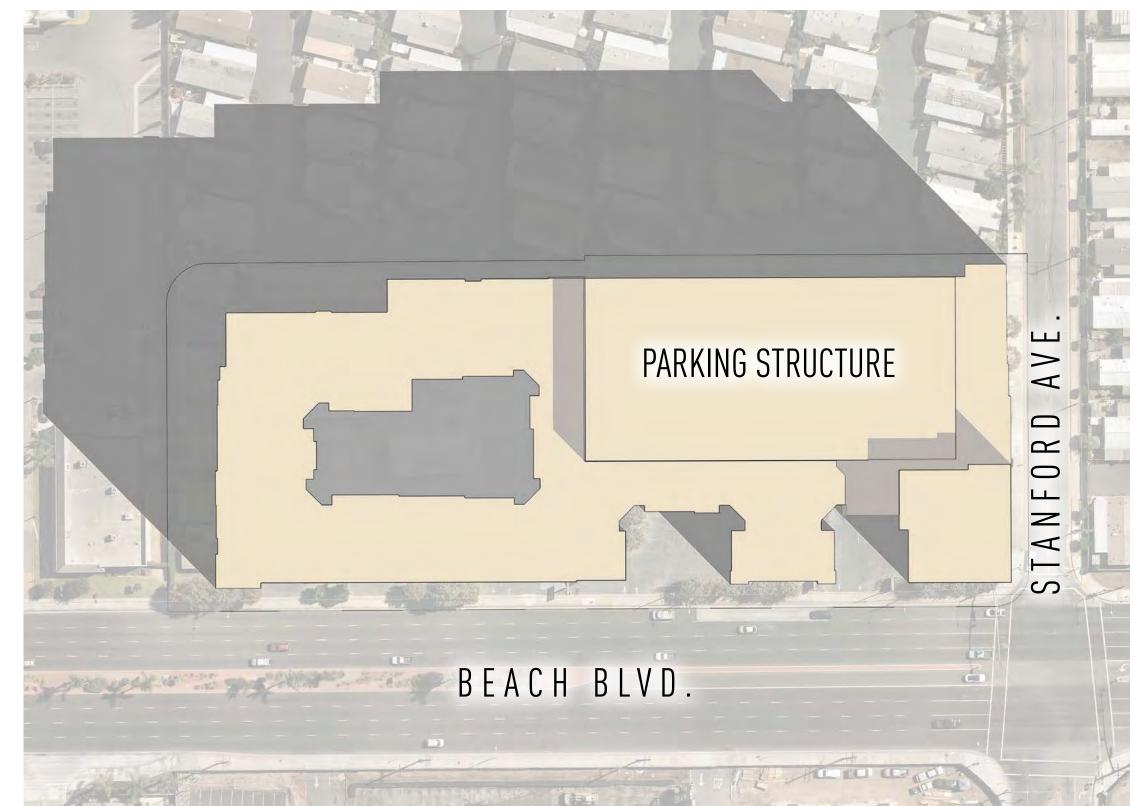
PARKING STRUCTURE

BEACH BLVD.

SUMMER SOLSTICE 12 PM



SUMMER SOLSTICE 3 PM



WINTER SOLSTICE 12 PM WINTER SOLSTICE 3 PM

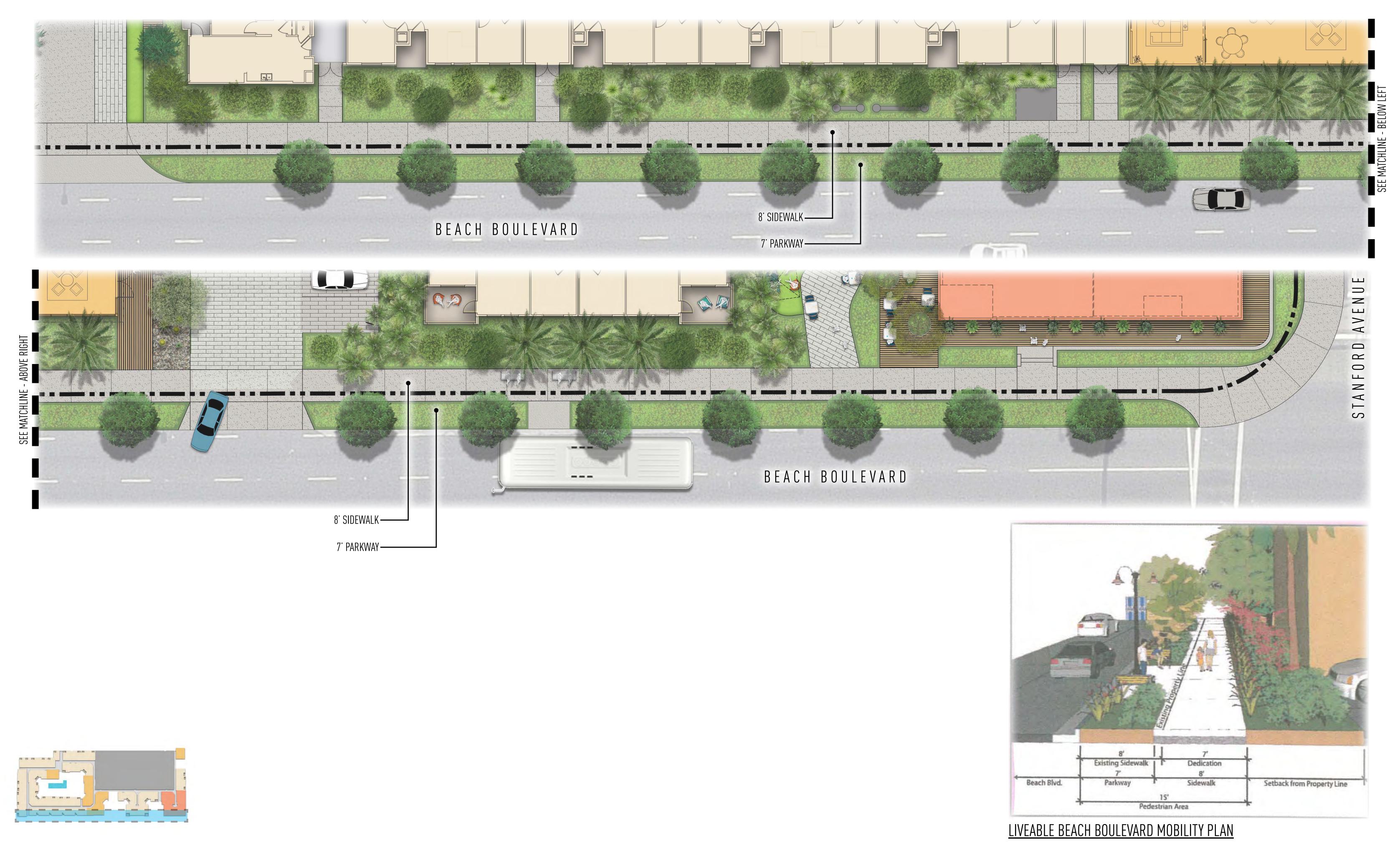
WINTER SOLSTICE 9 AM

STANTON, CA

SUN AND SHADE STUDY - L.6







STANTON, CA

MAIN ENTRY AND RETAIL PLAZA ENLARGEMENT - L.7





The Mint Bonanni Development 12736 Beach Boulevard

Crime Prevention Through Environmental Design Review Prepared for the City of Stanton January 2020



Crime Prevention Through Environmental Design Review & Consultation

(949) 795-2681

TrabucoConsulting.com



Trabuco Consulting

Trabuco Consulting strives to create safer communities through collaboration and planning. We are committed to working with our clients and other stakeholders to identify and address quality of life issues through community engagement and the thoughtful design of physical space. Our services are based on a foundation of over 30 years of municipal government experience for one of the nation's safest cities, 24 years of law enforcement service anchored in the principles of Community Policing, the development of community safety initiatives, and professional certification in Crime Prevention Through Environmental Design (CPTED).

Contact Information

John Condon, Principal 28785 Vista Aliso, Trabuco Canyon, CA 92679 Jcondon@TrabucoConsulting.com (949) 795-2681

Disclaimer

This Crime Prevention Through Environmental Design (CPTED) review is intended to provide information for evaluation and consideration by its users. There are many variables which influence the occurrence of crime. As a result, Trabuco Consulting cannot guarantee or promise the suggestions contained in this review will prevent or eliminate all crime in the area of the proposed project. This document is intended to assist its users with considering options for improving overall community safety through the incorporation of recognized CPTED concepts. Further, the discussions in this review are not intended to imply any defect or deficiency in the existing project proposal. All plans, construction, processes and services associated with the project should comply with applicable codes, laws, community standards and be certified by appropriate authorities. The decision to incorporate any of the suggestions offered in this document are the sole responsibility of the users.

INTRODUCTION

The City of Stanton requested Trabuco Consulting conduct a Crime Prevention Through Environmental Design (CPTED) review of The Mint Development project proposed for 12736 Beach Boulevard. CPTED is commonly recognized among city planners, law enforcement and others involved in community development efforts as a purposeful and proactive approach to improving community safety through the thoughtful design of the physical environment.

This CPTED review consists of several elements. Site visits were conducted to observe the community and activities surrounding the project location. Basic crime statistics were obtained to provide a better understanding of safety and quality of life issues impacting the area. Finally, design plans were reviewed for specific project details. The overall goal of this effort is to identify features of The Mint project the developer and the City could further evaluate in relation to CPTED principles.

Crime and quality of life issues are influenced by multiple factors, which can change frequently and be difficult to predict. The observations listed in this review may overlap and require the consideration of more than one CPTED principle to address. Any comments provided do not suggest any deficiency or neglect by the developer or city staff, but merely provide topics for further evaluation based on CPTED concepts. Periodic reviews should be conducted to reinforce and assess the success of implemented CPTED concepts and help identify new concerns which may develop in the future as environmental factors change.

Project Partners

Bonanni Development

5500 Bolsa Avenue, Suite 120 Huntington Beach, CA 92629 (714) 892-0123

Contact: Cole Bonanni

The City of Stanton

7800 Katella Avenue Stanton, CA 92 (714) 890-4228

Contact: Rose Rivera, Senior Planner

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Crime Prevention Through Environmental Design (CPTED) proposes the intentional use of physical features in the development of properties with the goal of preventing crime, reducing fear and improving the quality of life in the area. The core concepts are based on the power of observation, controlling access and movement, encouraging the intended use of space and proper maintenance. Although the fundamental principles of CPTED capture specific elements, they are not independent of one another. Instead, the principles overlap forming layers of prevention and support the other principles.

Natural Surveillance- Increasing the visibility of an area by incorporating physical features and activities that encourage observation by users and passersby, thereby discouraging undesired use or activities. Surveillance of an area may be enhanced through the use of materials that allow observation of the area, such as visually permeable fencing, lighting, non-obstructive landscaping. Surveillance may also include the use of features, such as security cameras and guards.

Access Control- Providing guidance to people for the proper movement and access to the property. Creating recognizable entry points and paths of travel through the use of landscaping, lighting, and signage (wayfinding). Mechanical reinforcement may include the use of features such as fencing, gates, and secured doors.



Territorial Reinforcement- Using physical design features to define the separation of public (sidewalks), semi-public (entry paths, outdoor seating for customers) and private (residential areas, business/ stores) spaces. Defining space discourages unauthorized or unintended use of private areas and may offer a sense of security/safety to the intended users. The goal is to create subtle separations to signal movement from one type of space to another. Soft separations may include landscaping, elevation changes, separation rails, and lighting. Hard separations might include features such as fencing, gates, marked entryways, and warning signs.

Activity Support- Creating opportunities for people to engage in appropriate activities throughout the property may encourage ownership in the property and increase visual observation of the area. Activities such as, reading a book in the courtyard, exercising, and patio dining bring people to specific areas and increase likelihood offenders will be observed.

Maintenance- Ensuring the proper maintenance of the property and well-planned maintenance schedules will assist with identifying undesired uses/activities, safety issues, perimeter breaches, and other security concerns.

PROJECT DESCRIPTION - The Mint - 2736 Beach Boulevard

The Mint project site is located at the north-east corner of Beach Boulevard and Stanford Avenue, within the South Gateway Mixed-Use Overlay Zone (SGMX) in the city of Stanton. The intent of the SGMX is to create an attractive urban area for people to live, work and play without the need for vehicle travel. Similar projects are occurring in the SGMX zone as the community strives to revitalize the area considered a main point of entry into the city. The project narrative provided by the developer suggests the project will further enhance the urban landscape and stimulate retail activity in the area. The developer also identifies the issues of affordable housing, pedestrian and vehicle traffic, and resident safety as key issues for consideration in the project planning.

The Mint development is described as a mixed-use, multi-story complex to include 300 studio, single and two-bedroom lease units, 6250 square feet of leasable commercial area, and 556 onsite parking spaces. The developer plans to include various social and recreational amenities for residents, including lounges, courtyards, pools, spas, clubroom, roof deck, fitness center and a dog park. The developer proposes several security features for the project including, electronically controlled entry for residents, 24/7 onsite staffing, security cameras, marked entrances and package delivery lockers.

SITE REVIEW

The Mint project is currently in the planning stages and there is no actual structure or facility to observe as part of this analysis. Therefore, site visits were conducted to observe the surrounding area and consider the potential interactions between the new development and community.

As part of this review, two on-site visits to the area were conducted. The current location is occupied by two small closed restaurant buildings, pool supply business, automobile repair shop and additional vacant land. Properties immediately south and east of the location include mobile home communities. There is an elementary school and additional single-family residential homes east of the location. The properties north and west include a new multi-unit residential complex and commercial retail businesses. Additional retail/commercial centers are located several blocks north and south of the site.

The majority of vehicle traffic in the area occurs along Beach Blvd., which is a highly traveled thoroughfare connecting Stanton with the communities of Huntington Beach, Westminster, Garden Grove, Anaheim, Buena Park and La Habra. Stanford Ave. serves as an access point for the adjacent residential communities and experiences light traffic that increases during the morning and evening commute periods. Minimal pedestrian traffic was observed in the immediate site area. However, obvious increases in pedestrian activity were observed in the retail areas immediately north and south of the site along Beach Blvd.

During the site visits, obvious signs of graffiti were observed on the current buildings, walls and signs at the location. During a follow-up visit to the area, new graffiti was observed on a community wall immediately

adjacent to the site. Displaced persons were observed in areas within walking distance of the project site. One current business owner noted continued incidents of displaced persons sleeping in the alleys at the location.

Recent and ongoing improvements are actively occurring along Beach Blvd., including residential and retail development directly west of The Mint site. These additional developments will also generate activity in the area, including vehicle and pedestrian traffic.

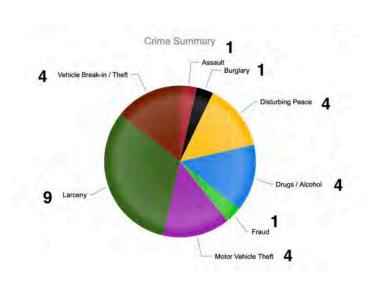
Plan Review

The Mint design plans dated November 13, 2019 submitted by Bonanni Development were provided by the City of Stanton and used for this review. These plans consist, in part, of elevation renderings, sign concepts, parking design, building level configurations, location of open space, fire separation areas, and general amenities. The plans provided a basic understanding of the project to allow for initial CPTED observations.

CRIME DATA

According to the 2018 Federal Bureau of Investigation Uniform Crime Report data, Stanton has a population of nearly 32,000 residents and reported 618 property crimes and 135 violent crimes during 2018. ¹ The City of Stanton contracts with the Orange County Sheriff's Department (OCSD) to provide policing services for its community. Data available to the public through the OCSD website (crimemapping.com), shows 28 reported crime incidents occurred within 1500 ft. of 12736 Beach Blvd. between October 1-December 30, 2019. ² The most commonly reported crimes in this area include larceny (the taking of the personal property of another

person or business), vehicle break-ins, vehicle theft, drugs/alcohol, disturbing the peace and burglary. Crimes appear to cluster along the Beach Blvd. corridor with the number of incidents increasing in the area of Lampson Ave. Additionally, publicly discussed issues such as displaced persons, illegal drug use and prostitution do not always generate crime reports, but affect the quality of life in the area.



¹ Federal Bureau of Investigation - 2018 Uniform Crime Report, <u>www.ucr.fbi.gov</u>; December 31, 2019

² Crimemapping.com; December 31, 2019

OBSERVATIONS

The city of Stanton is a relatively small geographic community (3.1 sq. miles), surrounded by the larger cities of Anaheim, Garden Grove Cypress, Buena Park and Westminster. The city experiences a steady flow of vehicle and pedestrian traffic passing through its borders to other cities, especially along Beach Blvd. The Mint development will increase the number of people in the area (residents, visitors, retailers and customers), which needs to be considered as it relates to access and the use of public, semi-public and private spaces.

The most frequently reported crimes in the project area include larceny, motor vehicle theft and theft from vehicles. The addition of vehicles, housing units, retail businesses and miscellaneous property associated with the new development will create opportunities for theft. Issues such as trespassing and graffiti also have a potential for impacting the quality of life in the area.

The residential communities and the mobile home communities surrounding the project site are relatively quiet and generate few law enforcement calls for service. The introduction of additional residents, customers and the additional vehicles in the area may create a potential for noise and traffic impacts with the residents in the established neighborhoods that should be considered as part of the CEQA review conducted by the City staff.

First responder access to the property will be critical to ensuring public safety at the location. Entry points should be visible and free from obstructions. The developer proposes the use of electronic access for residents, however manual override access should be available for public safety and emergencies. Due to the size of the complex, public safety communication systems will need to be addressed as the project progresses.

CPTED Considerations - The Mint - 12736 Beach Blvd.

- 1 Create and maintain clear sight-lines to front of location to support natural surveillance of property by vehicle and pedestrian traffic on Beach Blvd.
 - Ensure clear lines of sight to building front and access points.
 - Window coverings, signs, and vegetation may interfere with ability to see into or out of location.
 - Nighttime lighting may highlight entry points and draw attention to business locations during nonbusiness hours as a deterrent to trespassers or undesired activities, such as graffiti.
- 2 Discourage undesired use/conflicts between customers and sidewalk users by creating semi-private areas in front of businesses at south-west corner of project site.
 - Utilize subtle dividers, such as visually permeable railing, small planters, changes in pavement elevations or colors to separate private business area from public sidewalk.
 - Avoid creating blind spots, which may attract undesired behavior during hours of non-operation.
- 3 Ensure a clear separation of space between the public sidewalks and the ground floor residential areas, especially along Beach and Stanford.
 - Defining separation of public vs. private space may discourage people looking into units.
- 4 Maintain no parking/stopping along Beach Blvd. and Stanford to eliminate visual barriers and hiding spots.
 - Street parking reduces visibility of area and may create traffic conflicts.
 - Eliminating street parking also reduces potential for vehicle break-ins.
- 5 Resident Only parking entrance on Stanford may become entry point to garage and building for unauthorized persons.
 - Consider additional security features, such as enhanced lighting, security cameras/CCTV monitored by staff, and advisory/restricted entry signs.
- 6 Fire service areas offer secluded areas for trespassers or undesired activities.
 - Securing access from Beach and Stanford entry points should be considered.
 - Appropriate lighting and the placement of objects should be considered to minimize hiding spots or obstructed views from streets.
 - Consider additional security features, such as enhanced lighting, security cameras/CCTV monitored by staff, and advisory/restricted entry signs.
- 7 Vehicles in parking garage are likely to become targets for theft.
 - Creating barriers to accessing garage from outside will discourage unauthorized entry.
 - Landscaping, lighting and physical barriers near lower level openings.
 - Interior lighting should eliminate dark areas.
- 8 North and East site perimeters will be attractive entry points for trespassers.
 - Perimeter fencing will provide clear boundaries.
 - Solid fencing will invite graffiti and create hiding areas.
 - Consider visually permeable materials that discourage climbing.

CPTED Considerations - The Mint - 12736 Beach Blvd.

- 9 Bicycle storage lockers may support alternative transportation and discourage theft.
- 10 Configuration of leasing office can promote observation of building exteriors by on-site staff.
- 11 Visibility into amenity areas, such as the fitness center and lounges, may discourage undesired use.
 - Windows open to public areas will encourage natural surveillance.
 - Controlled access can help prevent unauthorized users/trespassing.
- 12 Interior hallways and corridors should be well lit and easy to navigate.
 - Directional signs must be easy to read and follow.
- Encourage appropriate activities in courtyard/common areas to build sense of community and increase observation of areas.
 - Social events, classes, and other activities can increase interaction between residents and encourage sense of belonging and ownership in the location.
- 14 **Public Safety Considerations:**
 - Radio-Controlled access to garages/fire service areas (Click-2-Enter)
 - Knox Box placement
 - Visible address (north & south ends of complex)
 - Visibility of businesses/main entrances from street (day & night)
 - Addresses indicating floor and sequential unit number help for emergency response.
- Physical inspection and monitoring of building exterior and parking garage may assist in identifying unauthorized users, inoperable doors/locks and property damage issues (graffiti).
 - Consider physical inspections of property by 24/7 staff at various times of day/evening.
 - Security cameras could supplement physical inspections.

The considerations listed in this document are based on the application of CPTED principals to the information obtained during the review process. The City of Stanton shall have the sole discretion, responsibility and authority to require or mandate the developer to implement or adhere to any of the considerations listed in this report. The developer has the responsibility to meet or exceed all City or State codes as they relate to the project.

Class 32 Infill Streamlining Checklist The Mint

May 8, 2020

Prepared for:

City of Stanton
Community Development Department
Planning Division



Prepared by:

SAGECREST planning+environmental

Contact:

Christine Saunders, Director, Environmental Services (714) 783-1863 x 706 csaunders@sagecrestplanning.com



2400 East Katella Avenue, Suite 800 Anaheim, CA 92806 www.sagecrestplanning.com



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SECTION 15332 OF TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS:	
Table 1 – Estimated Daily Construction Emissions	
Table 2 – Estimated Operational Emissions (pounds per day)	28
EXCEPTIONS TO CATEGORICAL EXEMPTIONS:	33
DETERMINIATION:	22



PROJECT DETAILS:

CASE NO.: General Plan Amendment GPA19-01, Zoning Code

Amendment ZCA19-04, Development Agreement DA19-01, Site Plan and Design Review SPDR-800, Planned

Development Permit PDP19-02

PROJECT NAME: THE MINT

PROJECT APPLICANT: CITY OF STANTON

7800 Katella Avenue

Stanton, CA 90680

PROJECT AGENT: BONANNI DEVELOPMENT

Attn: Chris Segesman

5500 Bolsa Avenue, Suite 120

Huntington Beach, CA 92649

PROJECT ADDRESS: 12736 Beach Boulevard

Stanton, CA 90680

APN(s): 131-501-04-00

PROJECT LOCATION:

The Project Site is located at the northeast corner of Beach Boulevard and Stanford Avenue in the City of Stanton, CA.

SURROUNDING LAND USES AND SETTING:

The 3.75-acre Project Site is surrounded by residential uses to the northwest, east and south, a vacant property currently under construction for a mixed-use development consisting of a commercial shopping center and townhome subdivision to the west, and commercial uses to the north. The nearest Single-Family Residential uses are located immediately adjacent to the east and approximately 40 feet to the south of the Project Site.

PROJECT DESCRIPTION:

The Applicant proposes to construct a 5- and 7-story mixed use building, with 300 residential units and 6,313 square feet (sf) of commercial space, and a 6-story parking structure (**Figure 1** – Site Plan and **Figure 2 (1)** and **(2)** – Conceptual Elevations). The mixed-use building would be 83-feet high at its tallest point, with an overall height of 63'-10" (Figure 2). A total of 244,998 square feet of residential floor area is proposed, as well as 37,118 sf of open space, and a



220,881 sf parking structure (**Figure 3 (1)** through **Figure 3 (5)** – Building Composite Plans). The proposed open space is comprised of 7,518 sf of interior amenities, 25,484 sf of communal open space, and 4,116 sf of private open space. The interior amenities would include a communal kitchen and lounge facilities for residents, a fitness area, game room, California room, flex space for residents and a business center (**Figure 4** – Amenities Plan). The communal open space would include two (2) at-grade landscaped areas totaling 11,321 sf, three (3) courtyards, and one (1) roof deck (**Figure 5** – Open Space Plan). The private open space would include all private deck areas for each residential unit (Figure 5).

The residential component includes studios, one- and two-bedroom units, which would range in size from 549 to 1,280 sf. All units would have access to the parking garage comprised of 526 residential parking spaces (1.75 parking spaces/unit). The commercial uses would be allocated 26 of the total 552 parking spaces (Figure 3 (1) - 3 (5)). Of the proposed parking, 16 spaces would have electric vehicle charging spaces.

The Proposed Project would provide an emergency access internal service road separating the existing adjacent uses to the north (**Figure 6** – Fire Master Plan and **Figure 7** – Fire Separation Plan). Solid waste pickup would service the Proposed Project via Stanford Avenue, accessing the interior located trash rooms inside the parking structure and locating the waste bins to the trash staging area (**Figure 8** – Waste Management Plan).

Signage is proposed as a part of the mixed-use project. Locations of the proposed signs would face both Beach Boulevard and Stanford Avenue, and include project identification signs and commercial tenant signs (**Figure 9** – Conceptual Signage). The proposed structure would be finished with light sand finish stucco, wood architectural siding, porcelain tile in wood and stone finishes, metal railing accents, vinyl windows, wood window frames, aluminum storefronts, and wood and metal trellis structure on the roof deck (**Figure 10** – Material Board). Conceptual renderings of the Proposed Project are provided from multiple perspectives (**Figure 11** – Conceptual Perspectives).

Improvements within the public right-of-way (ROW) would be included as a part of the Proposed Project. The project would include ROW improvements consisting of two (2) curb ramps located at the northeast corner of Beach Boulevard and Stanford Avenue, and a new retaining wall to be constructed where the proposed ROW dedication meets the property line (Figure 12 – Conceptual Grading Plan). The Proposed Project would connect to existing City 10-inch water lines located on the Beach Boulevard frontage and include new 8-inch sewer lines on the Project Site and in Stanford Avenue (Figure 13 – Conceptual Utilities Plan). The Proposed Project would include storm drain facilities onsite that would drain to proposed underground biofiltration systems for treatment.

EXISTING GENERAL PLAN DESIGNATION:

South Gateway Mixed Use District

EXISTING ZONING:

Commercial General (CG) Zone with a South Gateway Mixed Use (SGMX) Overlay Zone



PROPOSED GENERAL PLAN DESIGNATION:

South Gateway Mixed Use District

PROPOSED ZONING:

Commercial General (CG) Zone with a South Gateway Mixed Use (SGMX) Overlay Zone



Figure 1: Site Plan

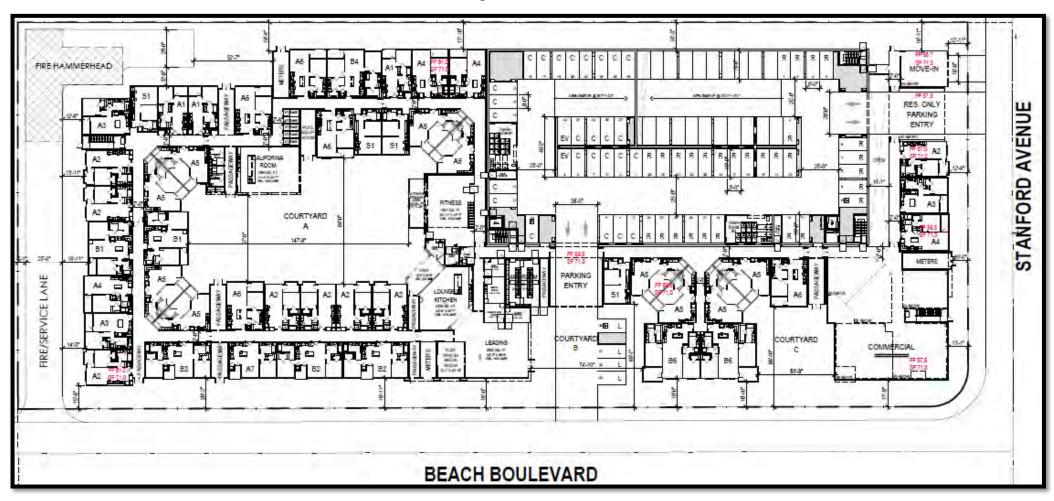


Figure 2 (1): Conceptual Elevations



SOUTH ELEVATION

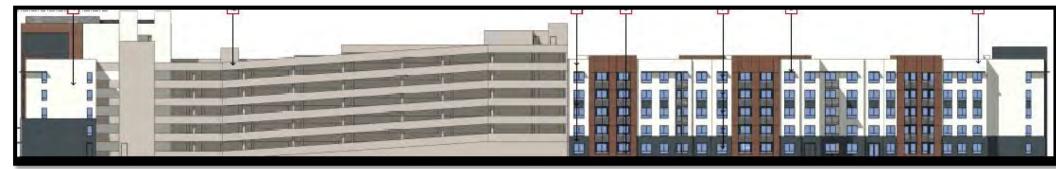


WEST ELEVATION

Figure 2 (2): Conceptual Elevations



NORTH ELEVATION



EAST ELEVATION



Figure 3 (1): Building Composite Plan - Level 1

CITY OF STANTON

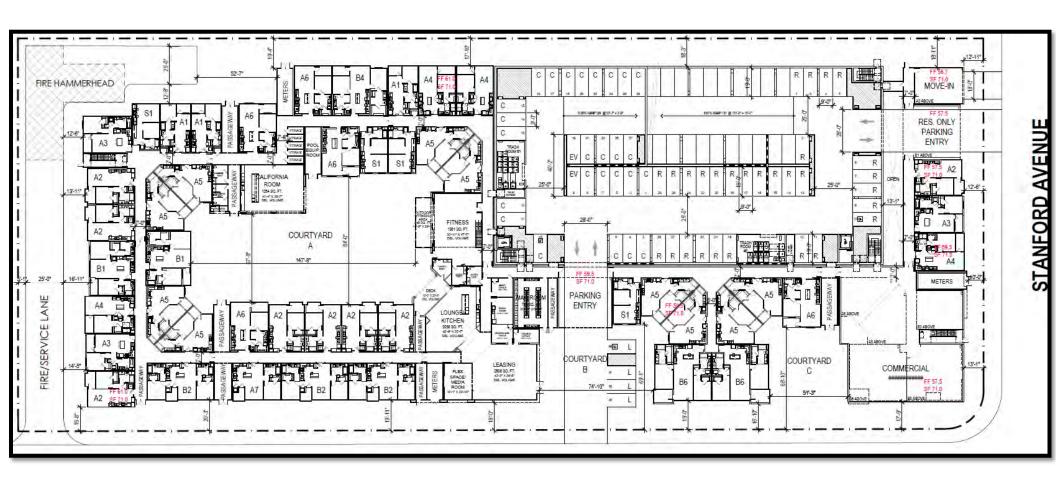


Figure 3 (2): Building Composite Plan – Level 2





Figure 3 (3): Building Composite Plan – Levels 3-5

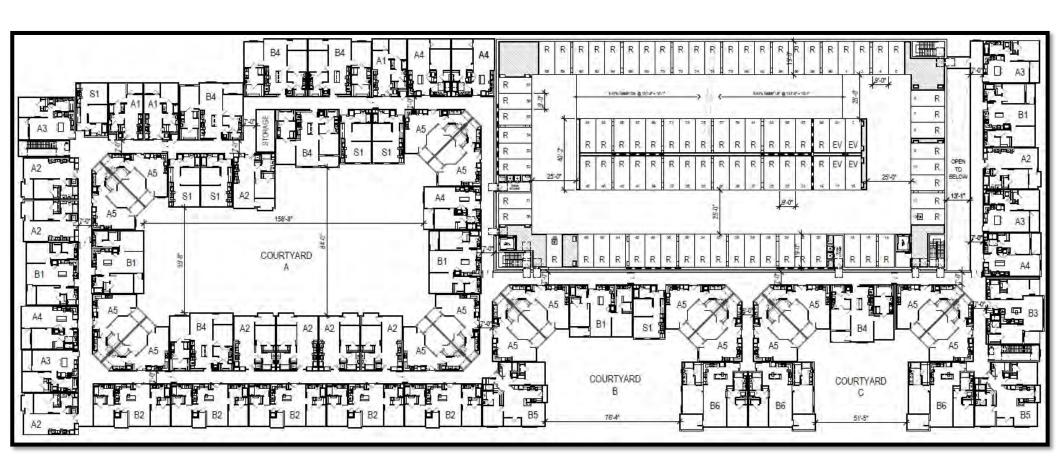




Figure 3 (4): Building Composite Plan – Level 6/Roof Plan

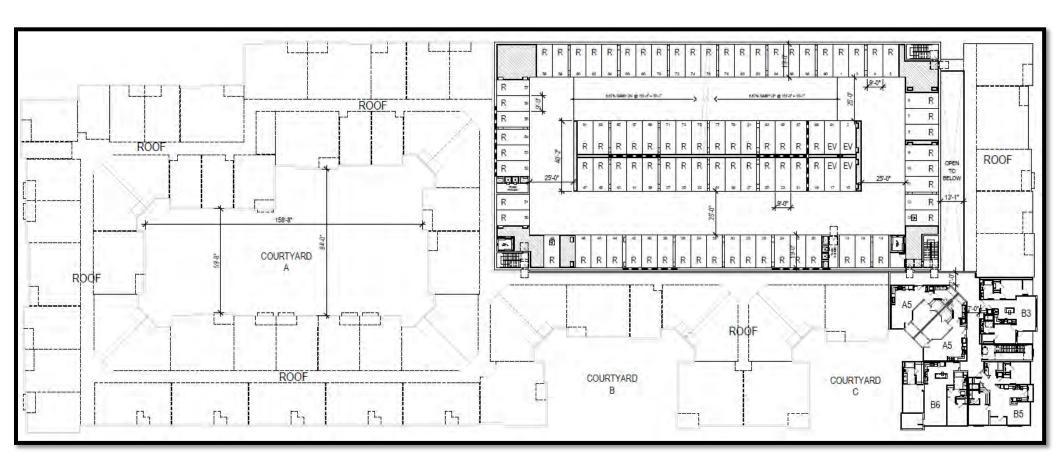


Figure 3 (5): Building Composite Plan – Level 7/Roof Plan

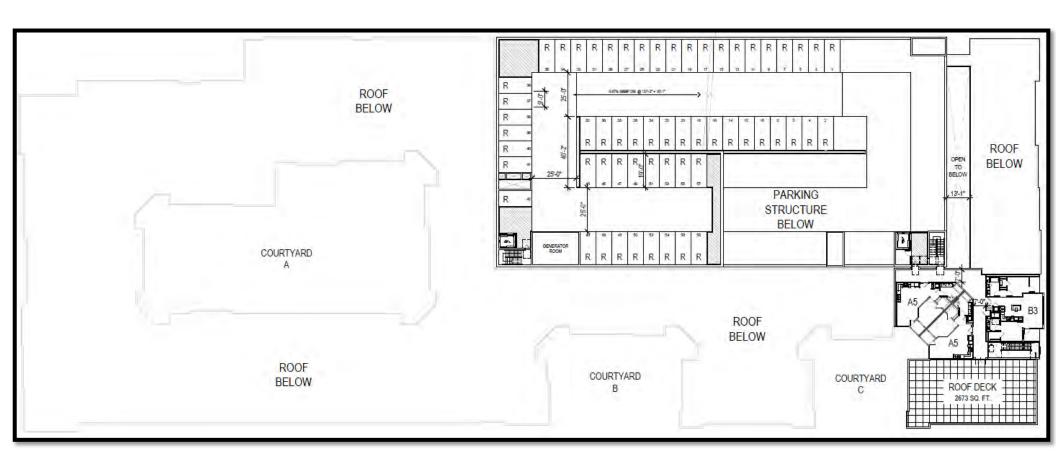
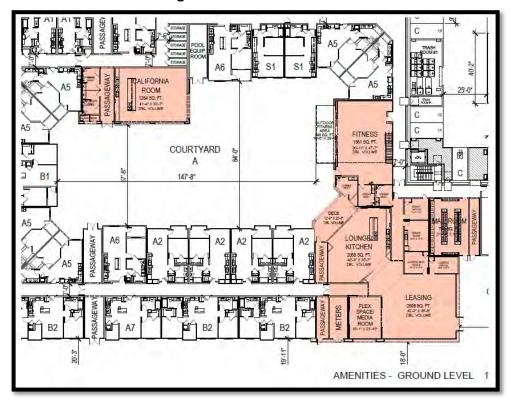
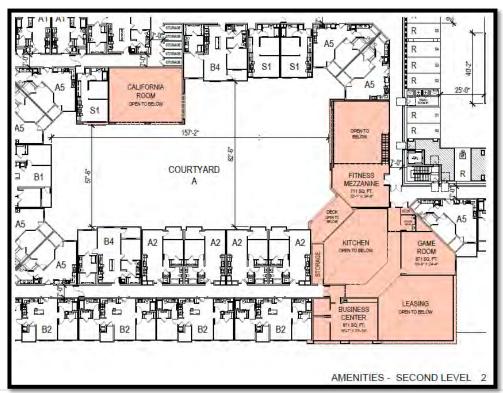




Figure 4: Amenities Plan





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Figure 5: Open Space Plan

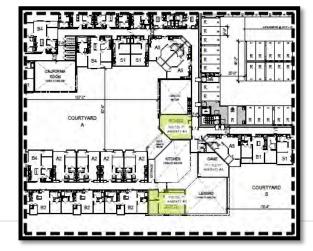




Figure 6: Fire Master Plan

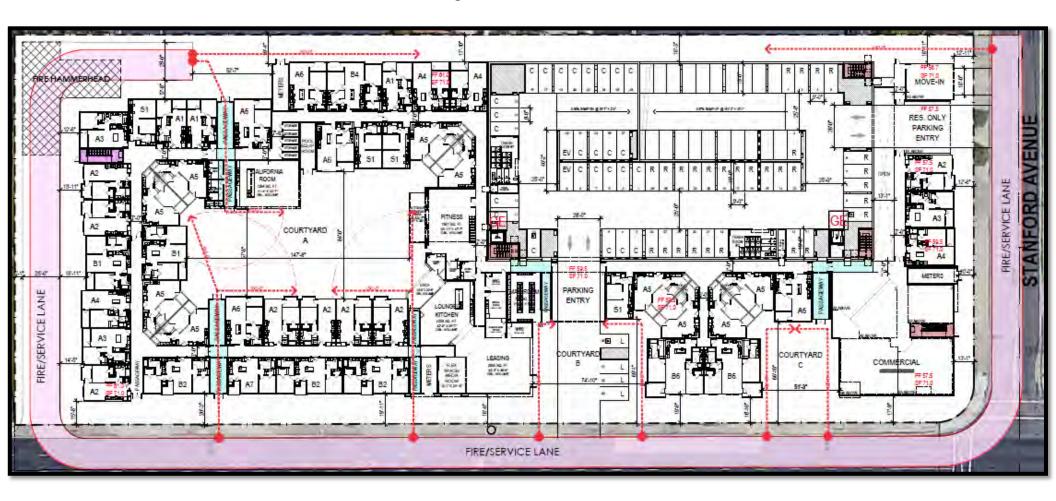


Figure 7: Fire Separation Plan

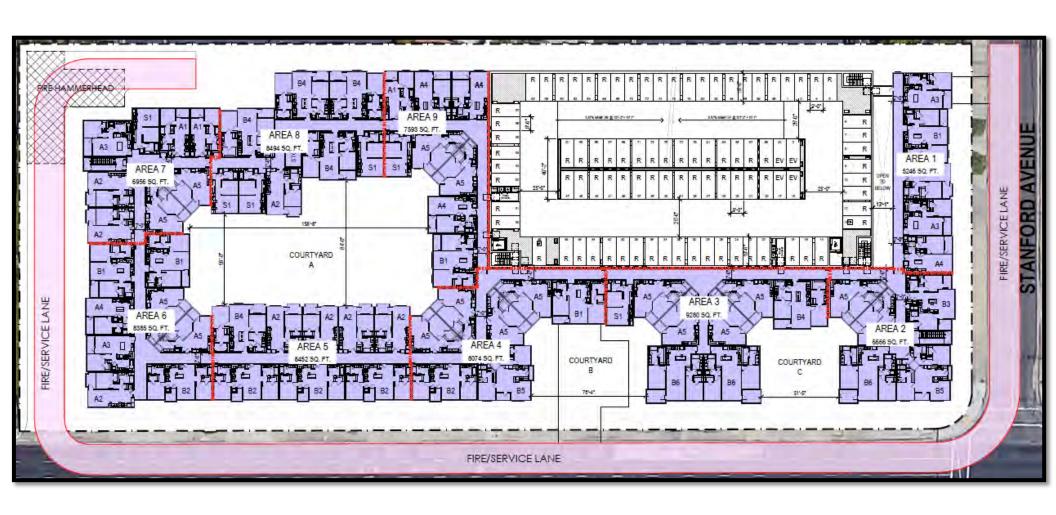




Figure 8: Waste Management Plan

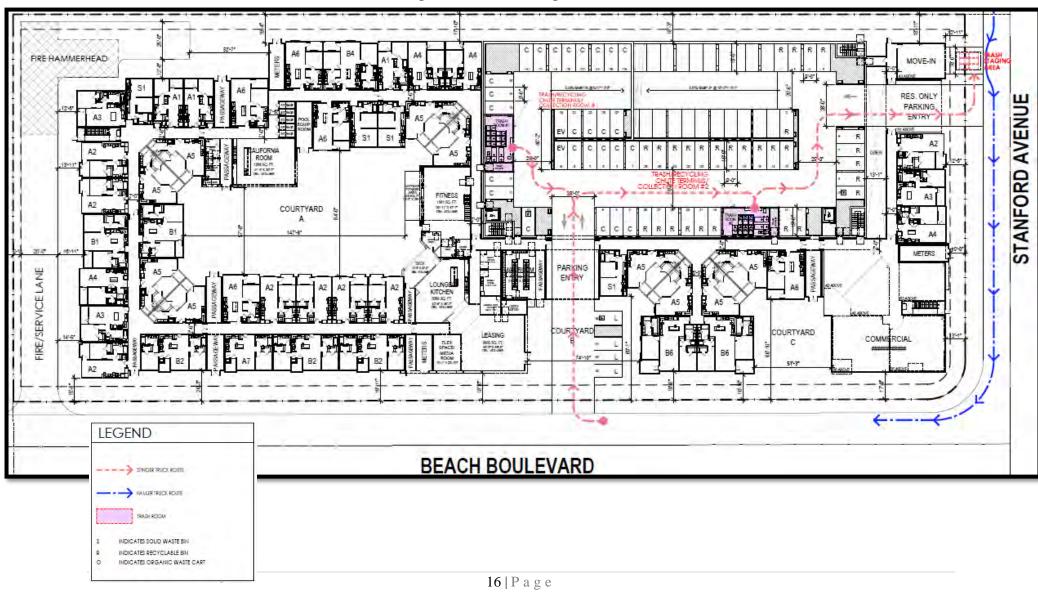


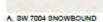
Figure 9: Conceptual Signage

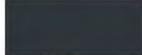




Figure 10: Materials Board







B. SW 6992 INKWELL



C. SW SOSS BREVITY BROWN VERTICAL METAL GRATE
 RAILING (PAINTED TO
 MATCH PAINT SPEC B & C)



LIGHT SAND FINISH STUCCO



2. ARCHITECTURAL SIDING -WOOD FINISH



3. PORCELAIN TILE - WOOD FINISH



4. PORCELAIN TILE - STONE FINISH



5. PERFORATED METAL PANEL RAILING (PAINTED TO MATCH PAINT SPEC B)



8. 2X8 WOOD WINDOW FRAME (PAINTED TO MATCH PAINT

SPEC B)





1011 450



Figure 11 (1): Conceptual Perspectives





VIEW LOOKING NORTH AT BEACH BLVD. & STANFORD AVE.





19 | P a g e



Figure 11 (2): Conceptual Perspectives

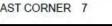


VIEW LOOKING NORTHWEST FROM STANFORD AVE. 8



VIEW LOOKING SOUTH AT BEACH BLVD. 6





20 | P a g e



Figure 12: Conceptual Grading Plan

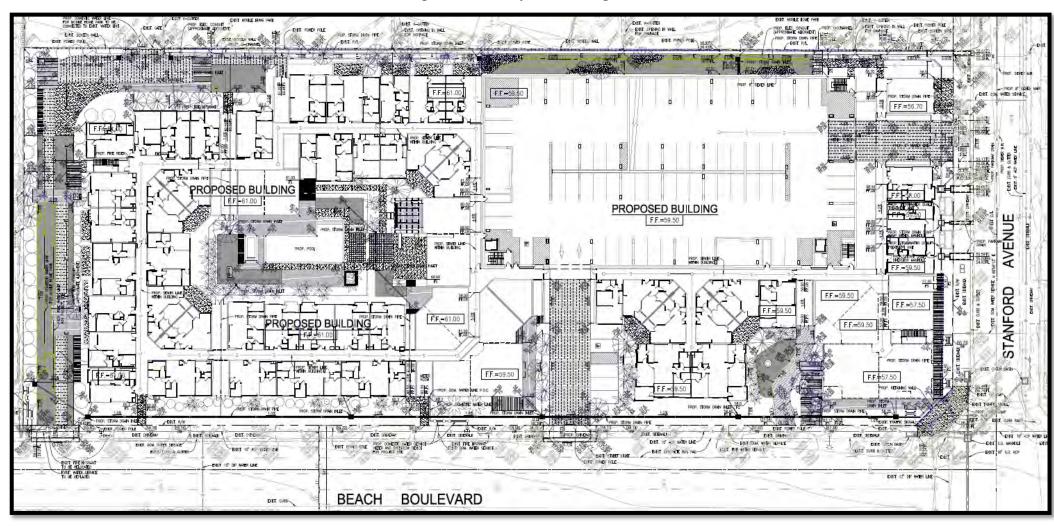
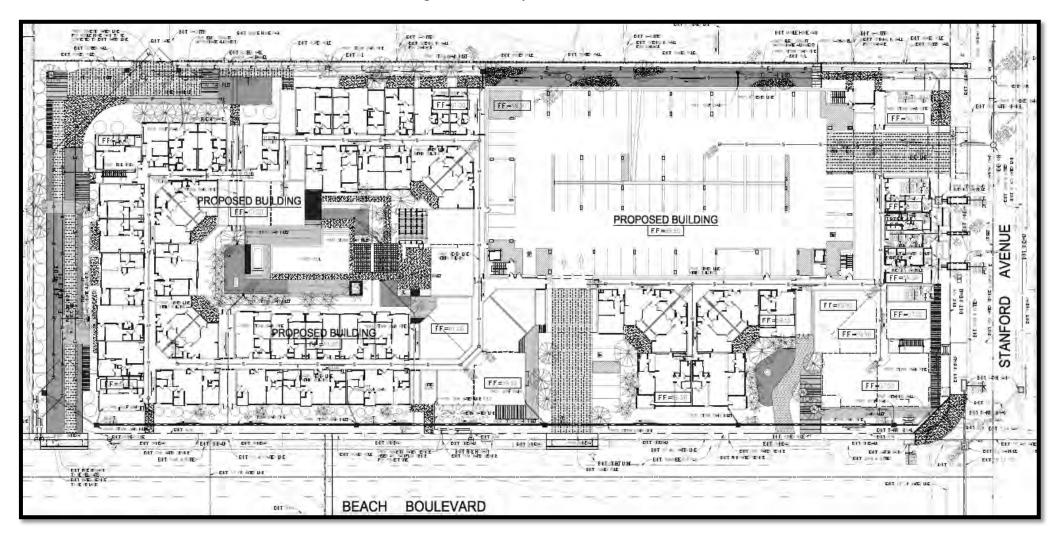




Figure 13: Conceptual Utilities Plan





INFORMATION DEMONSTRATING THAT THE PROJECT SATISFIES THE CONDITIONS DESCRIBED IN SECTION 15332 OF TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS:

- a) Is the project consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations?
 - The Applicant is requesting an amendment to the General Plan Land Use Designation of South Gateway Mixed Use to increase the allowable density to up to 80 dwelling units per acre and a building height of up seven stories. The Applicant is requesting an amendment to the zoning designation of South Gateway Mixed Use Overlay to allow a target density of 30 to 80 dwelling units per acre and a building height of up seven stories and 85 feet. Additionally, the Applicant is requesting a Planned Development Permit to allow for modifications to applicable development standards. With approval of these entitlements, the Proposed Project would be consistent with the South Gateway Mixed-Use District General Plan Designation applicable to the Project Site, which is intended for commercial, office, mixed-use and residential uses.
- b) Is the proposed development located within the City limits on a project site of no more than five acres substantially surrounded by urban uses?
 - The Project Site is 3.75-acres, within City limits, and surrounded by urban uses.
- c) Does the project site have value as habitat for endangered, rare or threatened species?
 - The Project Site is currently developed with commercial and office uses and paved parking lot. The Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site. Therefore, the Project Site has no value as habitat for federal or state endangered, rare, or threatened species.
- d) Would approval of the project result in any significant effects relating to traffic, noise, air quality, or water quality?

1. Traffic:

Construction - There would be a temporary minor increase in traffic due to construction vehicles during the construction phase. However, this impact would be temporary. Therefore, potential impacts associated with construction traffic would be less than significant.

Operation - The Proposed Project includes the construction a 5- and 7-story mixed use building, with 300 residential units and 6,313 sf of commercial space, and a 6-story parking structure. The Project Site would include 37,118 sf of open space area on a 3.75-acre parcel. Based on the Institute of Traffic Engineers (ITE) Trip Generation Manual, 10th Edition, Codes 221 for multifamily housing and 820 for shopping center, the net trip generation of the Proposed Project would be 96 new AM peak hour trips and 91 new PM peak hour trips. A



total of 1,207 daily trips would result from the Proposed Project. According to the 2017 Orange County Transportation Authority (OCTA) Congestion Management Plan (CMP), traffic impacts are significant if one (1) or more intersections operates at worse than a level of service (LOS) designated "E" and/or the intersection capacity utilization (ICU) increases by 0.1 or more. The Proposed Project would not result in either of the aforementioned impacts, as detailed in the Traffic Impact Study prepared by K2 Traffic Engineering, Inc on August 30, 2019.

Access to the Project Site would include two driveways, one accessed from Beach Boulevard and one from Stanford Avenue. The current configuration of Beach Boulevard would result in the Beach Boulevard access driveway being a right turn-in and right turn-out only driveway. The driveway on Stanford Avenue allows access from both east and west directions without any turn restrictions. Onsite circulation includes a fire service alley at the north end of the Project Site. This service alley would not connect to the parking structure nor provide any parking spaces and is subject to final review and approval by the Orange County Fire Authority (OCFA) and City's Engineering Division. Therefore, potential impacts associated with traffic on surrounding roadway segments and intersections would be less than significant.

2. Noise:

Construction - The construction noise modeling was executed for the following phases: the demolition, site preparation, grading, building construction and paving. The noisiest phase of construction is anticipated to be the building construction phase, which would result in 84.2 dBA at the property line of the sensitive receptors located to the east of the Project Site. However, these impacts are temporary and would cease upon completion of construction. The sensitive receptors to the south would be exposed to a maximum average of 74.5 dBA during the grading phase. Chapter 9.28 of the of the City's Municipal Code (SMC) exempts noise sources associated with construction, repair, remodeling, or grading with approved City permits, provided said activities do not occur between 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday. No construction is permitted on Sundays or federal holidays. Construction activity for the Proposed Project would be performed only during allowed times outlined above. The Proposed Project would include the following conditions of approval related to construction noise:

- The Construction Contractor(s) shall stage construction equipment within the northwestern portion of the Project Site, at minimum, 200-feet west of the Project Site's eastern property line.
- The Construction Contractor(s) shall utilize electric powered construction equipment when feasible. When electric powered construction equipment is not feasible, the Construction Contractor(s) shall utilize newer construction equipment that contains all available mufflers, engine barriers, and other sound suppressing appurtenances.



- Haul trucks shall not travel eastbound along Stanford Avenue, nor shall they access the Project Site from Stanford Avenue.
- The Property Owner/Developer shall place a project notification sign at the Project Site's southern property line, which would include:
 - Name and phone number of the local contact person residents may call to complain about noise.

Upon receipt of a complaint, the Construction Contractor(s) shall respond immediately by reducing noise to meet Code requirements. Copies of all complaints and subsequent communication between the affected residents and Construction Contractor(s) shall be forwarded to the City's Community Development Director.

- "Silent" compressors shall be required.
- The Construction Contractor(s) shall locate generators a minimum 200-feet west of the Project Site's eastern property line, and electric generators shall be considered where feasible.
- The Construction Contractor (s) shall utilize temporary noise barriers, such as plywood fencing measuring 12-feet high with a minimum width of one-half inch, around the Project Site during the demolition phase.
- The Construction Contractor(s) shall dump waste materials away from the sensitive receptors located to the east of the Project Site, with dump sites a minimum of 200-feet from the Project Site's east property line.
- The Construction Contractor(s) shall not use jackhammers or hoe rams (breakers) to demolish the existing pavement between the hours of 8 p.m. and 7 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

With implementation of the above Conditions of Approval, construction noise resulting from the Proposed Project is exempt from the City's construction noise ordinance and no impacts associated with construction noise would occur.

Operation – The Proposed Project includes the construction a 5- and 7-story mixed use building, with 300 residential units and 6,313 sf of commercial space, and a 6-story parking structure. The Project Site would include 37,118 sf of open space area on a 3.75-acre parcel.

Exterior noise from the operation of the Proposed Project would involve noise from the open parking garage, private balconies and roof deck. Noise generated within these areas would be attenuated by design features including an 18-foot wide landscape area on the east property line, a concrete wall, elevation differences, and setbacks (distance) from the eastern and southern sensitive uses. Noise originating from the operation of the Proposed Project would not impact the sensitive uses to the east and south since the project is largely residential in nature and many of the units may not be occupied during daytime hours.



Noise generated within the commercial component of the building will largely consist of interior noise, though ancillary exterior noise from delivery vehicles will occur. Operational noise impacts would be less than significant and no mitigation would be required.

Ambient noise levels of surrounding uses and infrastructure include Beach Boulevard to the west, and Stanford Avenue to the south. The Stanton General Plan, Exhibit 5-1 – *Roadway Classifications* designates Beach Boulevard as a major arterial roadway. According to the Noise Study for the Proposed Project, roadway noise generated from the project's expected AM and PM trip generation would result in an increase in noise levels below perceptible noise levels. Potential noise generated by the Proposed Project would be consistent with the sources of ambient noise in the area. Therefore, potential impacts associated with roadway noise from the operation of the Proposed Project would be less than significant.

3. Air Quality:

The Proposed Project site is located within SoCAB which is characterized by relatively poor air quality and is a Federal- and State-designated nonattainment area for O3, PM10 and PM2.5 (US EPA 2012). SCAQMD has established significance thresholds for both construction and operational activities relative to these criteria pollutants. Based on the following analysis, implementation of the Proposed Project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant construction emissions established by the SCAQMD.

Construction - The Proposed Project includes the construction a 5- and 7-story mixed use building, with 300 residential units and 6,313 sf of commercial space, and a 6-story parking structure. The Project Site would include 37,118 sf of open space area on a 3.75-acre parcel. The area of disturbance includes the entire 3.75-acre Project Site. General construction activities, such as site preparation, grading, and travel by construction workers can contribute to air pollutants. All construction activities would comply with SCAQMD Rule 403 (SCAQMD 2005) regarding the control of fugitive dust emissions, and existing City dust suppression practices that minimize dust and other emissions. Such controls include frequent watering of the Project Site, the covering and/or wetting of trucks hauling dirt, sand, soil or other loose materials off-site, street sweeping, as needed, to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the Project Site, suspending grading and excavation activities in high winds (25 miles per hour [mph] or more) as well as implementation of a traffic control plan to minimize traffic flow interference from construction activities, etc., that would be incorporated into the construction plans.

Construction is conservatively anticipated to last approximately 18 to 24 months and construction would be broken into four phases: demolition, site preparation, minor construction, and finishing of the project (paving, painting, and the planting of landscape). Pollutant emissions resulting from Proposed Project construction activities were calculated using the CalEEMod model 2016.3.2. Table 1 - Estimated Daily Construction Emissions



shows that the incremental increase in emissions from Proposed Project construction activities fall well below SCAQMD significance thresholds for regional emissions. Therefore, potential air quality impacts associated with construction would be less than significant.

Table 1 – Estimated Daily Construction Emissions

Table 1 Estimated					1	
Construction Phase	ROG	NO_2	CO	SO ₂	PM_{10}	PM _{2.5}
Demolition (on-site)	3.51	35.78	22.06	0.03	3.01	1.85
Demolition (off-site)	0.10	1.70	0.90		0.27	0.07
Total Demolition	3.61	37.48	22.96	0.03	3.28	1.91
Site Preparation (on-site)	4.33	45.57	22.06	0.03	20.45	12.12
Site Preparation (off-site)	0.07	0.04	0.64		0.20	0.05
Total Site Preparation	4.40	45.61	22.70	0.03	20.65	12.17
Grading (on-site)	2.58	28.34	16.29	0.02	7.92	4.65
Grading (off-site)	0.06	0.04	0.53		0.16	0.04
Total Grading	2.64	28.38	16.82	0.02	8.08	4.69
Building Construction (on-site) 2019	2.36	21.07	17.16	0.02	1.28	1.21
Building Construction (off-site) 2019	1.50	8.31	12.82	0.05	3.89	1.09
Total Building Construction 2019	3.86	29.38	29.98	0.07	5.17	2.30
Building Construction (on-site) 2020	2.11	19.18	16.84	0.02	1.11	1.05
Building Construction (off-site) 2020	1.37	7.61	11.76	0.04	3.87	1.07
Total Building Construction 2020	3.48	26.79	28.60	0.06	4.98	2.12
Paving (on-site)	1.25	12.91	14.65	0.02	0.67	0.62
Paving (off-site)	0.05	0.03	0.45		0.16	0.04
Total Paving	1.30	12.94	15.10	0.02	0.83	0.66
Architectural Coatings (on-site)	37.82	1.52	1.81		0.09	0.09
Architectural Coatings (off-site)	0.22	0.13	1.85		0.68	0.18
Total Architectural Coatings	38.04	1.65	3.66		0.77	0.27
Maximum Daily Emissions	38.04	45.62	29.98	0.07	20.65	12.18
Daily Thresholds	75	100	550	150	150	55

Source: CalEEMod 2016.3.2

Operation - The Proposed Project's incremental increase in regional emissions resulting from operation of the Proposed Project would not exceed any SCAQMD thresholds, as detailed in Table 2 – Estimated Operational Emissions. Mobile source emission calculations utilize the vehicle miles traveled (VMT) rate calculated by CalEEMod, based on the specific proposed land use and intensity. The daily VMT rate is based on the number of daily trips for each land use and applied to a commute percentage and an average trip length, both of which are land use specific values derived from CalEEMod. These values account for variations in trip frequency and length associated with commuting to and from the Proposed Project. Emission factors specific to the buildout year are projected based on SoCAB-specific fleet turnover rates and the impact of future emission standards and fuel efficiency standards. The increase in the consumption of fossil fuels to provide power, heat, and ventilation was considered in the calculations as stationary point source emissions.



Future fuel consumption rates are estimated based on land use specific energy consumption rates. The emission factors used in this analysis represent a State-wide average of known power producing facilities, utilizing various technologies and emission control strategies, and do not consider any unique emissions profile. These emission factors are considered conservative and representative. Area source emissions were calculated by CalEEMod and include emissions from natural gas and landscape fuel combustion, consumer products, and architectural coatings (future maintenance). As shown in Table 2, the operational pollutant emission concentrations resulting from the operation of the Proposed Project would not exceed SCAQMD thresholds. Therefore, potential air quality impacts associated with operation would be less than significant.

Table 2 – Estimated Operational Emissions (pounds per day)

Emission Source	ROG	NO ₂	СО	SO ₂	PM ₁₀	PM _{2.5}
Area-wide	6.14	0.28	24.82		0.13	0.13
Energy	0.10	0.86	0.37		0.07	0.07
Mobile	2.52	8.69	22.70	0.07	6.66	1.82
Total	8.77	9.84	47.90	0.08	6.87	2.02
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod 2016.3.2

4. Water Quality:

The Proposed Project includes the construction a 5- and 7-story mixed use building, with 300 residential units and 6,313 sf of commercial space, and a 6-story parking structure. The Project Site would include 37,118 sf of open space area on a 3.75-acre parcel. The area of disturbance would encompass the entire Project Site, and result in approximately 81percent of impervious surface area of the 3.75-acre (3.04 acres) site after development. The Contractor shall implement storm water and urban runoff pollution prevention controls, and Best Management Practices (BMPs) on construction sites in accordance with Chapter 6.20 – Stormwater Discharge and Water Quality, and Title 16, Division II – Grading and Excavation Code, of the SMC. The area of disturbance on the Project Site is greater than one acre, therefore, the requirements of the National Pollutant Discharge Elimination System (NPDES) MS4 Permit and General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) would apply and a Storm Water Pollution Prevention Plan (SWPPP) would be required. Therefore, with compliance of Chapter 6.20 and Title 16, Division II of the SMC, as well as Federal and State requirements, potential impacts associated with water quality would be less than significant.



e) Can the project site be adequately served by all required utilities and public services?

1. Fire Protection:

According to the California Department of Forestry and Fire Protection's Orange County Very High Fire Hazard Severity Zones in Local Responsibility Area (2011), the Project Site is not located within a moderate, high, or very high fire hazard rated area. However, the construction of the Proposed Project could incrementally increase demands for fire protection services and the increased demand for fire protection services would be met with existing fire resources. The City contracts with Orange County Fire Authority (OCFA) for fire and paramedic services. OCFA maintains one fire station within Stanton, Fire Station #46, located at 7871 Pacific Street. According to the City of Stanton General Plan (General Plan), Fire Station #46 currently maintains an Engine and Paramedic Assessment Unit with six captains, six engineers and nine firefighters. The City uses the Uniform Fire Code (UFC) as the basis for its fire prevention regulations. These regulations specify minimum safety standards for fire flow and water supply, road width and access and turning radius for fire apparatus. The Building Division administers and enforces compliance with the provisions of the City's Municipal Code to protect life and property from fire hazard. Building plans submitted for new development on the Project Site would be required to comply with fire safety requirements and obtain a guarantee from a water purveyor or appropriate government agency that adequate water supply is available to meet fire protection needs. The Proposed Project received a "will serve" letter from the Golden State Water Company on October 4, 2019. As shown in Figures 6 and 7, the Proposed Project would include a designated fire service lane with hose pulls and fire separation. Therefore, potential impacts associated with fire protection would be less than significant.

2. Police Protection:

The Project Site is served by the Orange County Sheriff's Department (OCSD). OCSD maintains West Operations Division, which operate out of the West Station, located at the Stanton Civic Center at 11100 Cedar Street. However, like fire protection services, the increased demand for police protection services would be met with existing police resources. According to the Center for Demographic Research, the City's existing population is 39,307 persons.² At future buildout, the Proposed Project would potentially house a maximum of 1,050, based on the City's average household size of 3.5 persons representing approximately a 2.6% increase in the total population³. The City's General Plan maintains buildout assumptions allowing for a population of up to 66,488 persons and 18,572 units.⁴ Development of the Project Site would not result in the need for new or

https://www.ci.stanton.ca.us/Portals/0/Documents/Departments/Community%20Development/Planning/Adopte

¹ http://www.ocpublicworks.com/civicax/filebank/blobdload.aspx?BlobID=8755

² http://www.fullerton.edu/cdr/ resources/pdf/progressreport/Stanton.pdf Accessed January 8, 2020

³ https://www.ci.stanton.ca.us/About-Us/Census-Data Accessed January 8, 2020



physically altered police protection facilities as a result of the 2.6% increase in population. Therefore, potential impacts associated with police protection would be less than significant.

3. Schools:

The City is served by four school districts – Anaheim Union High School, Garden Grove Unified, Magnolia and Savanna School Districts, as well as one private school. The Proposed Project would include the construction of 300 residential units and 6,313 SF of commercial space in a 5- and 7-story mixed use building. Based on the average household size detailed by the U.S. Census of 3.5 persons, a total of 2.6% increase in total population would occur. According to the U.S. Census, 41.8% of Stanton's households are families with children under 18-years of age⁵. Extrapolation of this would result in approximately 438 of the potential 1,050 persons the Proposed Project would house as families with children under 18-years of age and therefore would not impact the existing school system. Potential impacts associated with schools would be less than significant.

4. Parks:

The Proposed Project would not be subject to in-lieu fees since it is not considered a "community apartment project" as defined by statute (Gov. Code § 66424). A "'community apartment project' is a development in which an undivided interest in land is coupled with the right of exclusive occupancy of any apartment located thereon. In this case, the proposed apartment project would not explicitly give each tenant a right to exclusively occupy the unit, and therefore would not meet the definition of "community apartment project." Further, the Applicant would enter into a Development Agreement which would include public benefit and neighborhood improvement fees that may be used toward park improvements. The Proposed Project contemplated in the Development Agreement would provide benefit to the City because it would improve an underutilized residential lot to provide housing opportunities for City residents. Moreover, the Development Agreement requires the Applicant to provide substantial improvements to the Project Site and provide a financial benefit for the improvement of public facilities throughout the City.

Stanton has eight parks totaling approximately 24.60 acres of total parkland. Stanton Park, Hollenbeck Park, Stanton Tennis Courts, Norm Ross Sports Field are considered neighborhood parks. Zuniga and Premier Parks are classified as "Mini Parks" because of their small size. In addition, the Proposed Project would include open space and recreation amenities for residents of the units as detailed in Figures 4 and 5. Therefore impacts associated with parks would be less than significant.

<u>d%20General%20Plan/City%20of%20Stanton%20Adopted%20General%20Plan.pdf?ver=2018-07-26-162157-797×tamp=1585671276278</u> (p. 2-2)

⁵ https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF



5. Other Public Facilities:

The Proposed Project includes the construction a 5- and 7-story mixed use building, with 300 residential units and 6,313 sf of commercial space, and a 6-story parking structure. Within Stanton, other public facilities include the library services available to the community, and the public spaces and activities at the Stanton Civic Center. New residents which would directly result from the Proposed Project would account for a 2.6% increase of total population. Therefore, associated impacts to other public facilities, such as libraries, would be less than significant.

6. Wastewater/Sewer:

The Proposed Project would be served by the City of Stanton's Public Works Department for wastewater (sanitary sewer) collection service. The Proposed Project is located within a developed area and there is an existing sanitary sewer main in Court Street located approximately 350-feet to the east of the Project Site (Figure 13). The Proposed Project would be required to connect to this existing sanitary sewer line. The size of the Proposed Project would allow for existing wastewater infrastructure and facilities to be utilized and therefore would be adequate to serve the wastewater collection requirements of the Proposed Project. Therefore, potential impacts to wastewater treatment facilities/sewer systems would be less than significant.

7. Storm Water Drainage:

The Proposed Project includes the construction a 5- and 7-story mixed use building, with 300 residential units and 6,313 sf of commercial space, and a 6-story parking structure. The Project Site would include 37,118 sf of open space area on a 3.75-acre parcel. Per Chapter 6.20 of the SMC and the Preliminary Water Quality Management Plan for the Proposed Project, the Applicant would be required to include specific design Best Management Practices to ensure that no storm water runoff generated on the Project Site would leave it without pre-treatment for urban pollutants. This would be done using modular wetland devices, which would catch all onsite stormwater and drainage and treat prior to discharging to the existing parkway drain on Stanford Avenue. Chapter 6.20 of the SMC states all new development and significant redevelopment within the City must be in accordance with the Orange County Drainage Area Management Plan (DAMP). Compliance with Chapter 6.20 would thus require compliance with the DAMP. The Proposed Project would not alter any drainage pattern in a manner that would result in substantial erosion or siltation on or offsite. The Proposed Project would not involve an alteration of the course of a stream or river. The area of disturbance on the Project Site is more than one acre, therefore, the requirements of the National Pollutant Discharge Elimination System (NPDES) MS4 Permit and General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) is applicable and a Storm Water Pollution Prevention Plan (SWPPP) would be required, pursuant to Chapter 6.20 -



Stormwater Discharge and Water Quality of the SMC. Therefore, potential impacts associated with storm water drainage would be less than significant based on compliance with Titles 6 and 16 of the SMC, as well as compliance with County and State requirements.

8. Water Supplies:

The City of Stanton is served by the Golden State Water Company, which maintains a water supply reliability self-certification for the West Orange system. According to Golden State Water Company, the West Orange system, which serves Stanton, is projected to maintain a surplus of potable water supply. The Project Site is located within the Golden State Water Company Service Area. Prior to approval of projects, the SMC requires new development projects obtain a guarantee from a water purveyor or appropriate government agency that adequate water supply is available. The Proposed Project received a "will serve" letter from the Golden State Water Company on October 4, 2019. Therefore, potential impacts associated with water supplies would be less than significant.

9. Solid Waste Disposal:

The Proposed Project includes the construction a 5- and 7-story mixed use building, with 300 residential units and 6,313 sf of commercial space, and a 6-story parking structure. The Project Site would include 37,118 sf of open space area on a 3.75-acre parcel. The solid waste provider for the Project Site would be CR&R Environmental. A will-serve letter was provided by CR&R on October 14, 2019 stating the Proposed Project would be serviced by the waste provided. The Proposed Project would be required to comply with state regulations for commercial and multifamily residential projects. AB341 and AB1826 require recycling and organics recycling for the Proposed Project. The Proposed Project would not significantly impact solid waste collection or landfill operations. Therefore, potential impacts associated with solid waste disposal would be less than significant.

10. . Electricity: 11. Natural Gas: 12. Telephone Service: 13. Television Service:

The Project Site is in a built-out, urban setting. The site and the surrounding properties are fully served by various utility service providers. There are no anticipated significant service or system upgrades needed to serve the proposed mixed-use development. Therefore, potential impacts associated with demand for these services would be less than significant.

⁶ https://www.gswater.com/drought/ Accessed December 19, 2019

⁷ http://www.gswater.com/download/West-Orange-Water-Supply-Reliability-Self-Certification-Acknowledgement-MG-DRAFT.pdf Accessed December 19, 2019

https://www.gswater.com/yourcommunity/ Accessed December 19, 2019



EXCEPTIONS TO CATEGORICAL EXEMPTIONS:

None of the exceptions to the categorical exemptions set forth in State CEQA Guidelines section 15300.2 apply to the Project. Specifically, there will be no cumulatively significant impacts due to successive projects of the same type in the same place because no other such projects have been proposed and space is limited in the vicinity of the SCE substation. Further, there is no reasonable possibility that the Project will have a significant effect on the environment due to unusual circumstances because the Project site is already developed. The Project site is not located within an officially designated state scenic highway and does not involve activities on a hazardous waste site included on any list compiled pursuant to Government Code section 65962.5. Finally, the Project does not involve activities which may cause a substantial adverse change in the significance of a historical resource. The findings set forth in this Notice reflect

the independent judgment and analysis of the City.

** <u>Authority</u>: See Public Resources Code Section 21083 and Section 15332 of Title 14 of the California Code of Regulations.

DETERMINATION:

Signature of Lead Agency

The Proposed Project is a qualified infill development project within the meaning of State CEQA Guidelines section 15332, would not cause a significant effect on the environment, and is not subject to the exceptions set forth in State CEQA Guidelines section 15300.2. The Proposed Project is therefore categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act.

Date

Per Pivera	May 12, 2020
Printed Name, Title	Phone Number
Rose Rivera, Senior Planner City of Stanton	714-890-4228
Signature of Environmental Consultant	Date
Caurdes	May 8, 2020
Printed Name, Title	Phone Number
Christine Saunders, Director, Environmental Services	
Sagecrest Planning+Environmental	714-783-1863 x 706



October 3, 2019

Chris Segesman Bonanni Development 5500 Bolsa Ave, Suite 120 Huntington Beach, CA 92649

Re: Parking Study- Stanton Wrap Mixed-Use Development NEC of Beach Blvd and Stanford Ave, Stanton

Dear Chris,

Per your request, we have conducted a parking study for the proposed mixed-use development. This letter presents our analysis in regards to parking for the proposed uses.

PROJECT INFORMATION

The proposed mixed-use development is situated at the northeast corner of Beach Blvd and Stanford Ave in the City of Stanton. The proposed development includes 300-unit apartments (including 27 Studios, 178 one-bedrooms, and 95 two-bedrooms) and commercial uses of 6,313 square feet. The site provides a total of 556 parking stalls, including 526 stalls for residential use, 26 stalls for commercial use, and 4 stalls for leasing office. The leasing office parking will allow guest parking when the leasing office is closed (leasing office hours are from 10 am to 6 pm). Site plan is shown in **Exhibit 1**.

PARKING STANDARDS

According to Municipal Code of the City of Stanton, the required number of off-street parking space is two covered spaces per dwelling unit for residential components of mixed-use development and one space per 300 square feet for commercial uses. The project is required to provide a total of 621 parking spaces. The site provides a total of 556 stalls, a deficit of 65 parking spaces per city standards. Parking calculation per Municipal Code is shown in **Table 1**.

K2 Traffic Engineering, Inc.

Table 1. Parking Calculation per Municipal Code

Use	Quantity	Unit	Parking Requirement	•	Provided Parking	Difference
Residential			_			
Component of Mixed-		Dwelling				
Use Development	300	Unit	per Dwelling Unit	600	526	-74
Commercial	6,313	Sq. Ft.	1 space per 300 SF	21	26	+5
	Leasing	Office		0	4	+4
			-			
	Sumr	mary		621	556	-65

SIMILAR DEVELOPMENTS

National researches indicate that apartment renters today, especially the younger generations, are less dependent on automobiles than previous ones in years past. Contributing factors include lower ownership of cars, increased ridership of bicycle, Uber, and share riding programs. This study has listed a number of recent developments of similar apartments in order to research the provided parking ratio. These similar developments feature moderately sized apartment units with two or less bedrooms, and no three or more bedroom unit is provided.

Table 2. Comparable Apartment Developments

Apartment	Address	Studio	One- Bedroom	Two- Bedroom	Total
The Core	1815 S. Westside Drive, Anaheim	25	219	156	400
The George	2211 E. Orangewood Ave	20	180	140	340
Ocean & Beach	19891 Beach Blvd, Huntington Beach	28	91	54	173
Vantis	90 Vantis Drive, Aliso Viejo	16	236	183	435
	Apartment on Beach Blvd, Stanton	28	173	99	300

A full comparison of parking requirements of the corresponding city for each development are shown in **Table 3**.

Table 3. Comparison of Apartment Parking

	Location	١		Number	Number of Units		City's Pa	arking Req	City's Parking Requirement (Per Unit)	er Unit)				
Apartment	City	Address	Studio	One- Two- Bedroom Bedroom	Two- Bedroom	Total	Studio	One- Bedroom	One- Two- Bedroom Bedroom	Guest	Required Parking	Required Provided Parking	Reduction	Parking Ratio
The Core	Anaheim	1815 S. Westside Drive	25	219	156	400	1.25	2	2.25	0.25	921	712	23%	1.78
The George	Anaheim	2211 E. Orangewood Ave	20	180	140	340	1.25	2	2.25	0.25	785	578	26%	1.70
Ocean and Beach	Huntington Beach	19891 Beach Blvd	28	91	54	173	1	1	2	0.5	314	277	12%	1.60
Vantis	Aliso Viejo	90 Vantis Drive	16	236	183	435	1	1.2	2	0.5	883	753	15%	1.73
											AVER	AVERAGE:	19%	1.70

	_
	7.75
	12.3%
	526
	009
2 per dwelling unit for residential	component of mixed-use development
	300
3	66
!	7/3
,	28
	12700 Beach Blvd
	Stanton
Beach Blvd	Apartments

The comparable sites have parking ratios ranging between 1.60 and 1.78, all of them considerably lower than the 2.0 parking ratio required by the City of Stanton. The subject Stanton development provides a parking ratio of 1.75 per dwelling unit which is comparable to all similar sites and exceeds the average parking ratio of 1.70 for comparable sites.

The subject Stanton development reflects a modest 12.3% parking reduction from the city's standard requirement, which is below the average reduction of 19% and three out of four comparable sites. The parking capacity provided by the subject Stanton project appears reasonable and adequate.

Onsite observations of the comparable sites were limited due to restricted access of the parking structures that are automatic gate controlled for resident access only. There is apparently no illegal parking within the sites and no parking overflow onto surrounding roadways.

PARKING MANAGEMENT PLAN

As a conservative approach, the proposed development should prepare a Parking Management Plan and monitor parking conditions continuously. The following parking strategies may be considered in the Parking Management Plan:

- 1. Issue parking permits on a fee basis for up to two vehicles per dwelling unit.

 Additional parking permits may be purchased at higher costs, subject to availability.
- 2. Prohibit storage of non-vehicular properties within the parking area.
- 3. Prohibit long-term parking of non-operative vehicles.
- 4. Periodical inspections by the management to ensure compliance with the above provisions.
- 5. No public street parking (outside of the project) will be issued to residents of the proposed project. Notice of such restrictions is to be provided to residents and placed in the rental/lease agreements or CC&Rs, as appropriate.

6. Future commercial tenants requiring food and alcohol permits shall obtain a CUP permit for parking through the city.

Parking Management Plan is subject to final approval of the governing authorities including, but not limited to, Community Development, Public Works, and Fire Departments of the City of Stanton.

Regards,

K2 Traffic Enginegring, Inc.

Jende "Kay" Hsu, T.E. California Licensed TR2285

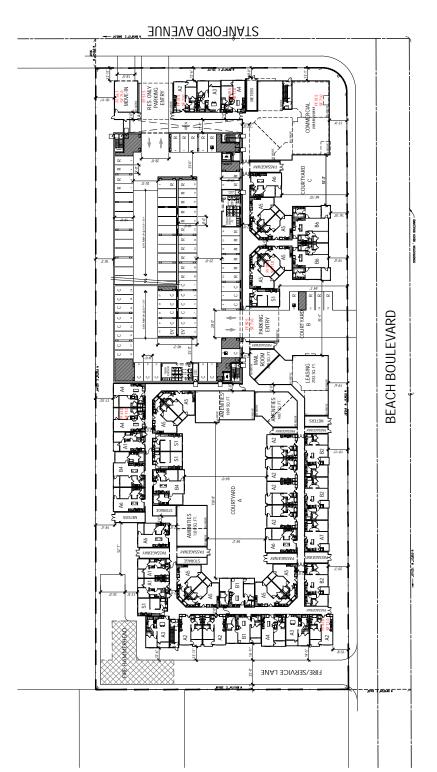




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SITE PLAN DATE: 08/28/2019 JOB NO.: 2018-613 ARCHITECTS ORANGE 144 NORTH ORANGE ST., ORANGE, CA 92866 (714) 639-9860



THE MINT
BONANNI DEVELOPMENT

STANTON, CA

EXHIBIT 1. SITE PLAN



TRAFFIC IMPACT STUDY

Mixed-Use Development "THE MINT"

Northeast Corner of Beach Boulevard and Stanford Avenue
In the City of Stanton

Date: August 30, 2019

Prepared For:

Bonanni Development

5500 Bolsa Ave, Suite 120 Huntington Beach, CA 92649

Prepared By:

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210 Tustin, CA 92780 (714) 832-2116

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Traffic Impact Study for Mixed-Use Development "THE MINT" Northeast Corner of Beach Boulevard and Stanford Avenue In the City of Stanton



Prepared under the supervision of

Jende Kay Hsu, P.E., T. E.

Lic. # T2285

EXECUTIVE SUMMARY

The purpose of this study is to evaluate traffic impact of the proposed mixed-use development located at northeast corner of Beach Boulevard and Stanford Avenue in the City of Stanton. The project site currently consists of an office and three commercial buildings. All existing buildings will be demolished to facilitate the proposed development of a five- and seven-story residential building surrounding a six-story parking structure with 300 residential units (including 28 studios, 173 one-bedroom and 99 two-bedroom units) and 6,313-square-foot retail space.

The project is expected to have a NET trip generation of 96 trips in the AM peak hour, including 20 inbound and 76 outbound trips, 91 trips in the PM peak hour, including 60 inbound and 31 outbound trips, and 1,207 daily trips. The project does not generate any significant impact and mitigation measure is not required.

The project provides two access driveways: one on Beach Boulevard and the other on Stanford Avenue. With a raised median on Beach Boulevard, the driveway on Beach Boulevard is for "right in right out" only. The driveway on Stanford Avenue allows access from both east and west directions without any turn restriction.

Both driveways provide access to the parking structure where the entire ground floor is assigned for retail and guest parking. Residential parking is located on the second floor and above, and access is controlled by an automatic gate near the top of the ramp between the ground and second floor. Gate placement is appropriate with sufficient stacking length to contain any residential queue within the site without backing up to Stanford Avenue and/or Beach Boulevard.

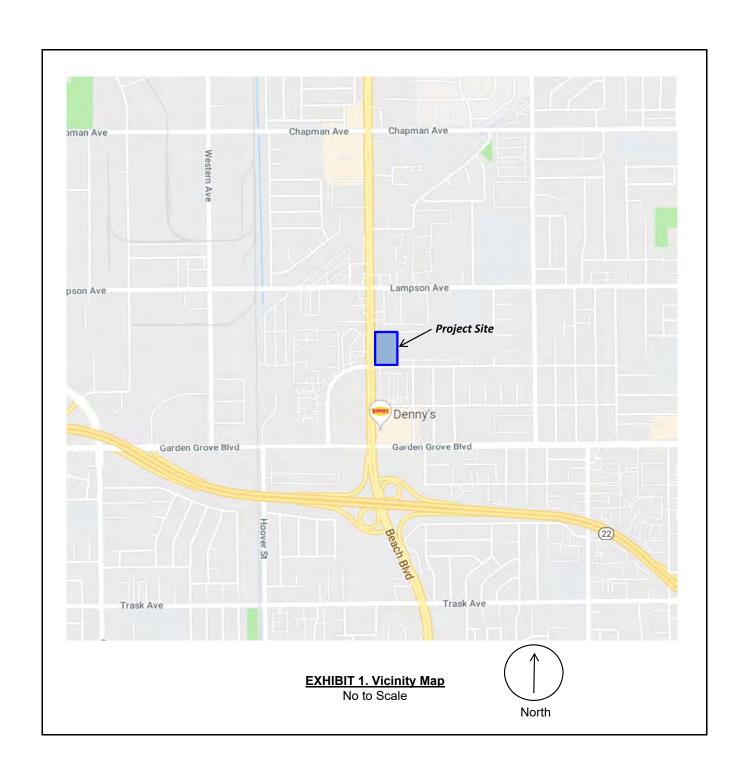
It is necessary that the height of shrubs, planting, and other visual obstructions be limited to a maximum height of thirty inches to maintain sufficient corner sight distance at the driveway.

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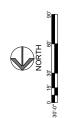
INTRODUCTION

The purpose of this study is to evaluate traffic impact of the proposed mixed-use development located at northeast corner of Beach Boulevard and Stanford Avenue in the City of Stanton. Vicinity map is shown in **Exhibit 1**.

The project site currently consists of an office and three commercial buildings. All existing buildings will be demolished to facilitate the proposed development of a five-and seven-story residential building surrounding a six-story parking structure with 300 residential units (including 28 studios, 173 one-bedroom and 99 two-bedroom units) and 6,313-square-foot retail space. The proposed site plan is shown in **Exhibit 2**.





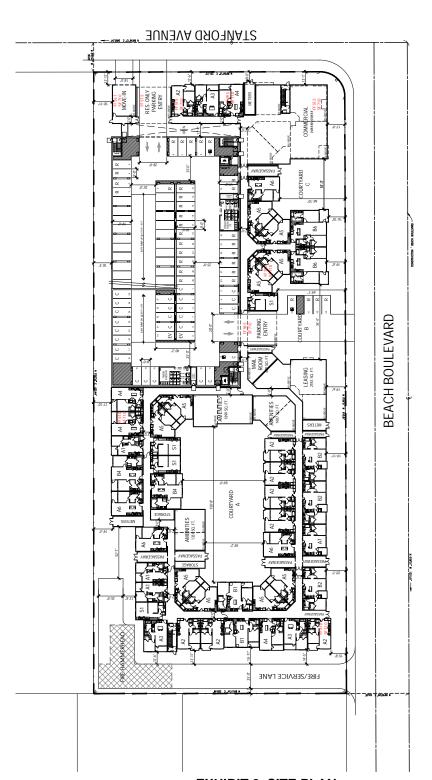


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SITE PLAN

DATE: 08/28/2019 JOB NO.: 2018-613

ARCHITECTS ORANGE 144 NORTH ORANGE ST., ORANGE, CA 92866 (714) 639-9860



THE MINT
BONANNI DEVELOPMENT

STANTON, CA

Pg. 202

EXHIBIT 2. SITE PLAN

STUDY SCENARIOS

According to the scoping agreement (see **Appendix A**), the following intersections are included in this study for level of service analysis to evaluate the potential traffic impacts:

- 1. Beach Boulevard at Chapman Avenue
- 2. Beach Boulevard at Lampson Avenue
- 3. Beach Boulevard at Stanford Avenue/Village Center Drive
- 4. Beach Boulevard at Acacia Avenue
- 5. Beach Boulevard at Garden Grove Boulevard
- 6. Beach Boulevard at SR-22 Westbound Off Ramp
- 7. Beach Boulevard at SR-22 Eastbound Off Ramp

All study intersections are currently controlled by traffic signal. Both freeway ramp intersections #6 and #7 are enlisted in the Congestion Management Plan Highway System (CMPHS) links by Orange County Transportation Authority (OCTA). In addition, the study will include analysis for the stop-controlled driveways proposed by the project to ensure site access is maintained at acceptable level of services upon project completion.

In compliance with the 2017 Congestion Management Program (CMP), dated October 2017, established by the Orange County Transportation Authority (OCTA), and the scoping agreement, the following scenarios are included in this analysis:

- i. Existing Conditions
- ii. Existing Conditions plus Project
- iii. Project Opening Year (2021) with Cumulative Developments
- Project Opening Year (2021) with Cumulative Developments plus Project

For the signalized intersection, the Level of Service (LOS) analysis is based on Intersection Capacity Utilization (ICU). **Table 1** provides the definition for LOS associated with values of volume-to-capacity ratios (V/C).

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<u>Table 1. LOS Definitions – Signalized Intersections (ICU Analysis)</u>

LOS	V/C Ratio
А	0.00 - 0.60
В	0.61 – 0.70
С	0.71 – 0.80
D	0.81 – 0.90
E	0.91- 1.00
F	> 1.00

For non-signalized intersections or driveways, the LOS analyses are performed using SYNCHRO software based on the methodologies prescribed in the Highway Capacity Manual (HCM 2010). **Table 2** provides the definition for LOS associated with average control delay.

<u>Table 2. LOS Definitions – Unsignalized Intersections (HCM Analysis)</u>

LOS	Average Control Delay of Minor Approach (seconds/vehicle)
А	0 - 10
В	>10 - 15
С	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

EXISTING CONDITIONS

Project site is located at the northeast corner of Beach Boulevard and Stanford Avenue. The site currently consists of three commercial buildings and one office building.

Beach Boulevard is an eight-lane divided arterial in the north-south directions. In the project vicinity, Beach Boulevard is also known as State Route 39 and classified as a Smart Street in the project vicinity according to the City of Stanton's General Plan. The posted speed limit is 45 mph in the project vicinity.

Stanford Avenue is an undivided residential street in the east-west orientation with one lane in each direction. Stanford Avenue terminates westerly at Beach Boulevard and connects directly with Village Center Drive. Village Center Drive is a four-lane divided roadway connecting easterly to Beach Boulevard and southerly to Garden Grove Boulevard. Village Center Drive is currently not classified on the City of Stanton General Plan Circulation Element.

Garden Grove Boulevard is a five-lane to six-lane divided roadway in the project vicinity with left-turn lanes at major intersections. Garden Grove Boulevard is classified as a Major Arterial according to the City of Stanton's General Plan Circulation Element and as a Primary Arterial according to the City of Garden Grove's General Plan Circulation Element.

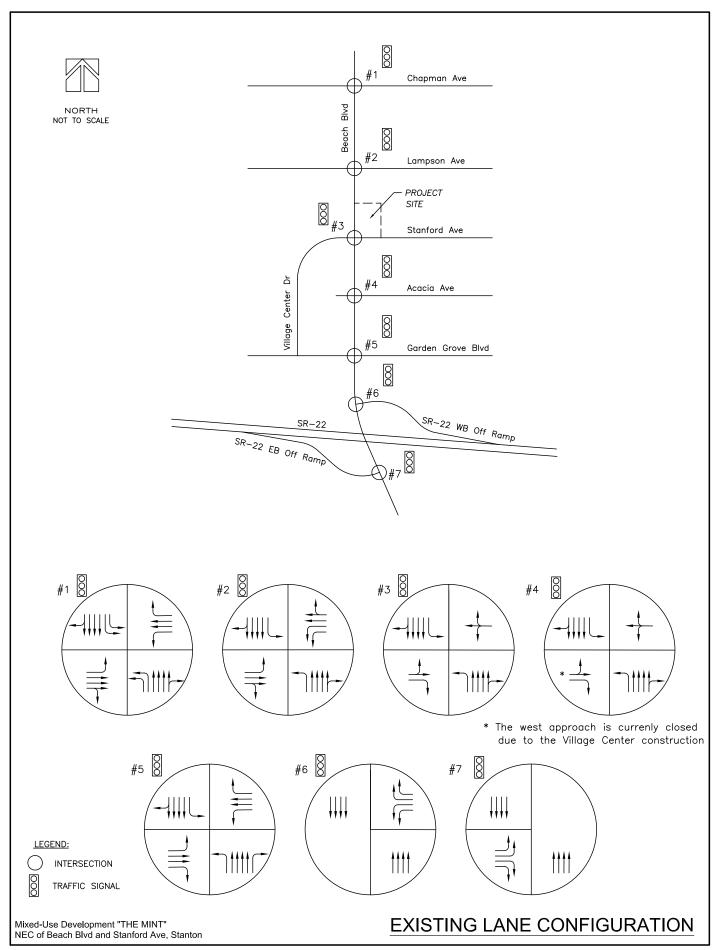
Traffic counts of AM and PM peak hour turning movements at study intersections were collected on Thursday, June 20, 2019. Lane configurations and traffic volumes at the study intersections are shown in **Exhibits 3** and **4**, respectively. Complete traffic data can be found in **Appendix B**.

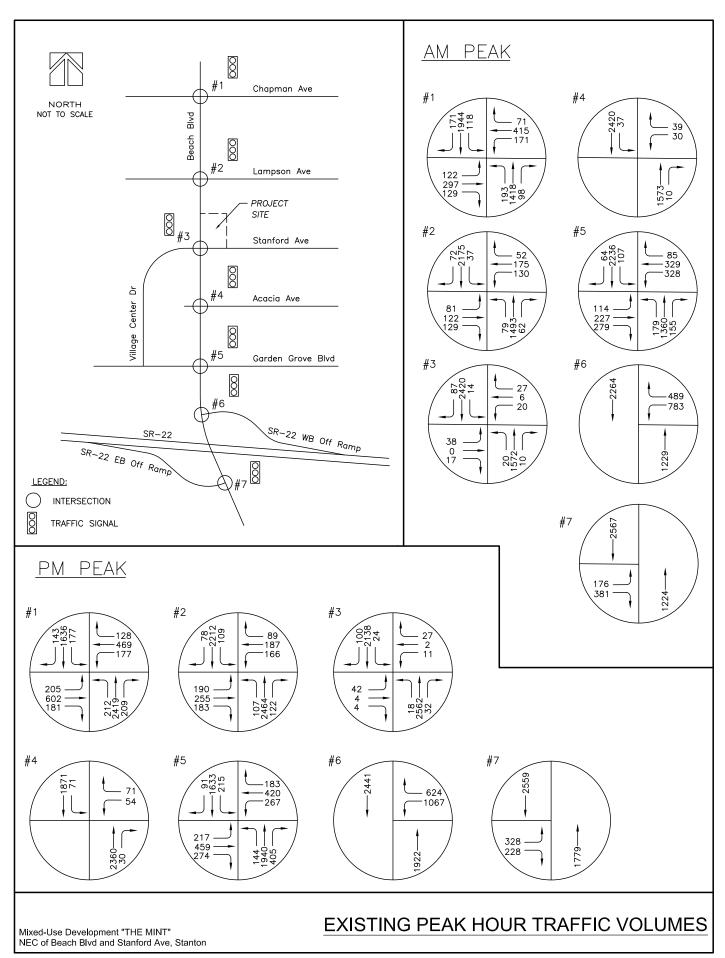
Level of service (LOS) and V/C ratio for existing conditions are shown in **Table 3**. The analysis worksheets can be found in **Appendix C**. All study intersections operate at acceptable LOS D or better in the AM and PM peak hours under existing conditions except the following:

• #5, Beach Boulevard at Garden Grove Boulevard: LOS E in the AM peak hour.

Table 3. Existing Conditions

	AM Peak Hour		PM Pe	ak Hour
Intersection	LOS	V/C	LOS	V/C
Beach Blvd at Chapman Ave	С	0.721	D	0.881
Beach Blvd at Lampson Ave		0.653	D	0.814
3. Beach Blvd at Stanford Ave/Village Center Dr	Α	0.573	А	0.590
4. Beach Blvd at Acacia Ave	А	0.548	А	0.603
5. Beach Blvd at Garden Grove Blvd	E	0.963	A	0.607
6. Beach Blvd at SR-22 WB Off Ramp	С	0.747	D	0.874
7. Beach Blvd at SR-22 EB Off Ramp	В	0.665	В	0.658





TRIP GENERATION

Trip generation represents the amount of traffic attracted and produced by the project development. Based upon the recommendations from "Trip Generation, Tenth Edition", published by the Institute of Transportation Engineers (ITE), applicable trip generation rates are shown in **Table 4**. For Automobile Care Center (LU 942), daily trip rate is not provided in the reference material, and the study applies ten times the hourly trip generated in the PM peak hour.

Table 4. Trip Generation Rate

			AM	Peak H	lour	PM	Peak H	lour
Land Use (ITE Code)	Unit	Daily	Rate	In	Out	Rate	In	Out
Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	5.44	0.36	26%	74%	0.44	61%	39%
Shopping Center (820)	1000 Sq. Ft.	37.75	0.94	62%	38%	3.81	48%	52%
Automobile Care Center (942)	1000 Sq. Ft.	31.10	2.25	66%	34%	3.11	48%	52%
Small Office Building (712)	1000 Sq. Ft.	16.19	1.92	82%	18%	2.45	32%	68%
High-Turnover (Sit-Down) Restaurant (932)	1000 Sq. Ft.	112.18	9.94	55%	45%	9.77	62%	38%

The study applied 34 percent of pass-by reduction for retail trips as recommended by *Trip Generation Handbook, Third Edition*. Project trip generation were calculated and summarized in **Table 5**. Pass-by reduction is negligible for existing-use credit due to low trip volumes.

With pass-by consideration, the project is expected to have a NET trip generation of 96 trips in the AM peak hour, including 20 inbound and 76 outbound trips, 91 trips in the PM peak hour, including 60 inbound and 31 outbound trips, and 1,207 daily trips.

Table 5. Project Trip Generation

				AM Peak			PM Peak		
LAND USE	UNIT	Quantity	Total	IN	OUT	Total	IN	OUT	Daily
Proposed Uses									
Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	300	108	28	80	132	81	51	1,632
Shopping Center (820)	1000 SF	6.313	6	4	2	24	12	12	238
emopping damer (d2d)	Pass Reductio		-2	-1	-1	-8	-4	-4	-81
	Total Propo	osed Trips	112	31	81	148	89	59	1,789
Existing-Use Credit									
Automobile Care Center (942)	1000 SF	-2.8	-6	-4	-2	-9	-4	-5	-87
Small Office Building (712)	1000 SF	-3.0	-6	-5	-1	-7	-2	-5	-49
High-Turnover(Sit-Down) Restaurant (932)	1000 SF	-2.5	0	0	0	-24	-15	-9	-280
Shopping Center (820)	1000 SF	-4.4	-4	-3	-1	-17	-8	-9	-166
То	tal Existing-l	Jse Credit	-16	-11	-5	-57	-29	-28	-582
NET Trip Generation			96	20	76	91	60	31	1,207

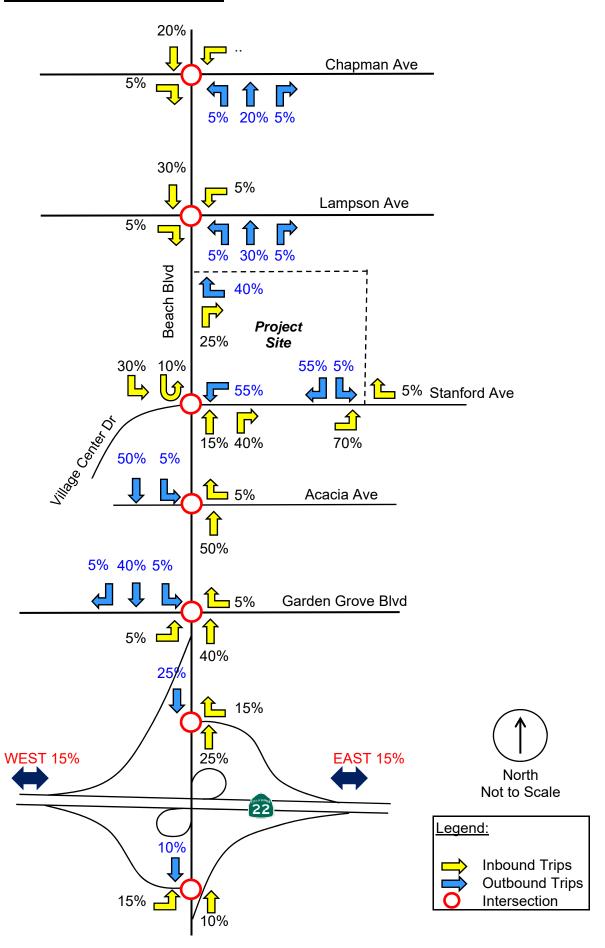
TRIP DISTRIBUTION

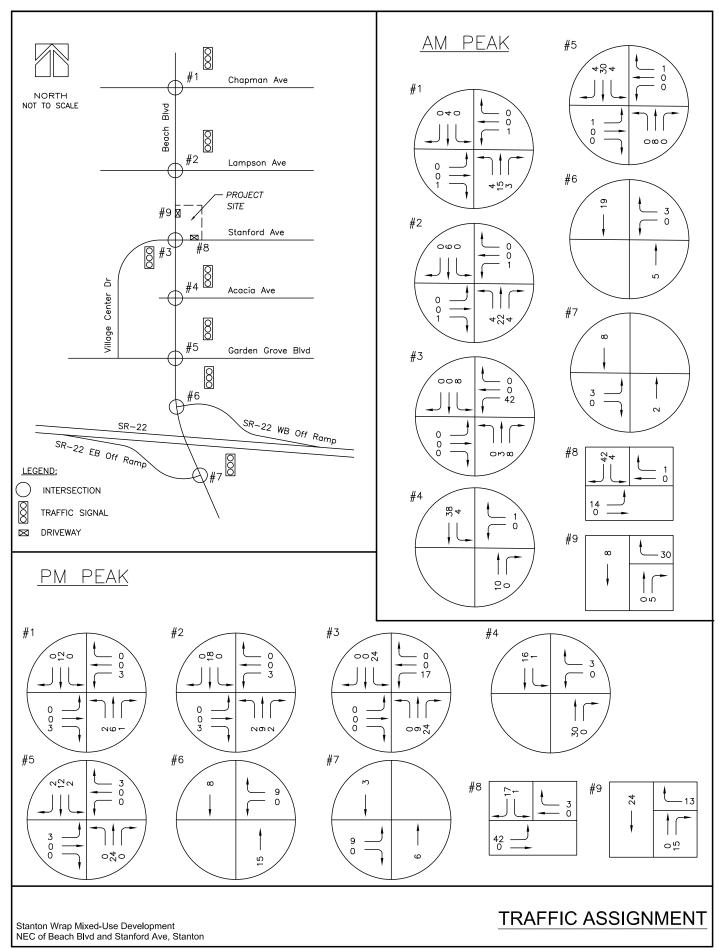
Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The trip distribution pattern for the project is illustrated on **Exhibit 5**.

TRAFFIC ASSIGNMENT

The traffic assignment to and from the site has been based upon the results of trip generation, trip distribution, and access layouts. **Exhibit 6** illustrates the traffic assignment of the proposed project in the AM and PM peak hour.

EXHIBIT 5. TRIP DISTRIBUTION





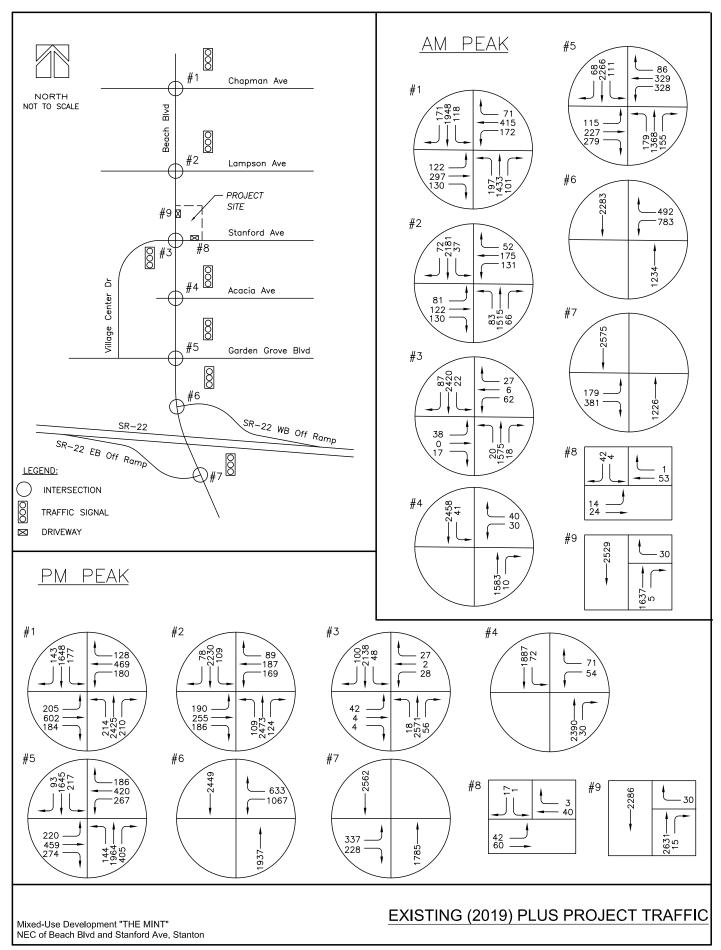
EXISTING CONDITIONS WITH PROJECT

Traffic volumes at the study intersections based on existing conditions plus project are shown in **Exhibit 7**. The level of service and V/C ratios are shown in **Table 6**. All study intersections will operate at LOS D or better for the AM and PM peak hours except the following:

• #5, Beach Boulevard at Garden Grove Boulevard: LOS E in the AM peak hour.

Table 6. Existing Conditions plus Project

		Peak	PM Peak		
	Н	our	H	our	
Intersection	LOS	V/C	LOS	V/C	
Beach Blvd at Chapman Ave	С	0.723	D	0.884	
2. Beach Blvd at Lampson Ave	В	0.657	D	0.816	
Beach Blvd at Stanford Ave/Village Center Dr	А	0.573	В	0.610	
4. Beach Blvd at Acacia Ave	Α	0.556	В	0.611	
4. Bedon Biva di 7 lodola 7 lve		0.000		0.011	
5. Beach Blvd at Garden Grove Blvd	Е	0.970	В	0.616	
6. Beach Blvd at SR-22 WB Off Ramp	С	0.751	D	0.875	
7. Beach Blvd at SR-22 EB Off Ramp	В	0.667	В	0.661	

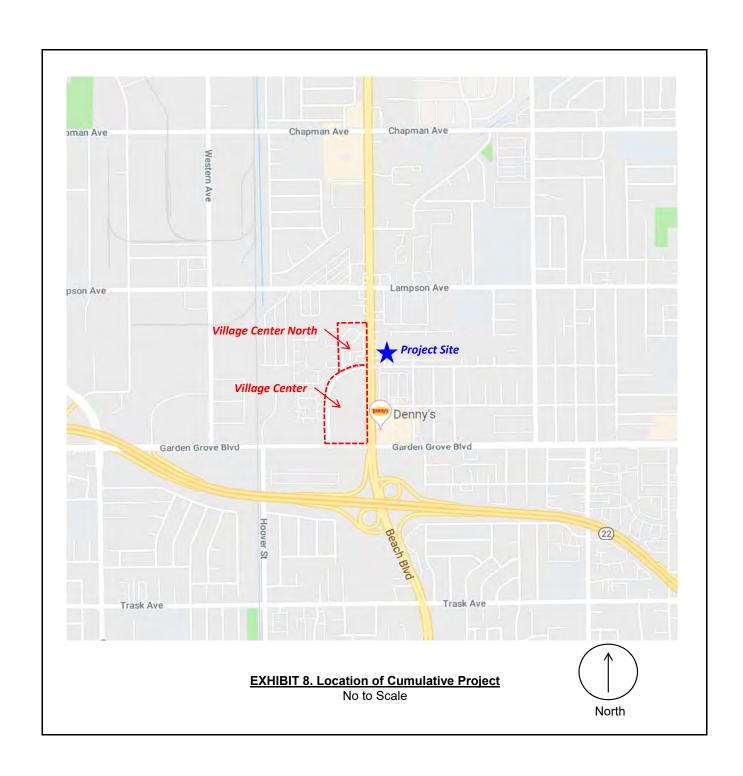


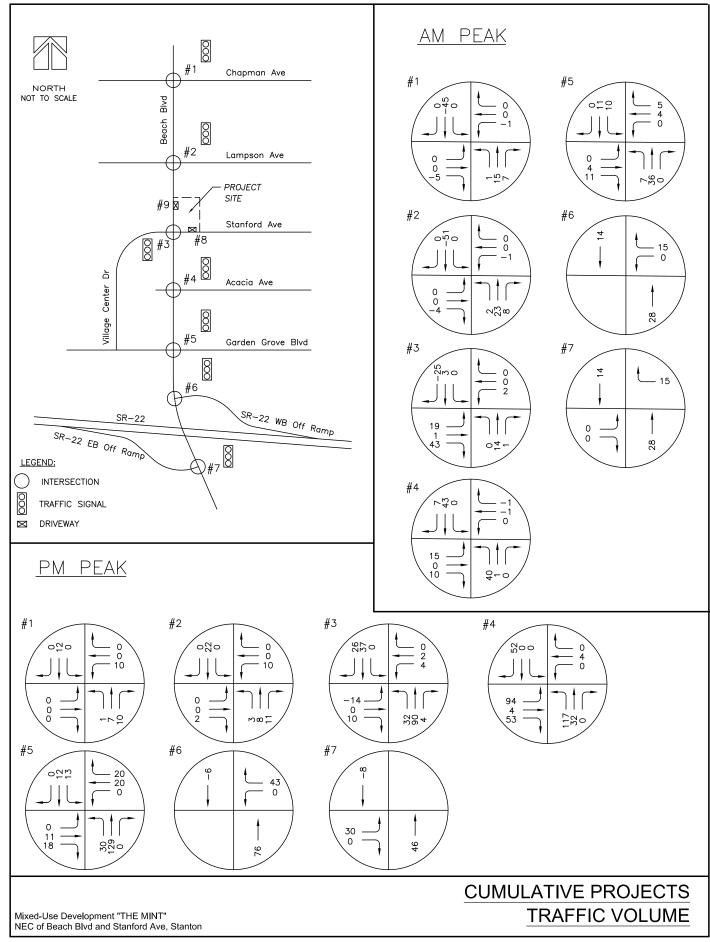
CUMULATIVE DEVELOPMENTS

Based on the information provided by the Planning Department of the City of Stanton, the following cumulative developments are taken into consideration for analysis of the opening year conditions:

<u>Village Center and Village Center North:</u> The development of Village Center includes 123 multi-family dwelling units and 105,000 square feet of commercial retail; The development of Village Center North includes 114 multi-family dwelling units.

Exhibit 8 illustrates the locations of the cumulative development project. **Exhibit 9** shows the traffic generated by this project at study intersections.





OPENING YEAR CUMULATIVE CONDITIONS

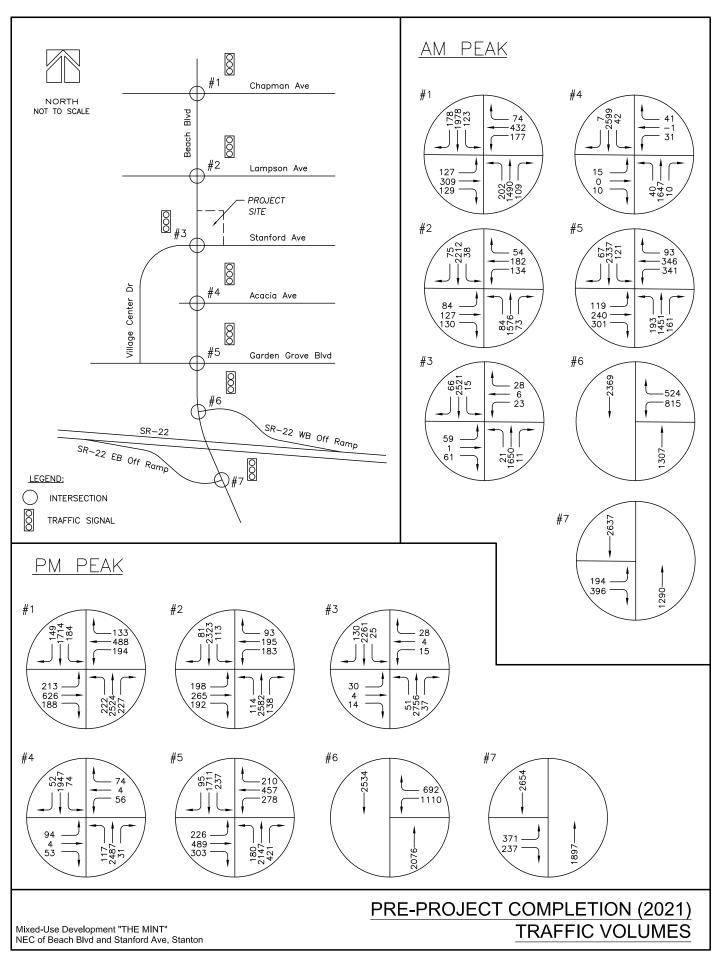
For project opening year 2021, the annual growth rate of two percent (2%) is used. This factor represents traffic increases resulting from regional growth. Lane configurations and traffic controls for the opening year are assumed consistent with those previously shown in **Exhibit 3**. Traffic volumes for the project opening year with cumulative developments are illustrated in **Exhibit 10**.

The project's level of service under opening year with cumulative developments conditions are shown in **Table 7**. All study intersections operate at acceptable LOS D or better in the AM and PM peak hours except the following:

- #1, Beach Boulevard at Chapman Avenue: LOS E in the PM peak hour
- #5, Beach Boulevard at Garden Grove Boulevard: LOS F in the AM peak hour
- #6, Beach Boulevard at SR-22 Westbound Off Ramp: LOS E in the PM peak hour

Table 7. Opening Year (2021) Cumulative Conditions - Without Project

	AM Pea	ak Hour	PM Pea	ak Hour
Intersection	LOS	V/C	LOS	V/C
1. Beach Blvd at Chapman Ave	С	0.740	Е	0.923
2. Beach Blvd at Lampson Ave	В	0.666	D	0.850
3. Beach Blvd at Stanford Ave/Village Center Dr	В	0.605	В	0.632
4. Beach Blvd at Acacia Ave	В	0.601	В	0.634
5. Beach Blvd at Garden Grove Blvd	F	1.013	В	0.674
6. Beach Blvd at SR-22 WB Off Ramp	С	0.779	E	0.906
7. Beach Blvd at SR-22 EB Off Ramp	В	0.690	В	0.690



OPENING YEAR CUMULATIVE CONDITIONS PLUS PROJECT

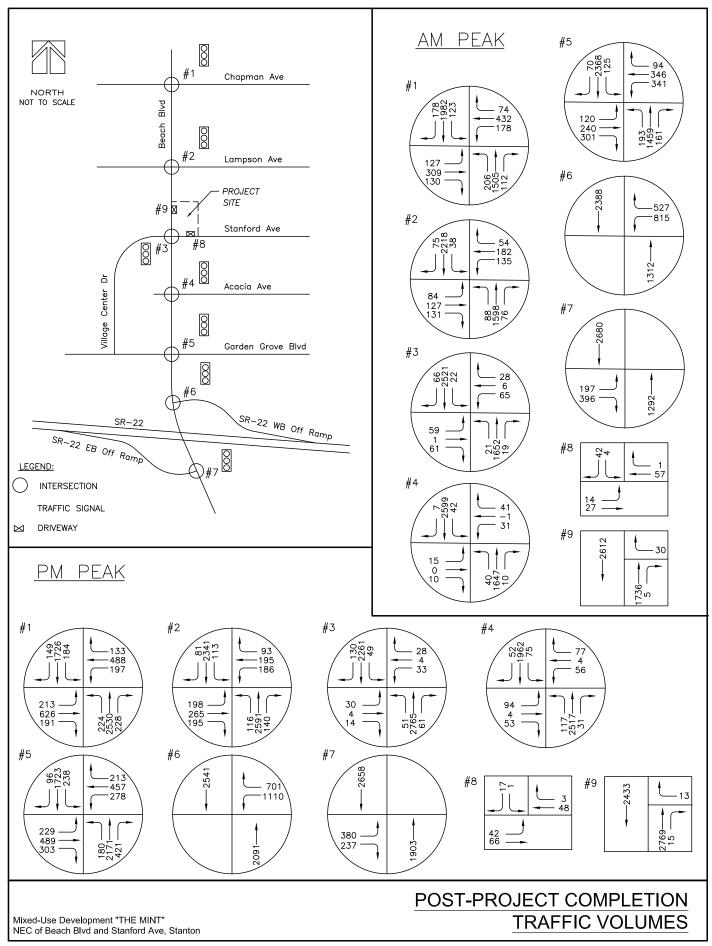
Traffic volumes for the project opening year with cumulative developments plus project traffic are illustrated in **Exhibit 11**. The level of services and V/C ratios at study intersections under opening year cumulative plus project conditions are shown in **Table 8**. All study intersections operate at acceptable LOS D or better in the AM and PM peak hours except the following:

- #1, Beach Boulevard at Chapman Avenue: LOS E in the PM peak hour
- #5, Beach Boulevard at Garden Grove Boulevard: LOS F in the AM peak hour
- #6, Beach Boulevard at SR-22 Westbound Off Ramp: LOS E in the PM peak hour

Table 8. Opening Year Cumulative Conditions plus Project

	AM Pea	ak Hour	PM Pea	ak Hour
Intersection	LOS	V/C	LOS	V/C
1. Beach Blvd at Chapman Ave	С	0.743	Е	0.927
	_		_	
2. Beach Blvd at Lampson Ave	В	0.672	D	0.852
3. Beach Blvd at Stanford Ave/Village Center Dr	В	0.605	В	0.652
Beach Blvd at Acacia Ave	В	0.609	В	0.642
5. Beach Blvd at Garden Grove Blvd	F	1.020	В	0.685
6. Beach Blvd at SR-22 WB Off Ramp		0.782	E	0.907
7. Beach Blvd at SR-22 EB Off Ramp	В	0.692	В	0.694

K2 Traffic Engineering, Inc.



THRESHOLD OF SIGNIFICANT IMPACT

In accordance with 2017 Orange County Transportation Authority (OCTA) Congestion Management Plan (CMP), the traffic impact is deemed significant and mitigation is required if (1) the intersection operates at worse than LOS E; and (2) the ICU increases by 0.1 or more.

The traffic impacts of the proposed project based on existing conditions are shown in **Table 9**. The project does not have a significant traffic impact and mitigation measure is, therefore, not required.

Table 9. Project Intersection Impact Analysis - Existing Conditions

		W/O	W/O Project With Project				
No.	Intersection	LOS	V/C	LOS	V/C	ICU Increase	Significant Impact
AM	PEAK						
1	Beach Blvd at Chapman Ave	С	0.721	С	0.723	0.002	No
2	Beach Blvd at Lampson Ave	В	0.653	В	0.657	0.004	No
3	Beach Blvd at Stanford Ave/Village Center Dr	А	0.573	Α	0.573	0.000	No
4	Beach Blvd at Acacia Ave	А	0.548	Α	0.556	0.008	No
5	Beach Blvd at Garden Grove Blvd	E	0.963	E	0.970	0.007	No
6	Beach Blvd at SR-22 WB Off Ramp	С	0.747	С	0.751	0.004	No
7	Beach Blvd at SR-22 EB Off Ramp	В	0.665	В	0.667	0.002	No
PM I	PEAK						.
1	Beach Blvd at Chapman Ave	D	0.881	D	0.884	0.003	No
2	Beach Blvd at Lampson Ave	D	0.814	D	0.816	0.002	No
3	Beach Blvd at Stanford Ave/Village Center Dr	А	0.590	В	0.610	0.020	No
4	Beach Blvd at Acacia Ave	А	0.603	В	0.611	0.008	No
5	Beach Blvd at Garden Grove Blvd	А	0.607	В	0.616	0.009	No
6	Beach Blvd at SR-22 WB Off Ramp	D	0.874	D	0.875	0.001	No
7	Beach Blvd at SR-22 EB Off Ramp	В	0.658	В	0.661	0.003	No

The traffic impacts of the proposed project based on the opening year (2021) conditions are shown in **Table 10**. The project does not have a significant traffic impact and mitigation measure is, therefore, not required.

Table 10. Project Intersection Impact Analysis - Opening Year (2021)

		W/O	Project	With	Project		
No.	Intersection	LOS	V/C	LOS	V/C	ICU Increase	Significant Impact
AM I	PEAK						
1	Beach Blvd at Chapman Ave	С	0.740	С	0.743	0.003	No
2	Beach Blvd at Lampson Ave	В	0.666	В	0.672	0.006	No
3	Beach Blvd at Stanford Ave/Village Center Dr	В	0.605	В	0.605	0.000	No
4	Beach Blvd at Acacia Ave	В	0.601	В	0.609	0.008	No
5	Beach Blvd at Garden Grove Blvd	F	1.013	F	1.020	0.007	No (<0.01)
6	Beach Blvd at SR-22 WB Off Ramp	С	0.779	С	0.782	0.003	No
7	Beach Blvd at SR-22 EB Off Ramp	В	0.690	В	0.692	0.002	No
PM I	PEAK	Т	ı	Т			
1	Beach Blvd at Chapman Ave	Е	0.923	Е	0.927	0.004	No
2	Beach Blvd at Lampson Ave	D	0.850	D	0.852	0.002	No
3	Beach Blvd at Stanford Ave/Village Center Dr	В	0.632	В	0.652	0.020	No
4	Beach Blvd at Acacia Ave	В	0.634	В	0.642	0.008	No
5	Beach Blvd at Garden Grove Blvd	В	0.674	В	0.685	0.011	No
6	Beach Blvd at SR-22 WB Off Ramp	E	0.906	E	0.907	0.001	No
7	Beach Blvd at SR-22 EB Off Ramp	В	0.690	В	0.694	0.004	No

SITE ACCESS

The project provides two access driveways: one on Beach Boulevard and the other on Stanford Avenue. With a raised median on Beach Boulevard, the driveway on Beach Boulevard is for "right in right out" only. The driveway on Stanford Avenue allows access from both east and west directions without any turn restriction. Both driveways will operate at acceptable LOS D or better. The level of services and expected delays are shown in **Table 11**. The analysis worksheets can be found in **Appendix D**.

Table 11. Level of Service of Driveway

		AM	PM			
Driveway	LOS	Delay (s)	LOS	Delay (s)		
Existing Conditions plus Project						
Driveway on Beach Blvd	С	16.6	D	26.3		
Driveway on Stanford Ave	Α	8.8	Α	8.6		
Project Opening Year (2021) plus Project						
Driveway on Beach Blvd	С	17.4	D	28.4		
Driveway on Stanford Ave	А	8.8	А	8.7		

Both driveways provide access to the parking structure where the entire ground floor is assigned for retail and guest parking. Residential parking is located on the second floor and above in the parking structure, and access is controlled by an automatic gate near the top of the ramp between the ground and second floor. The stacking distance from the gate to driveways are 220 feet to Stanford Avenue and 480 feet to Beach Boulevard. Estimated stacking capacities are 11 cars from Stanford Avenue and 24 cars from Beach Boulevard. Gate placement is appropriate with sufficient stacking length to contain any residential queue within the site without backing up to Stanford Avenue and/or Beach Boulevard.

It is necessary that the height of shrubs, planting, and other visual obstructions be limited to a maximum height of thirty inches to maintain sufficient corner sight distance at the driveway.

ON-SITE CIRCULATION

A fire/service alley is located at the site's north end which is not connected to the parking structure, nor does it provide any parking space. On-site circulation appears efficient and safe without unnecessary bottlenecks. The site plan is subject to review and final approval by the Fire Department, Planning Department and Traffic Engineer.

APPENDIX A SCOPING AGREEMENT

Traffic Impact Study Scope

Project Names:	Stanton Wrap Mixed-Use Development					
Project Address:	Northeast corner of Beach Blvd a					
Project Description:	Mixed-use development of a new 300-unit apartment and 6,200 SF of retail uses. All existing buildings to be demolished. See Exhibit 1 for Site Plan.					
	Consultant	Developer				
Name	Kay Hsu, PE, TE K2 Traffic Engineering, Inc.	Chris Segesman Bonanni Development				
Address	1442 Irvine Blvd, Ste 210 Tustin, CA 92780	5500 Bolsa Ave, Suite 120 Huntington Beach, CA 92649				
Telephone	714-832-2116	562-537-6908				
Email	khsu@k2traffic.com	chris@bonannidevelopment.com				

A. Trip Generation

Proposed Land Use	Multifamily Housing (Mid-Rise) & Shopping Center
Reference	Trip Generation (10th Edition) by ITE

Net Trip Generation	Inbound	Outbound	Total	
AM Peak Hour	20	76	96	
PM Peak Hour	60	31	91	
Daily Trip	1,204	See Exhibit 2 for Trip C	Generation	

B. Trip Distribution

Predicted distribution as shown on Exhibit 3

C. Background Traffic

O. Background Traine			
Project Opening Year	2021	Growth Rate	2% Annual

D. Study Intersections (New Counts will be conducted)

1. Beach Blvd at Chapman Ave	6. Beach Blvd at SR-22 WB Off Ramp
2. Beach Blvd at Lampson Ave	7. Beach Blvd at SR-22 EB Off Ramp
3. Beach Blvd at Stanford Ave	8. Project Driveway at Standford Ave
4. Beach Blvd at Acacia Ave	9. Project Driveway at Beach Blvd
5. Beach Blvd at Garden Grove Blvd	

E. Specific Issues to be addressed in the Study

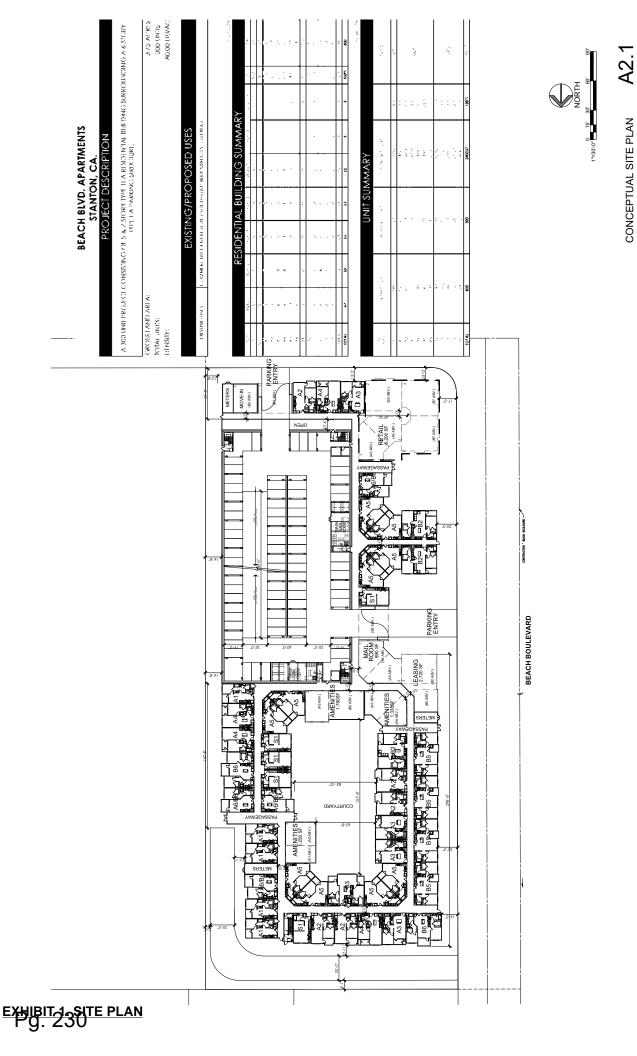
Resubmitted on 6/13/2019

1. Study scenarios: Existing Conditions, Existing Plus Project, Opening Year with Cumulative Projects, Opening Year with Cumulative Projects Plus Project. Each study scenario will include a description of impacts, if any, and mitigation measures.

2. Cumulative projects to be provided by Planning Dept. and attached hereon, if any.

3. Site access with discussions of parking structure access, gate location, and access for retail components

Recommen	ded by:		Approved by:	
		6/6/2019		G(17(19
Consultant		Date	City of Stanton	Date
	Submitted on	6/6/2019	Public Works Dept., Eng	ineering Div.



STANTON, CA

OPTION B DATE: 05/28/2019 JOB NO.: 2018-613

CONCEPTUAL SITE PLAN

ARCHITECTS ORANGE 144 NORTH ORANGE ST., ORANGE, CA 92866 (714) 639-9860

BEACH BLVD. APARTMENTS BONANNI DEVELOPMENT

EXHIBIT 2. TRIP GENERATION

Proposed uses:

- 1. 300-unit apartment
- 2. Retail, 6,200 sq.ft

Existing uses (all buildings to be demolished):

- 1. Automobile Repair, 2,800 sq. ft
- 2. Real Estate Office, 3,000 sq. ft
- 3. Retail store, 4,400 sq. ft
- 4. Restaurant, 2,500 sq. ft
- 5. Sport Bar, 4,200 sq.ft (CLOSED, not applicable for existing trip credit)

TABLE 1. TRIP GENERATION RATE (ITE)

				AM Peak			PM Peak	
LAND USE	UNIT	Daily	Total	IN	OUT	Total	IN	OUT
Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	5.44	0.36	26%	74%	0.44	61%	39%
Shopping Center (820)	1000 Sq. Ft.	37.75	0.94	62%	38%	3.81	48%	52%
Automobile Care Center (942)	1000 Sq. Ft.	31.10*	2.25	66%	34%	3.11	48%	52%
Small Office Building (712)	1000 Sq. Ft.	16.19	1.92	82%	18%	2.45	32%	68%
High-Turnover (Sit-Down) Restaurant (932)	1000 Sq. Ft.	112.18	9.94	55%	45%	9.77	62%	38%

^{*}Daily trip generation rate for Automobile Care Center (942) is estimated ten times of the PM peak hour trip

TABLE 2. NET TRIP GENERATION

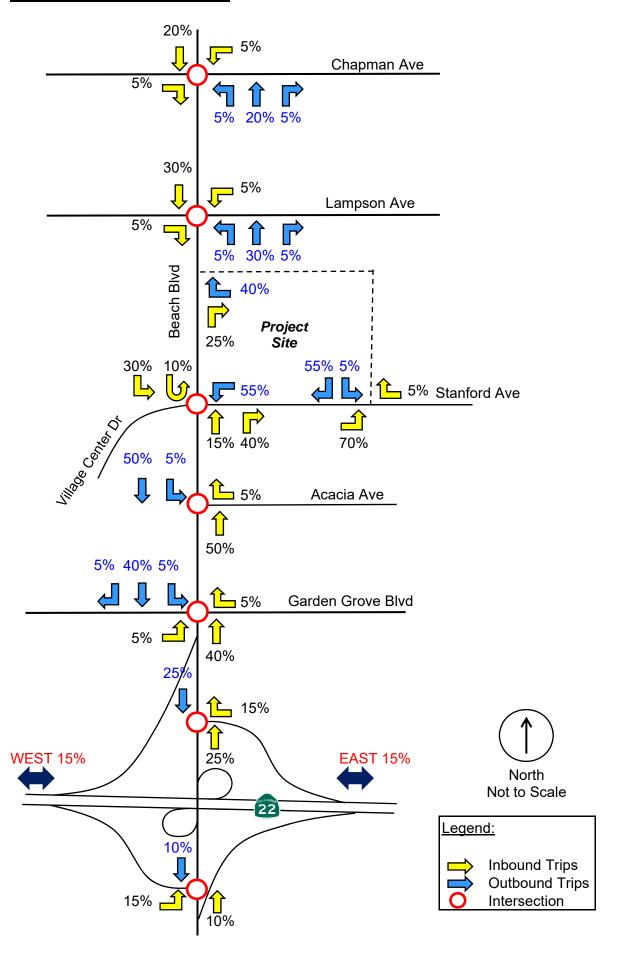
				AM Peak			PM Peak			
LAND USE	UNIT	Quantity	Total	IN	OUT	Total	IN	OUT	Daily	
Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	300	108	28	80	132	81	51	1632	
Shopping Center (820)	1000 Sq. Ft.	6.200	6	4	2	24	12	12	234	PROPOSED
	Pass-By Trip Credit*	34%	-2	-1	-1	-8	-4	-4	-80	PROF
	posed uses)	112	31	81	148	89	59	1786		
Automobile Care Center (942)	1000 Sq. Ft.	-2.8	-6	-4	-2	-9	-4	-5	-87	
Small Office Building (712)	1000 Sq. Ft.	-3.0	-6	-5	-1	-7	-2	-5	-49	<u>ග</u>
High-Turnover (Sit-Down) Restaurant (932)**	1000 Sq. Ft.	-2.5	0	0	0	-24	-15	-9	-280	EXISTING
Shopping Center (820)	1000 Sq. Ft.	-4.4	-4	-3	-1	-17	-8	-9	-166	ШÜ
	Total (existing use:						-29	-28	-582	
NET New Trip	Generation		96	20	76	91	60	31	1204	

^{*}Per Trip Generation Handbook, 3rd Edition

Pg. 231

^{**}Restaurant is closed during AM peak hour

EXHIBIT 3. TRIP DISTRIBUTION



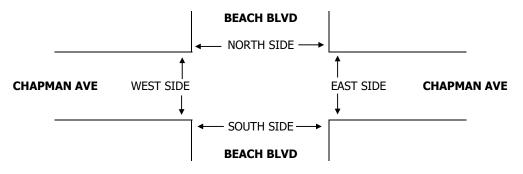
APPENDIX B TURNING MOVEMENT COUNT DATA

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
6/20/19LOCATION:STANTONPROJECT #:
LOCATION #: 1THURSDAYNORTH & SOUTH:BEACH BLVDLOCATION #: 1THURSDAYEAST & WEST:CHAPMAN AVECONTROL:SIGNAL

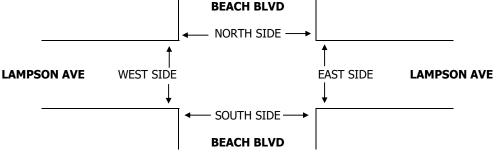
	NOTES:										AM PM MD OTHER OTHER	⋖ W	N S	E▶
I		NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND CHAPMAN AVE				'ESTBOUI' CHAPMAN AV		
ľ	1 44150	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
ļ	LANES:	2	4	0	2	4	Ü	1	3	0	1	2	1	

		NC	ORTHBOU		SC	UTHBOU			ASTBOUN			/ESTBOUI		
		NII	BEACH BLVD		CI	BEACH BLVD			CHAPMAN AV			CHAPMAN AV		TOTAL
	LANES:	NL 2	NT 4	NR 0	SL 2	ST 4	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL
	_			_	l .				67	_				1 252
	7:00 AM 7:15 AM	45 40	345 310	21 23	21 27	501 501	34 33	30 29	91	41 39	35 41	100 90	12 18	1,252 1,242
	7:30 AM	47	345	27	39	415	48	36	76	25	41	124	18	1,242
	7:45 AM	61	418	27	31	527	56	27	63	24	54	101	23	
	8:00 AM	47	272	24	29	459	32	30	76	13	35	100	15	1,412
		47	367	21	29	439	45	25	78	32	46	89	23	1,132 1,232
	8:15 AM 8:30 AM	29	350	24	36	486	41	26	60	22	41	84	22	1,232
l_	8:45 AM	31	298	34	35	388	38	39	86	28	39	79	23	1,118
Σ	VOLUMES	347	2,705	201	247	3,707	327	242	597	224	332	767	154	9,850
Ι`	APPROACH %	11%	83%	6%	6%	87%	8%	23%	56%	21%	26%	61%	12%	9,030
	APP/DEPART	3,253	0370 /	3,101	4,281	6/70	4,263	1,063	70%	1.045	1,253	/	1,441	0
	BEGIN PEAK HR	3,233	7:00 AM	3,101	7,201		7,203	1,005		1,013	1,233		1,771	0
	VOLUMES	193	1,418	98	118	1,944	171	122	297	129	171	415	71	5,147
	APPROACH %	11%	83%	6%	5%	87%	8%	22%	54%	24%	26%	63%	11%	3,17/
	PEAK HR FACTOR	11 /0	0.844	0 70	3 /0	0.909	0 70	22 /0	0.862	ZT /0	2070	0.898	11 /0	0.911
	APP/DEPART	1,709	1	1,611	2,233	/	2,244	548	/	513	657	/	779	0.511
	4:00 PM	62	496	26	31	352	31	50	134	29	45	94	35	1,385
	4:15 PM	51	569	58	34	439	40	51	122	31	48	108	39	1,590
	4:30 PM	77	548	34	54	354	35	53	161	44	42	107	45	1,554
	4:45 PM	48	572	38	39	401	34	46	136	54	43	85	35	1,531
	5:00 PM	61	617	53	46	422	40	51	156	57	50	111	33	1,697
	5:15 PM	41	567	49	30	374	33	54	154	52	42	134	35	1,565
	5:30 PM	67	639	41	51	456	40	45	136	37	41	104	30	1,687
Σ	5:45 PM	43	596	66	50	384	30	55	156	35	44	120	30	1,609
•	VOLUMES	450	4,604	365	335	3,182	283	405	1,155	339	355	863	282	12,618
	APPROACH %	8%	85%	7%	9%	84%	7%	21%	61%	18%	24%	58%	19%	_
	APP/DEPART	5,419	/	5,291	3,800	/	3,876	1,899	/	1,855	1,500	/	1,596	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	212	2,419	209	177	1,636	143	205	602	181	177	469	128	6,558
	APPROACH %	7%	85%	7%	9%	84%	7%	21%	61%	18%	23%	61%	17%	
	PEAK HR FACTOR	2.046	0.950	2 752	1.056	0.894	1 00 1	000	0.936	000	774	0.917	024	0.966
	APP/DEPART	2,840		2,752	1,956	/	1,994	988	/	988	774	/	824	0



PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

LOCATION: DATE: STANTON PROJECT #: 6/20/19 NORTH & SOUTH: **BEACH BLVD** LOCATION #: THURSDAY **SIGNAL** LAMPSON AVE CONTROL: EAST & WEST: NOTES: Ν **▼** W E► S NORTHBOUND SOUTHBOUND **EASTBOUND** WESTBOUND BEACH BLVD LAMPSON AVE LAMPSON AVE BEACH BLVD NL NT NR SL ST SR EL ET ER WL WT WR TOTAL LANES: 0 0 1,048 7:00 AM 15 546 9 14 42 26 301 11 28 27 19 10 7:15 AM 10 47 1,153 25 347 10 571 15 16 34 32 32 14 7:30 AM 13 34 315 12 492 19 24 31 37 41 37 14 1,069 7:45 AM 587 45 9 1,258 16 422 18 8 20 22 29 31 51 8:00 AM 20 334 16 501 19 23 30 17 29 36 8 1,040 560 39 8:15 AM 339 12 11 16 17 26 36 48 16 1,145 527 28 19 40 8:30 AM 18 398 16 11 17 37 34 19 1,164 296 20 517 20 26 47 15 8:45 AM 12 14 1,067 VOLUMES 188 2,752 120 82 4,301 129 155 256 251 257 348 105 8,944 APPROACH % 90% 4% 2% 95% 23% 39% 38% 49% 15% 6% 3% 36% APP/DEPART 3,060 3,012 4,512 4,809 662 458 710 665 0 BEGIN PEAK HR 7:45 AM 79 1,493 VOLUMES 62 37 2,175 72 81 122 129 130 175 52 4,607 4% APPROACH % 5% 91% 2% 95% 3% 24% 37% 39% 36% 49% 15% 0.896 0.893 PEAK HR FACTOR 0.928 0.865 0.916 APP/DEPART 1,634 1,626 2,284 2,434 332 221 357 326 0 19 1,345 4:00 PM 29 28 471 42 42 16 515 26 29 73 55 4:15 PM 21 543 35 24 535 23 38 46 47 37 36 18 1,403 4:30 PM 27 520 28 21 456 25 59 74 54 35 52 27 1,378 4:45 PM 26 579 27 24 587 17 47 55 53 44 50 29 1,538 33 32 59 50 5:00 PM 588 30 489 24 85 47 46 18 1,501 25 46 5:15 PM 624 27 21 562 20 44 39 42 26 60 1,536 5:30 PM 23 673 38 32 574 17 38 55 39 37 45 16 1,587 5:45 PM 586 25 507 40 43 41 52 1,485 27 66 28 VOLUMES 245 222 4,628 205 4,181 172 356 514 369 321 382 178 11,773 APPROACH % 4% 91% 5% 4% 92% 4% 29% 41% 30% 36% 43% 20% APP/DEPART 5,095 4,558 4,871 1,239 5,162 964 881 776 0 BEGIN PEAK HR 4:45 PM 109 190 89 VOLUMES 107 2,212 78 255 183 166 187 2,464 122 6,162 APPROACH % 91% 5% 5% 92% 3% 30% 41% 29% 38% 42% 20% 4% PEAK HR FACTOR 0.917 0.955 0.822 0.898 0.971 APP/DEPART 2,693 2,743 2,399 2,561 628 486 442 372 0

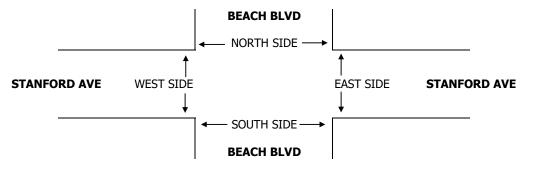


PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
6/20/19LOCATION:STANTONPROJECT #:
LOCATION #: 3
EAST & WEST:THURSDAYBEACH BLVD
STANFORD AVELOCATION #: 3
CONTROL:

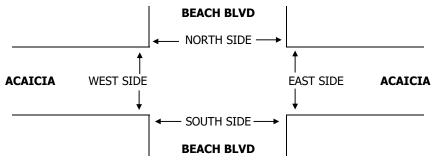
NOTES:				AM PM	▲ N	
				MD W OTHER OTHER	S ▼	E►
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOU	ND	

		NC	ORTHBOU		SC	UTHBOU			ASTBOUN			'ESTBOUN		
			BEACH BLVD			BEACH BLVD			STANFORD AV			STANFORD AV		
	LANES:	NL	NT	NR	SL	ST	SR	EL 0	ET 1	ER	WL	WT	WR 0	TOTAL
	LAINES:	1	4	0	1	4	0	U	1	1	0	1	U	
	7:00 AM	8	320	1	1	575	10	9	4	4	7	2	5	946
	7:15 AM	3	426	0	2	664	13	10	1	8	4	0	5	1,136
	7:30 AM	6	345	3	4	528	19	11	1	2	2	3	5	929
	7:45 AM	6	462	0	2	663	24	9	0	4	7	1	7	1,185
	8:00 AM	2	330	3	4	521	19	5	0	1	5	1	7	898
	8:15 AM	6	367	2	0	618	27	10	0	8	2	1	3	1,044
	8:30 AM	6	413	5	8	618	17	14	0	4	6	3	10	1,104
Σ	8:45 AM	7	358	1	2	509	17	16	0	1	4	0	9	924
⋖	VOLUMES	44	3,021	15	23	4,696	146	84	6	32	37	11	51	8,166
	APPROACH %	1%	98%	0%	0%	97%	3%	69%	5%	26%	37%	11%	52%	
	APP/DEPART	3,080	/	3,156	4,865	/	4,765	122	/	44	99	/	201	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	20	1,572	10	14	2,420	87	38	0	17	20	6	27	4,231
	APPROACH %	1%	98%	1%	1%	96%	3%	69%	0%	31%	38%	11%	51%	
	PEAK HR FACTOR		0.856			0.915			0.764			0.697		0.893
	APP/DEPART	1,602		1,637	2,521	/	2,457	55	/	24	53	/	113	0
	4:00 PM	6	563	7	4	472	20	12	1	5	3	1	11	1,105
	4:15 PM	3	628	6	5	500	23	4	0	2	3	0	4	1,178
	4:30 PM	4	544	4	6	489	15	10	3	3	4	2	9	1,093
	4:45 PM	6	626	7	2	554	22	9	0	2	4	1	8	1,241
	5:00 PM	4	635	8	8	491	23	8	3	0	2	0	10	1,192
	5:15 PM	5	603	7	8	581	30	12	0	1	3	1	3	1,254
	5:30 PM	3	698	10	6	512	25	13	1	1	2	0	6	1,277
Σ	5:45 PM	6	628	7	5	484	39	6	2	3	2	0	8	1,190
Iο	VOLUMES	37	4,925	56	44	4,083	197	74	10	17	23	5	59	9,530
	APPROACH %	1%	98%	1%	1%	94%	5%	73%	10%	17%	26%	6%	68%	
	APP/DEPART	5,018		5,058	4,324	/	4,123	101	/	110	87	/	239	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	18	2,562	32	24	2,138	100	42	4	4	11	2	27	4,964
	APPROACH %	1%	98%	1%	1%	95%	4%	84%	8%	8%	28%	5%	68%	
	PEAK HR FACTOR	2 646	0.918	2 (21	2 2 6 6	0.914	0.450		0.833		40	0.769	100	0.972
1	APP/DEPART	2,612		2,631	2,262	/	2,153	50	1	60	40	1	120	0



PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

LOCATION: PROJECT #: DATE: **STANTON** 6/20/19 NORTH & SOUTH: **BEACH BLVD** LOCATION #: **THURSDAY** EAST & WEST: **ACAICIA** CONTROL: **SIGNAL** NOTES: Ν **⋖**W E► S SOUTHBOUND **EASTBOUND** NORTHBOUND WESTBOUND BEACH BLVD BEACH BLVD ACAICIA ACAICIA NL SL WL WT WR TOTAL NT NR ST EL ET ER SR LANES: 326 593 949 7:00 AM 11 7:15 AM 421 3 6 647 8 10 1,095 7:30 AM 350 2 8 578 7 10 955 7:45 AM 476 4 14 602 8 1,110 6 8:00 AM 357 17 536 13 11 935 8:15 AM 383 2 10 571 8 9 983 8:30 AM 365 16 502 11 11 907 8:45 AM 342 6 13 473 12 13 859 VOLUMES 3,020 21 93 4,502 0 0 0 74 83 7,793 U U U APPROACH % 0% 0% 47% 99% 1% 2% 98% 0% 0% 0% 0% 53% APP/DEPART 3,041 3,103 4,595 4,576 0 114 157 0 0 BEGIN PEAK HR 7:00 AM 0 **VOLUMES** 0 1,573 10 37 2,420 0 0 0 30 0 39 4,109 APPROACH % 0% 99% 1% 2% 98% 0% 0% 0% 0% 43% 0% 57% PEAK HR FACTOR 0.824 0.941 0.000 0.863 0.925 APP/DEPART 1,583 2.457 2.450 47 1,612 0 69 0 0 534 1,005 4:00 PM 414 13 14 4:15 PM 562 7 12 438 18 19 1,056 4:30 PM 501 6 26 451 11 18 1,013 4:45 PM 416 578 4 14 8 15 1,035 5:00 PM 546 8 18 492 15 17 1,096 5:15 PM 568 6 17 501 9 14 1,115 5:30 PM 657 8 13 460 13 20 1,171 418 1,075 5:45 PM 589 23 17 20 8 3,590 VOLUMES 0 4,535 52 148 0 0 0 0 104 0 137 8,566 0% 99% 4% 96% 0% 43% APPROACH % 1% 0% 0% 0% 0% 57% APP/DEPART 4,672 3,738 241 0 4,587 3,694 0 200 0 BEGIN PEAK HR 5:00 PM **VOLUMES** 0 2,360 30 71 1,871 0 0 0 0 54 0 71 4,457 APPROACH % 0% 99% 1% 4% 96% 0% 0% 0% 0% 43% 0% 57% PEAK HR FACTOR 0.937 0.952 0.898 0.000 0.845 APP/DEPART 2,390 2,431 1,942 1,925 0 101 125 0 0

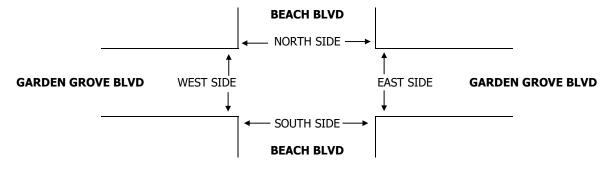


PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
6/20/19LOCATION:STANTONPROJECT #:
LOCATION #: 5
EAST & WEST:THURSDAYBEACH BLVDLOCATION #: 5
CONTROL:

NOTES:	AM	A	
	PM	N	
	MD ◀ W	_	E►
	OTHER	S	
	OTHER	▼	

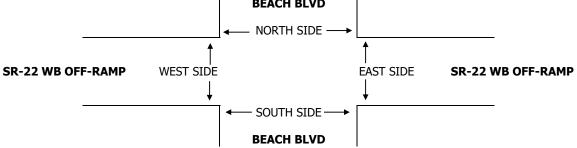
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
		BEACH BLVD			BEACH BLVD			GARDEN GROVE BLVD			GARDEN GROVE BLVD			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	4	1	1	4	0	1	2	1	1	2	1	
AM	7:00 AM	29	294	17	31	561	17	25	59	81	63	76	17	1,270
	7:15 AM	34	378	45	22	639	11	31	51	66	69	55	19	1,420
	7:30 AM	40	287	49	12	519	14	31	55	86	91	93	29	1,306
	7:45 AM	76	401	44	42	517	22	27	62	46	105	105	20	1,467
	8:00 AM	24	291	43	35	431	17	25	51	54	69	76	29	1,145
	8:15 AM	37	360	52	45	555	15	26	58	72	67	80	25	1,392
	8:30 AM	36	332	47	32	446	15	39	66	55	65	98	26	1,257
	8:45 AM	29	313	57	49	426	18	29	49	45	85	106	30	1,236
	VOLUMES	305	2,656	354	268	4,094	129	233	451	505	614	689	195	10,493
	APPROACH %	9%	80%	11%	6%	91%	3%	20%	38%	42%	41%	46%	13%	
	APP/DEPART	3,315	/	3,084	4,491	/	5,213	1,189	/	1,073	1,498	/	1,123	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	179	1,360	155	107	2,236	64	114	227	279	328	329	85	5,463
	APPROACH %	11%	80%	9%	4%	93%	3%	18%	37%	45%	44%	44%	11%	
	PEAK HR FACTOR		0.813			0.895			0.901			0.807		0.931
	APP/DEPART	1,694		1,559	2,407	/	2,843	620	/	489	742	/	572	0
Md	4:00 PM	32	497	90	51	365	26	46	109	70	62	102	48	1,498
	4:15 PM	38	483	90	42	417	31	49	98	58	77	92	40	1,515
	4:30 PM	34	455	79	44	358	31	50	108	63	61	114	24	1,421
	4:45 PM	47	407	95	54	363	30	50	106	79	74	110	42	1,457
	5:00 PM	27	469	102	59	444	26	52	119	86	64	94	45	1,587
	5:15 PM	38	481	101	56	386	26	58	127	59	85	101	35	1,553
	5:30 PM	40	473	116	48	422	28	63	113	79	66	122	59	1,629
	5:45 PM	39	517	86	52	381	11	44	100	50	52	103	44	1,479
	VOLUMES	295	3,782	759	406	3,136	209	412	880	544	541	838	337	12,139
	APPROACH %	6%	78%	16%	11%	84%	6%	22%	48%	30%	32%	49%	20%	
	APP/DEPART	4,836		4,531	3,751		4,221	1,836		2,045	1,716	/	1,342	0
	Begin Peak Hr		5:00 PM											
	VOLUMES	144	1,940	405	215	1,633	91	217	459	274	267	420	183	6,248
	Approach %	6%	78%	16%	11%	84%	5%	23%	48%	29%	31%	48%	21%	
	PEAK HR FACTOR		0.969			0.916			0.924			0.881		0.959
	APP/DEPART	2,489		2,340	1,939	/	2,174	950	/	1,079	870	/	655	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

LOCATION: DATE: STANTON PROJECT #: 6/20/19 NORTH & SOUTH: **BEACH BLVD** LOCATION #: **SIGNAL** THURSDAY SR-22 WB OFF-RAMP CONTROL: EAST & WEST: NOTES: Ν **▼** W E► S NORTHBOUND SOUTHBOUND **EASTBOUND** WESTBOUND BEACH BLVD BEACH BLVD SR-22 WB OFF-RAMP SR-22 WB OFF-RAMP TOTAL NL NT NR SL ST SR EL ET ER WL WT WR LANES: 7:00 AM 229 578 1,097 177 113 7:15 AM 329 1,308 643 203 133 7:30 AM 282 540 181 103 1,106 1,254 7:45 AM 503 222 140 389 8:00 AM 263 500 182 95 1,040 310 494 123 8:15 AM 193 1,120 230 492 8:30 AM 312 115 1,149 522 194 8:45 AM 107 1,114 VOLUMES 2,405 4,272 1,582 929 9,188 APPROACH % 0% 100% 0% 100% 0% 0% 0% 63% 0% 0% 0% 37% APP/DEPART 2,405 3,334 4,272 5,854 0 0 2,511 0 0 BEGIN PEAK HR 7:00 AM 783 VOLUMES 0 1,229 0 0 2,264 0 0 0 0 0 489 4,765 0% 0% APPROACH % 100% 0% 100% 0% 0% 0% 0% 62% 0% 38% 0.790 0.880 PEAK HR FACTOR 0.000 0.878 0.911 APP/DEPART 1,229 1,718 2,264 3,047 0 0 1,272 0 0 1,319 4:00 PM 440 176 532 171 4:15 PM 419 515 200 1,398 264 4:30 PM 424 533 248 158 1,363 4:45 PM 433 648 261 123 1,465 271 5:00 PM 450 603 163 1,487 254 5:15 PM 486 151 643 1,534 5:30 PM 495 561 292 132 1,480 5:45 PM 491 250 178 1,553 634 VOLUMES 0 3,638 0 4,669 0 0 U 0 2,011 0 1,281 11,599 APPROACH % 0% 100% 0% 0% 100% 0% 0% 0% 0% 61% 0% 39% APP/DEPART 4,919 6,680 3,292 3,638 4,669 0 0 0 0 BEGIN PEAK HR 5:00 PM 1,067 VOLUMES 0 1,922 0 n 2,441 0 0 0 0 0 624 6,054 APPROACH % 0% 100% 0% 0% 100% 0% 0% 0% 0% 63% 0% 37% PEAK HR FACTOR 0.971 0.949 0.000 0.974 0.975 APP/DEPART 1,922 2,546 2,441 3,508 0 0 1,691 0 0 **BEACH BLVD** NORTH SIDE

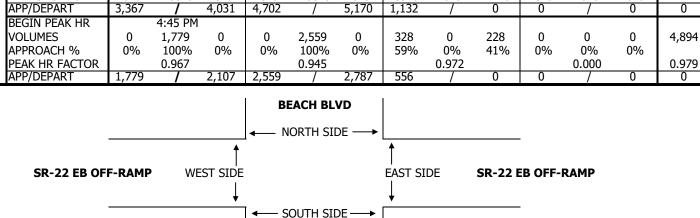


INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
6/20/19
THURSDAYLOCATION:
NORTH & SOUTH:
EAST & WEST:STANTON
BEACH BLVD
SR-22 EB OFF-RAMPPROJECT #:
LOCATION #: 7
CONTROL:

	THURSDAY	EAST &	WEST:	١.	SR-22 E	B OFF-R	AMP			CONTRO		SIGNAL		
	NOTES:										AM PM MD OTHER OTHER	■ W	N N S	E►
		NC	ORTHBOU		SC	UTHBOU			ASTBOUN			/ESTBOUI		
			BEACH BLVD			BEACH BLVD			-22 EB OFF-R			-22 EB OFF-R/		TOTAL
	LANES:	NL X	NT 4	NR X	SL X	ST 4	SR X	EL 2	ET X	ER 2	WL X	WT X	WR X	TOTAL
	7:00 AM		275			656		27		82				1,040
	7:15 AM		300			672		37		85				1,094
	7:30 AM		323			640		37		104				1,104
	7:45 AM		327			591		58		116				1,092
	8:00 AM		274			664		44		76				1,058
	8:15 AM		280			605		41		74				1,000
	8:30 AM		333			581		52		73				1,039
Σ	8:45 AM		309			593		48		76				1,026
⋖	8:45 AM VOLUMES	0	2,421	0	0	5,002	0	344	0	686	0	0	0	8,453
	APPROACH %	0%	100%	0%	0%	100%	0%	33%	0%	67%	0%	0%	0%	
	APP/DEPART	2,421	/	2,765	5,002	/	5,688	1,030	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM			2 565	•	476	•	201		•	•	4.240
	VOLUMES	0	1,224	0	0	2,567	0	176	0	381	0	0	0	4,348
	APPROACH %	0%	100%	0%	0%	100%	0%	32%	0%	68%	0%	0%	0%	0.005
	PEAK HR FACTOR APP/DEPART	1,224	0.936	1,400	2,567	0.955	2,948	557	0.800	0	0	0.000	0	0.985 0
	4:00 PM	1,227	358	1,⊣00	2,307	480	۷,570	92	/	64	0		J	994
	4:15 PM		413			530		72		56				1,071
	4:30 PM		398			545		78		51				1,071
		1				J .5		, , ,			!			-/



0

0%

677

606

652

624

588

4,702

100%

BEACH BLVD

79

92

75

82

94

664

59%

0%

55

49

63

61

69

468

41%

0

0%

0

0%

0

0%

1,229

1,200

1,250

1,215

1,170

9,201

4:45 PM

5:00 PM

5:15 PM

5:30 PM

5:45 PM

VOLUMES

APPROACH %

418

453

460

448

419

3,367

100%

0

0%

0

0%

0

0%

APPENDIX C LEVEL OF SERVICE ANALYSIS

Date: 7/18/19

By: KH

Traffic Scenario: **Existing**

Intersection # 1

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Chapman Ave

					A.M. P	eak Hou	ır	P.M. Peak Hour			
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	2.0	1700	193	106	0.062	0.062	212	117	0.069	
Northbound	:Thru	4.0	1700	1418	505	0.297		2419	876	0.515	0.515
	Right:		1700	98				209			
	:Left	2.0	1700	118	65	0.038		177	97	0.057	0.057
Southbound	:Thru	4.0	1700	1944	705	0.415	0.415	1636	593	0.349	
	Right:		1700	171				143			
	:Left	1.0	1700	122	122	0.072	0.072	205	205	0.121	0.121
Eastbound	:Thru	3.0	1700	297	142	0.084		602	261	0.154	
	Right:		1700	129				181			
	:Left	1.0	1700	171	171	0.101		177	177	0.104	
Westbound	:Thru	2.0	1700	415	208	0.122	0.122	469	235	0.138	0.138
	Right:	1.0	1700	71	71	0.042		128	128	0.075	
Sum of Critical V/C Ratios 0.671 0.8							0.831				
Adjustments				0.05				0.05			
1	Intersection Capacity Utilization (ICU						0.721				0.881
Level of Se	rvice (LOS)					С				

Level	of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing

Intersection # 2

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Lampson Ave

A.M. Peak Hour P.M. Peak Hour No, Critical Volumes Volumes Critical Movement of Lane Critical V/C Critical Critical V/C V/C Lanes Capacity Total Lane Ratio V/C Total Lane Ratio :Left 1700 1.0 79 79 0.046 0.046 107 107 0.063 0.507 Northbound :Thru 4.0 1700 518 0.305 862 1493 2464 0.507 1700 122 Right: 62 37 0.022 109 0.064 :Left 1.0 1700 37 109 0.064 4.0 763 Southbound :Thru 1700 2175 749 0.441 2212 0.449 0.441 Right: 1700 72 78 :Left 1.0 1700 81 81 0.048 190 190 0.112 0.112 2.0 126 0.074 Eastbound :Thru 1700 122 0.074 255 219 0.129 Right: 1700 129 183 :Left 1700 72 0.042 2.0 130 0.042 166 91 0.054 Westbound :Thru 2.0 1700 175 114 0.067 187 138 0.081 0.081 1700 52 89 Right: Sum of Critical V/C Ratios 0.603 0.764 Adjustments for Lost Time 0.05 0.05 **Intersection Capacity Utilization (ICU)** 0.653 0.814 Level of Service (LOS) В D

Level	of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critica	Critical Lane Flow Factors							
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

Date: 7/18/19

By: KH

Traffic Scenario: Existing

Intersection # 3

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Stanford Ave

P.M. Peak Hour A.M. Peak Hour No, Critical Volumes Volumes Movement of Lane Critical V/C Critical Critical V/C Critical Lane V/C Lanes Capacity Total Lane Ratio V/C Total Ratio :Left 1700 1.0 20 20 0.012 0.012 18 18 0.011 Northbound :Thru 4.0 1700 1572 527 0.310 0.509 2562 865 0.509 1700 Right: 10 32 :Left 14 0.008 24 0.014 0.014 1.0 1700 14 24 4.0 836 0.492 746 Southbound :Thru 1700 2420 0.492 2138 0.439 Right: 1700 87 100 :Left 1700 38 42 Eastbound :Thru 1.0 1700 4 0.002 Right: 1.0 1700 17 17 0.010 4 4 0.002 :Left 1700 20 11 Westbound :Thru 1.0 1700 6 33 0.019 0.019 2 29 0.017 0.017 Right: 1700 27 27 Sum of Critical V/C Ratios 0.523 0.540 Adjustments for Lost Time 0.05 0.05 **Intersection Capacity Utilization (ICU)** 0.573 0.590 Level of Service (LOS) Α Α

A 0.00 ~ 0.60 B 0.601 ~ 0.70 C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00 F 1.00+	Level	of Service (LOS)
C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00	Α	0.00 ~ 0.60
D 0.801 ~ 0.90 E 0.901 ~ 1.00	В	0.601 ~ 0.70
E 0.901 ~ 1.00	С	0.701 ~ 0.80
	D	0.801 ~ 0.90
F 1.00+	E	0.901 ~ 1.00
	F	1.00+

Critical Lane Flow Factors						
0.5	Lanes:	2.00				
1	Lane:	1.00				
1.5	Lanes:	0.67				
2	Lanes:	0.50				
2.5	Lanes:	0.40				
3	Lanes:	0.33				

Date: 7/18/19

By: KH

Traffic Scenario: Existing

Intersection # 4

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Acacia Ave

P.M. Peak Hour A.M. Peak Hour No, Critical Volumes Volumes Movement of Lane Critical V/C Critical Critical V/C Critical V/C Lanes Capacity Total Lane Ratio V/C Total Lane Ratio :Left 1700 1.0 Northbound :Thru 4.0 1700 1573 528 0.310 2360 797 0.469 0.469 1700 Right: 10 30 :Left 37 0.022 71 0.042 1.0 1700 37 71 0.042 4.0 624 Southbound :Thru 1700 2420 807 0.475 0.475 1871 0.367 Right: 1700 :Left 1700 Eastbound :Thru 1.0 1700 Right: 1.0 1700 :Left 1700 30 54 Westbound :Thru 1.0 1700 39 0.023 0.023 71 0.042 0.042 Right: 1700 39 71 Sum of Critical V/C Ratios 0.498 0.553 Adjustments for Lost Time 0.05 0.05 **Intersection Capacity Utilization (ICU)** 0.548 0.603 Level of Service (LOS) Α Α

A 0.00 ~ 0.60 B 0.601 ~ 0.70 C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00 F 1.00+	Level	of Service (LOS)
C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00	Α	0.00 ~ 0.60
D 0.801 ~ 0.90 E 0.901 ~ 1.00	В	0.601 ~ 0.70
E 0.901 ~ 1.00	С	0.701 ~ 0.80
	D	0.801 ~ 0.90
F 1.00+	E	0.901 ~ 1.00
	F	1.00+

Critical Lane Flow Factors						
0.5	Lanes:	2.00				
1	Lane:	1.00				
1.5	Lanes:	0.67				
2	Lanes:	0.50				
2.5	Lanes:	0.40				
3	Lanes:	0.33				

Date: 7/18/19

By: KH

Traffic Scenario: Existing

Intersection # 5

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: Garden Grove Blvd

A.M. Peak Hour P.M. Peak Hour											
						eak Hou	ır			eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	179	179	0.105	0.105	18	18	0.011	
Northbound	:Thru	4.0	1700	1360	453	0.267		2562	854	0.502	0.502
	Right:	1.0	1700	155	155	0.091		32	32	0.019	
	:Left	1.0	1700	107	107	0.063		24	24	0.014	0.014
Southbound	:Thru	4.0	1700	2236	767	0.451	0.451	2138	746	0.439	
	Right:		1700	64				100			
	:Left	1.0	1700	114	114	0.067		42	42	0.025	0.025
Eastbound	:Thru	2.0	1700	227	114	0.067		4	2	0.001	
	Right:	1.0	1700	279	279	0.164	0.164	4	4	0.002	
	:Left	1.0	1700	328	328	0.193	0.193	11	11	0.006	
Westbound	:Thru	2.0	1700	329	165	0.097		2	1	0.001	
	Right:	1.0	1700	85	85	0.050		27	27	0.016	0.016
Sum of Critical V/C Ratios 0.913 0							0.557				
Adjustments for Lost Time 0.05										0.05	
Intersection Capacity Utilization (ICU) 0.963 0.963								0.607			
Level of Service (LOS)								Α			

A 0.00 ~ 0.60 B 0.601 ~ 0.70 C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00 F 1.00+	Level	of Service (LOS)
C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00	Α	0.00 ~ 0.60
D 0.801 ~ 0.90 E 0.901 ~ 1.00	В	0.601 ~ 0.70
E 0.901 ~ 1.00	С	0.701 ~ 0.80
_	D	0.801 ~ 0.90
F 1.00+	Ε	0.901 ~ 1.00
	F	1.00+

Critic	Critical Lane Flow Factors							
0.3	5 Lane	es:	2.00					
1	Lane	e <i>:</i>	1.00					
1.5	5 Lane	es:	0.67					
2	Lane	es:	0.50					
2.5	5 Lane	es:	0.40					
3	Lane	es:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing

Intersection # 6

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: SR-22 WB Off Ramp

						eak Hou	ır			eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left		1700								
Northbound	:Thru	4.0	1700	1229	410	0.241		1922	641	0.377	
	Right:		1700								
	:Left		1700								
Southbound	:Thru	4.0	1700	2264	755	0.444	0.444	2441	814	0.479	0.479
	Right:		1700								
	:Left		1700								
Eastbound	:Thru		1700								
	Right:		1700								
	:Left	2.0	1700	783	431	0.253	0.253	1067	587	0.345	0.345
Westbound	:Thru		1700								
	Right:	2.0	1700	489	245	0.144		624	312	0.184	
Sum of Critical V/C Ratios							0.697				0.824
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							0.747				0.874
Level of Service (LOS)							С				D

Level	of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	0.701 ~ 0.80
D	0.801 ~ 0.90
Ε	0.901 ~ 1.00
F	1.00+

Critica	Critical Lane Flow Factors							
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

Traffic Scenario: **Existing**

Intersection # 7

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: SR-22 EB Off Ramp

Date: 7/18/19

By: KH

				A.M. Peak Hour			P.M. Peak Hour				
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left		1700								
Northbound	:Thru	4.0	1700	1224	408	0.240		1779	593	0.349	
	Right:		1700								
	:Left		1700								
Southbound	:Thru	4.0	1700	2567	856	0.503	0.503	2559	853	0.502	0.502
	Right:		1700								
	:Left	2.0	1700	176	97	0.057		328	180	0.106	0.106
Eastbound	:Thru		1700								
	Right:	2.0	1700	381	191	0.112	0.112	228	114	0.067	
	:Left		1700								
Westbound	:Thru		1700								
	Right:		1700								
Sum of Criti	Sum of Critical V/C Ratios						0.615				0.608
Adjustments for Lost Time							0.013				0.005
Intersection Capacity Utilization (ICU			CU)			0.665				0.658	
Level of Service (LOS)			,			<u> </u>				B	
Level of Se	1 4106 (_00,					5				5

Leve	Level of Service (LOS)						
Α	0.00 ~ 0.60						
В	0.601 ~ 0.70						
С	0.701 ~ 0.80						
D	0.801 ~ 0.90						
Ε	0.901 ~ 1.00						
F	1.00+						

Critica	Critical Lane Flow Factors							
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

Date: 7/18/19

By: KH

Traffic Scenario: **Existing + Project**

Intersection #

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Chapman Ave

				A.M. Peak Hour					P.M. P	eak Hou	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	2.0	1700	197	108	0.064	0.064	214	118	0.069	
Northbound	:Thru	4.0	1700	1433	511	0.301		2425	878	0.517	0.517
	Right:		1700	101				210			
	:Left	2.0	1700	118	65	0.038		177	97	0.057	0.057
Southbound	:Thru	4.0	1700	1948	706	0.415	0.415	1648	597	0.351	
	Right:		1700	171				143			
	:Left	1.0	1700	122	122	0.072	0.072	205	205	0.121	
Eastbound	:Thru	3.0	1700	297	142	0.084		602	262	0.154	0.154
	Right:		1700	130				184			
	:Left	1.0	1700	172	172	0.101		180	180	0.106	0.106
Westbound	:Thru	2.0	1700	415	208	0.122	0.122	469	235	0.138	
	Right:	1.0	1700	71	71	0.042		128	128	0.075	
Sum of Critical V/C Ratios							0.673				0.834
Adjustments for Lost Time 0.05								0.05			
Intersection Capacity Utilization (ICU) 0.723								0.884			
Level of Service (LOS)							С	1			D
	Level of dervice (200)										

Level	Level of Service (LOS)						
Α	0.00 ~ 0.60						
В	0.601 ~ 0.70						
С	0.701 ~ 0.80						
D	0.801 ~ 0.90						
Ε	0.901 ~ 1.00						
F	1.00+						

Critica	Critical Lane Flow Factors							
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

Date: 7/18/19

By: KH

Traffic Scenario: **Existing + Project**

Intersection # 2

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Lampson Ave

A.M. Peak Hour P.M. Peak Hour Volumes No, Critical Volumes Movement of Critical V/C Critical Critical V/C Critical Lane V/C V/C Lanes Capacity Total Lane Ratio Total Lane Ratio :Left 1.0 1700 83 83 0.049 0.049 109 109 0.064 Northbound :Thru 4.0 1700 527 0.310 2473 866 0.509 1515 0.509 Right: 1700 66 124 :Left 0.022 109 109 0.064 0.064 1.0 1700 37 37 Southbound :Thru 4.0 1700 751 0.442 769 2181 0.442 2230 0.453 Right: 1700 72 78 :Left 1.0 1700 81 81 0.048 190 190 0.112 0.112 :Thru 2.0 Eastbound 1700 122 126 0.074 0.074 255 221 0.130 Right: 1700 130 186 :Left 2.0 1700 131 72 0.042 0.042 169 93 0.055 Westbound :Thru 2.0 1700 175 114 0.067 187 138 0.081 0.081 Right: 1700 52 89 Sum of Critical V/C Ratios 0.607 0.766 0.05 Adjustments for Lost Time 0.05 **Intersection Capacity Utilization (ICU)** 0.657 0.816 Level of Service (LOS) В D

NOTES:

Level of Service (LOS)

A 0.00 ~ 0.60

B 0.601 ~ 0.70

C 0.701 ~ 0.80

D 0.801 ~ 0.90

E 0.901 ~ 1.00

F 1.00+

Critical Lane Flow Factors 0.5 Lanes: 2.00 1 1.00 Lane: 1.5 Lanes: 0.67 2 Lanes: 0.50 2.5 0.40 Lanes: 3 Lanes: 0.33

Date: 7/18/19

By: KH

Traffic Scenario: **Existing + Project**

Intersection # 3

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: Stanford Ave

				A.M. Peak Hour				P.M. P	eak Hou	ur	
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	20	20	0.012	0.012	18	18	0.011	
Northbound	:Thru	4.0	1700	1575	531	0.312		2571	876	0.515	0.515
	Right:		1700	18				56			
	:Left	1.0	1700	22	22	0.013		48	48	0.028	0.028
Southbound	:Thru	4.0	1700	2420	836	0.492	0.492	2138	746	0.439	
	Right:		1700	87				100			
	:Left		1700	38				42			
Eastbound	:Thru	1.0	1700					4	4	0.002	
	Right:	1.0	1700	17	17	0.010		4	4	0.002	
	:Left		1700	62				28			
Westbound	:Thru	1.0	1700	6	33	0.019	0.019	2	29	0.017	0.017
	Right:		1700	27				27			
Sum of Critical V/C Ratios 0.523 0.56							0.560				
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							0.03 0.573				0.05 0.610
	Level of Service (LOS)						A				B
Level of Se	i vice (I	_03)					A				D

Level	Level of Service (LOS)						
Α	0.00 ~ 0.60						
В	0.601 ~ 0.70						
С	0.701 ~ 0.80						
D	0.801 ~ 0.90						
Ε	0.901 ~ 1.00						
F	1.00+						

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: **Existing + Project**

Intersection #

Stanton Wrap Mixed-Use Development

Project: North/South St: Beach Blvd

East/West St: Acacia Ave

Movemerth No, of Lane Lanes of Lane Lanes Critical Capacity Volumes Vritical Lanes V/C Critical Ratio V/C Critical V/C Critical Ratio V/C V/C V/C V/C Total Lane V/C Critical Critical V/C Critical Ratio V/C Critical V/C Critical Ratio V/C Critical V/C Critical Ratio V/C Critical V/C Critical V/C Critical Ratio V/C Critical V/C Critical V/C Ratios Ratio V/C						A.M. Po	eak Hou	ır		P.M. P	eak Hou	ur
Northbound Section S			No,	Critical	Volu				Volu			
Northbound Section S	Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
Northbound :Thru Right: 4.0 1700 1583 531 0.312 2390 807 0.475 0.475 Right: 1700 10			Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
Southbound Sight Southbound Sight Southbound Sight Southbound Sight Southbound Sight Sig		:Left	1.0	1700								
Southbound Sou	Northbound	:Thru	4.0	1700	1583	531	0.312		2390	807	0.475	0.475
Southbound :Thru Right: 4.0 1700 1700 2458 819 0.482 0.482 0.482 1887 629 0.370 629 0.370 Eastbound Eastbound in Eastbound		Right:		1700	10				30			
Right: 1700		:Left	1.0	1700	41	41	0.024		72	72	0.042	0.042
Eastbound :Thru 1.0 1700	Southbound	:Thru	4.0	1700	2458	819	0.482	0.482	1887	629	0.370	
Eastbound :Thru 1.0 1700 Right: 1.0 1700 Sum of Critical V/C Ratios Adjustments for Lost Time 1.00 1700 1.00 1.00		Right:		1700								
Right: 1.0 1700 30 54 54 Westbound :Thru 1.0 1700 40 0.024 0.024 74 0.044 0.044		:Left		1700								
Sum of Critical V/C Ratios 0.05 1700	Eastbound	:Thru	1.0	1700								
Westbound :Thru 1.0 1700 40 0.024 0.024 74 0.044 0.05		Right:	1.0	1700								
Right: 1700 40 74 Sum of Critical V/C Ratios 0.506 0.561 Adjustments for Lost Time 0.05 0.05 Intersection Capacity Utilization (ICU) 0.556 0.611		:Left		1700	30				54			
Sum of Critical V/C Ratios 0.506 0.561 Adjustments for Lost Time 0.05 0.556 Intersection Capacity Utilization (ICU) 0.556 0.611	Westbound	:Thru	1.0	1700		40	0.024	0.024		74	0.044	0.044
Adjustments for Lost Time 0.05 0.05 Intersection Capacity Utilization (ICU) 0.556 0.611		Right:		1700	40				74			
Adjustments for Lost Time 0.05 0.05 Intersection Capacity Utilization (ICU) 0.556 0.611	Sum of Criti	Sum of Critical V/C Ratios						0.506				0.561
Intersection Capacity Utilization (ICU) 0.556 0.611		Adjustments for Lost Time										
Loyal of Samina (LOS)	-	Intersection Capacity Utilization (IC						0.556				0.611
Level of Service (LOS) A B	Level of Se				Α				В			

A 0.00 ~ 0.60 B 0.601 ~ 0.70 C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00 F 1.00+	Level	of Service (LOS)
C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00	Α	0.00 ~ 0.60
D 0.801 ~ 0.90 E 0.901 ~ 1.00	В	0.601 ~ 0.70
E 0.901 ~ 1.00	С	0.701 ~ 0.80
_ = 0.00100	D	0.801 ~ 0.90
F 1.00+	Ε	0.901 ~ 1.00
	F	1.00+

Critica	Critical Lane Flow Factors							
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

Date: 7/18/19

Traffic Scenario: **Existing + Project**

Intersection #

Stanton Wrap Mixed-Use Development Project:

North/South St: Beach Blvd

East/West St: Garden Grove Blvd									Ву:	KH	
					A.M. Po	eak Hou	ır		P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	179	179	0.105	0.105	18	18	0.011	
Northbound	:Thru	4.0	1700	1368	456	0.268		2586	862	0.507	0.507
	Right:	1.0	1700	155	155	0.091		32	32	0.019	
	:Left	1.0	1700	111	111	0.065		26	26	0.015	0.015
Southbound	:Thru	4.0	1700	2266	778	0.458	0.458	2150	751	0.442	
	Right:		1700	68				102			
	:Left	1.0	1700	115	115	0.068		45	45	0.026	0.026
Eastbound	:Thru	2.0	1700	227	114	0.067		4	2	0.001	
	Right:	1.0	1700	279	279	0.164	0.164	4	4	0.002	
	:Left	1.0	1700	328	328	0.193	0.193	11	11	0.006	
Westbound	:Thru	2.0	1700	329	165	0.097		2	1	0.001	
	Right:	1.0	1700	86	86	0.051		30	30	0.018	0.018
Sum of Critical V/C Ratios							0.920				0.566
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							0.970				0.616
Level of Service (LOS)							E				В

Level	of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critic	Critical Lane Flow Factors							
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

Traffic Scenario: **Existing + Project**

Intersection # 6

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: SR-22 WB Off Ramp

Date: 7/18/19 By: KH

					A.M. P	eak Hou	ır		P.M. P	eak Hou	ır
		No,	Critical	Volu	ımes			Volu	ımes		
Movemei	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left		1700								
Northbound	:Thru	4.0	1700	1234	411	0.242		1937	646	0.380	
	Right:		1700								
	:Left		1700								
Southbound	:Thru	4.0	1700	2283	761	0.448	0.448	2449	816	0.480	0.480
	Right:		1700								
	:Left		1700								
Eastbound	:Thru		1700								
	Right:		1700								
	:Left	2.0	1700	783	431	0.253	0.253	1067	587	0.345	0.345
Westbound	:Thru		1700								
	Right:	2.0	1700	492	246	0.145		633	317	0.186	
0							0.704				0.005
Sum of Critical V/C Ratios							0.701				0.825
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							0.751	1			0.875
Level of Service (LOS)							С				D

Level	of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	0.701 ~ 0.80
D	0.801 ~ 0.90
Ε	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: **Existing + Project**

Intersection # 7

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: SR-22 EB Off Ramp

		-			A M D	adr Hav			DM D	aak Ha	
			0 ''' 1			eak Hou	ır			eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left		1700								
Northbound	:Thru	4.0	1700	1226	409	0.240		1785	595	0.350	
	Right:		1700								
	:Left		1700								
Southbound	:Thru	4.0	1700	2575	858	0.505	0.505	2562	854	0.502	0.502
	Right:		1700								
	:Left	2.0	1700	179	98	0.058		337	185	0.109	0.109
Eastbound	:Thru		1700								
	Right:	2.0	1700	381	191	0.112	0.112	228	114	0.067	
	:Left		1700								
Westbound	:Thru		1700								
	Right:		1700								
Sum of Critic	Sum of Critical V/C Ratios 0.617						0.611				
1	Adjustments for Lost Time Intersection Capacity Utilization (IC)						0.05				0.05
	• • • • • • • • • • • • • • • • • • • •						0.667	:			0.661
Level of Se	Level of Service (LOS)						В				В

Level	of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critica	Critical Lane Flow Factors								
0.5	Lanes:	2.00							
1	Lane:	1.00							
1.5	Lanes:	0.67							
2	Lanes:	0.50							
2.5	Lanes:	0.40							
3	Lanes:	0.33							

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative

Intersection # 1

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Chapman Ave

				A.M. Peak Hour					P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	2.0	1700	202	111	0.065	0.065	222	122	0.072	
Northbound	:Thru	4.0	1700	1490	533	0.314		2524	917	0.539	0.539
	Right:		1700	109				227			
	:Left	2.0	1700	123	68	0.040		184	101	0.060	0.060
Southbound	:Thru	4.0	1700	1978	719	0.423	0.423	1714	621	0.365	
	Right:		1700	178				149			
	:Left	1.0	1700	127	127	0.075	0.075	213	213	0.125	
Eastbound	:Thru	3.0	1700	309	146	0.086		626	271	0.160	0.160
	Right:		1700	129				188			
	:Left	1.0	1700	177	177	0.104		194	194	0.114	0.114
Westbound	:Thru	2.0	1700	432	216	0.127	0.127	488	244	0.144	
	Right:	1.0	1700	74	74	0.044		133	133	0.078	
Sum of Criti	Sum of Critical V/C Ratios						0.690				0.873
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU							0.740				0.923
	Level of Service (LOS)						С				E

Leve	l of Serv	ice (LOS)
Α	0.00 ~	0.60
В	1.601 ~	0.70
С	1.701 ~	0.80
D	1.801 ~	0.90
E	1.901 ~	1.00
F	1.00+	

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative

Intersection # 2

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Lampson Ave

No, of	Critical	Volu							
	_		ımes			Volu	ımes		
I -	Lane		Critical	V/C	Critical		Critical	V/C	Critical
Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
1.0	1700	84	84	0.049	0.049	114	114	0.067	
4.0	1700	1576	550	0.323		2582	907	0.533	0.533
	1700	73				138			
1.0	1700	38	38	0.022		113	113	0.066	0.066
4.0	1700	2212	762	0.448	0.448	2323	801	0.471	
	1700	75				81			
1.0	1700	84	84	0.049		198	198	0.116	0.116
2.0	1700	127	129	0.076	0.076	265	229	0.134	
	1700	130				192			
2.0	1700	134	74	0.043	0.043	183	101	0.059	
2.0	1700	182	118	0.069		195	144	0.085	0.085
	1700	54				93			
Sum of Critical V/C Ratios					0.616				0.800
Adjustments for Lost Time									0.05
Intersection Capacity Utilization (ICU)					0.666				0.850
Level of Service (LOS)					В				D
	1.0 4.0 1.0 4.0 2.0 2.0 2.0 C Ratio est Tim	4.0 1700 1700 1.0 1700 4.0 1700 1700 1.0 1700 2.0 1700 2.0 1700 2.0 1700 2.0 1700 C Ratios ost Time acity Utilization (1.0 1700 84 4.0 1700 1576 1700 73 1.0 1700 38 4.0 1700 2212 1700 75 1.0 1700 84 2.0 1700 127 1700 130 2.0 1700 134 2.0 1700 182 1700 54 C Ratios est Time acity Utilization (ICU)	1.0 1700 84 84 4.0 1700 1576 550 1700 73 1.0 1700 38 38 4.0 1700 2212 762 1700 75 75 10 1700 127 129 1700 130 130 130 130 130 130 134 74 130 134 74 130 138 118 1700 54 118 1700 54 118 1700 10 <td< td=""><td>1.0 1700 84 84 0.049 4.0 1700 1576 550 0.323 1700 73 1.0 1700 38 38 0.022 4.0 1700 2212 762 0.448 1700 75 1.0 1700 84 84 0.049 2.0 1700 127 129 0.076 1700 130 134 74 0.043 2.0 1700 182 118 0.069 1700 54 C Ratios Octation (ICU)</td><td>1.0 1700 84 84 0.049 0.049 4.0 1700 1576 550 0.323 1700 73 73 1.0 1700 38 38 0.022 4.0 1700 2212 762 0.448 0.448 1700 75</td><td>1.0 1700 84 84 0.049 0.049 114 4.0 1700 1576 550 0.323 2582 1700 73 138 1.0 1700 38 38 0.022 113 4.0 1700 2212 762 0.448 0.448 2323 1700 75 81 1.0 1700 84 84 0.049 198 2.0 1700 127 129 0.076 0.076 265 1700 130 74 0.043 0.043 183 2.0 1700 182 118 0.069 195 1700 54 18 0.069 195 0.616 0.05 0.05 0.666</td><td>1.0 1700 84 84 0.049 0.049 114 114 4.0 1700 1576 550 0.323 2582 907 1700 73 138 138 138 1.0 1700 38 38 0.022 113 113 4.0 1700 2212 762 0.448 0.448 2323 801 1.0 1700 75 81 81 81 1.0 1700 84 84 0.049 198 198 2.0 1700 127 129 0.076 0.076 265 229 1700 130 192 192 2.0 1700 134 74 0.043 0.043 183 101 2.0 1700 182 118 0.069 195 144 1700 54 93 CRatios Octoor Octo</td><td>1.0 1700 84 84 0.049 0.049 114 114 0.067 4.0 1700 1576 550 0.323 2582 907 0.533 1700 73 138 138 138 138 138 138 138 113 113 0.066 0.066 0.066 113 113 113 0.066 0.066 0.044 0.0448 2323 801 0.471 0.0471 81 0.0471 100<</td></td<>	1.0 1700 84 84 0.049 4.0 1700 1576 550 0.323 1700 73 1.0 1700 38 38 0.022 4.0 1700 2212 762 0.448 1700 75 1.0 1700 84 84 0.049 2.0 1700 127 129 0.076 1700 130 134 74 0.043 2.0 1700 182 118 0.069 1700 54 C Ratios Octation (ICU)	1.0 1700 84 84 0.049 0.049 4.0 1700 1576 550 0.323 1700 73 73 1.0 1700 38 38 0.022 4.0 1700 2212 762 0.448 0.448 1700 75	1.0 1700 84 84 0.049 0.049 114 4.0 1700 1576 550 0.323 2582 1700 73 138 1.0 1700 38 38 0.022 113 4.0 1700 2212 762 0.448 0.448 2323 1700 75 81 1.0 1700 84 84 0.049 198 2.0 1700 127 129 0.076 0.076 265 1700 130 74 0.043 0.043 183 2.0 1700 182 118 0.069 195 1700 54 18 0.069 195 0.616 0.05 0.05 0.666	1.0 1700 84 84 0.049 0.049 114 114 4.0 1700 1576 550 0.323 2582 907 1700 73 138 138 138 1.0 1700 38 38 0.022 113 113 4.0 1700 2212 762 0.448 0.448 2323 801 1.0 1700 75 81 81 81 1.0 1700 84 84 0.049 198 198 2.0 1700 127 129 0.076 0.076 265 229 1700 130 192 192 2.0 1700 134 74 0.043 0.043 183 101 2.0 1700 182 118 0.069 195 144 1700 54 93 CRatios Octoor Octo	1.0 1700 84 84 0.049 0.049 114 114 0.067 4.0 1700 1576 550 0.323 2582 907 0.533 1700 73 138 138 138 138 138 138 138 113 113 0.066 0.066 0.066 113 113 113 0.066 0.066 0.044 0.0448 2323 801 0.471 0.0471 81 0.0471 100<

Level	of Serv	ice (LOS)
Α	0.00 ~	0.60
В	1.601 ~	0.70
С	1.701 ~	0.80
D	1.801 ~	0.90
E	1.901 ~	1.00
F	1.00+	

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative

Intersection # 3

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Stanford Ave

				A.M. Peak Hour					P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	21	21	0.012	0.012	51	51	0.030	
Northbound	:Thru	4.0	1700	1650	554	0.326		2756	931	0.548	0.548
	Right:		1700	11				37			
	:Left	1.0	1700	15	15	0.009		25	25	0.015	0.015
Southbound	:Thru	4.0	1700	2521	862	0.507	0.507	2261	797	0.469	
	Right:		1700	66				130			
	:Left		1700	59				30			
Eastbound	:Thru	1.0	1700	1	1	0.001		4	4	0.002	
	Right:	1.0	1700	61	61	0.036	0.036	14	14	0.008	
	:Left		1700	23				15			
Westbound	:Thru	1.0	1700	6	34	0.020		4	32	0.019	0.019
	Right:		1700	28				28			
Sum of Critical V/C Ratios							0.555				0.582
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (IC				(ICU)			0.605				0.632
Level of Service (LOS)				. ,			В				В

Leve	I of Serv	ice (LOS)
Α	0.00 ~	0.60
В	1.601 ~	0.70
С	1.701 ~	0.80
D	1.801 ~	0.90
Ε	1.901 ~	1.00
F	1.00+	

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative

Intersection # 4

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Acacia Ave

				A.M. Peak Hour					P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	40	40	0.024	0.024	117	117	0.069	
Northbound	:Thru	4.0	1700	1638	549	0.323		2487	839	0.494	0.494
	Right:		1700	10				31			
	:Left	1.0	1700	38	38	0.022		74	74	0.044	0.044
Southbound	:Thru	4.0	1700	2561	856	0.504	0.504	1947	666	0.392	
	Right:		1700	7				52			
	:Left		1700	15				94			
Eastbound	:Thru	1.0	1700					4	4	0.002	
	Right:	1.0	1700	10	10	0.006		53	53	0.031	
	:Left		1700	31				56			
Westbound	:Thru	1.0	1700	-1	39	0.023	0.023	4	78	0.046	0.046
	Right:		1700	40				74			
Sum of Criti				0.551				0.584			
Adjustments				0.05				0.05			
Intersection Capacity Utilization (ICL				(ICU)			0.601				0.634
Level of Service (LOS)				. ,			В				B

Leve	Level of Service (LOS)								
Α	0.00 ~ 0.60								
В	0.601 ~ 0.70								
С	1.701 ~ 0.80								
D	0.801 ~ 0.90								
Ε).901 ~ 1.00								
F	1.00+								

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Traffic Scenario: Existing + Growth + Cumulative

Intersection # 5

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: Garden Grove Blvd

By: KH

Date: 7/18/19

					A.M. P	eak Hou	ır		P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volumes			
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	193	193	0.114	0.114	49	49	0.029	
Northbound	:Thru	4.0	1700	1451	484	0.285		2795	932	0.548	0.548
	Right:	1.0	1700	161	161	0.095		33	33	0.019	
	:Left	1.0	1700	121	121	0.071		38	38	0.022	0.022
Southbound	:Thru	4.0	1700	2337	801	0.471	0.471	2236	780	0.459	
	Right:		1700	67				104			
	:Left	1.0	1700	119	119	0.070		44	44	0.026	0.026
Eastbound	:Thru	2.0	1700	240	120	0.071		15	8	0.004	
	Right:	1.0	1700	301	301	0.177	0.177	22	22	0.013	
	:Left	1.0	1700	341	341	0.201	0.201	11	11	0.006	
Westbound	:Thru	2.0	1700	346	173	0.102		22	11	0.006	
	Right:	1.0	1700	93	93	0.055		48	48	0.028	0.028
Sum of Criti	Sum of Critical V/C Ratios						0.963				0.624
	Adjustments for Lost Time						0.05				0.05
1	Intersection Capacity Utilization (ICU)						1.013				0.674
Level of Se	Level of Service (LOS)						F				В

Leve	of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С).701 ~ 0.80
D	1.801 ~ 0.90
Ε).901 ~ 1.00
F	1.00+

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative

Intersection # 6

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: SR-22 WB Off Ramp

					A.M. Po	eak Hou	ır		P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left		1700								
Northbound	:Thru	4.0	1700	1307	436	0.256		2076	692	0.407	
	Right:		1700								
	:Left		1700								
Southbound	:Thru	4.0	1700	2369	790	0.465	0.465	2534	845	0.497	0.497
	Right:		1700								
	:Left		1700								
Eastbound	:Thru		1700								
	Right:		1700								
	:Left	2.0	1700	815	448	0.264	0.264	1110	611	0.359	0.359
Westbound	:Thru		1700								
	Right:	2.0	1700	524	262	0.154		692	346	0.204	
Sum of Criti	Sum of Critical V/C Ratios						0.729				0.856
Adjustments for Lost Time						0.05				0.05	
-	Intersection Capacity Utilization ((ICU)			0.779				0.906
	Level of Service (LOS)						С				<u>E</u>
	'	/									

Leve	I of Serv	ice (LOS)
Α	0.00 ~	0.60
В	1.601 ~	0.70
С	1.701 ~	0.80
D	1.801 ~	0.90
Ε	1.901 ~	1.00
F	1.00+	

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative

Intersection # 7

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: SR-22 EB Off Ramp

					A.M. Po	ak Hor	ır		РМР	eak Ho	ıır
		No,	Critical	\/olı	ımes	Jan 1100	41	\/oli	ımes	can Ho	<u>иі</u>
Marrana	-4	,		VOIC		\//C	Oniti a a l	VOIL		\//C	Ouiti a a l
Moveme	nτ	of	Lane	T-4-1	Critical	V/C	Critical	T-4-1	Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left		1700								
Northbound	:Thru	4.0	1700	1290	430	0.253		1897	632	0.372	
	Right:		1700								
	:Left		1700								
Southbound	:Thru	4.0	1700	2673	891	0.524	0.524	2654	885	0.520	0.520
	Right:		1700								
	:Left	2.0	1700	194	107	0.063		371	204	0.120	0.120
Eastbound	:Thru		1700								
	Right:	2.0	1700	396	198	0.116	0.116	237	119	0.070	
	:Left		1700								
Westbound	:Thru		1700								
	Right:		1700								
Sum of Criti	Sum of Critical V/C Ratios						0.640				0.640
•	Adjustments for Lost Time						0.05				0.05
	Intersection Capacity Utilization (ICU)						0.690				0.690
Level of Service (LOS)							В				В

Leve	I of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	1.701 ~ 0.80
D	0.801 ~ 0.90
Ε).901 ~ 1.00
F	1.00+

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Traffic Scenario: Existing + Growth + Cumulative + Project

Intersection # 1

Project: Stanton Wrap Mixed-Use Development

 North/South St:
 Beach Blvd
 Date: 7/18/19

 East/West St:
 Chapman Ave
 By: KH

				A.M. Peak Hour					P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	2.0	1700	206	113	0.067	0.067	224	123	0.072	
Northbound	:Thru	4.0	1700	1505	539	0.317		2530	919	0.541	0.541
	Right:		1700	112				228			
	:Left	2.0	1700	123	68	0.040		184	101	0.060	0.060
Southbound	:Thru	4.0	1700	1982	720	0.424	0.424	1726	625	0.368	
	Right:		1700	178				149			
	:Left	1.0	1700	127	127	0.075	0.075	213	213	0.125	
Eastbound	:Thru	3.0	1700	309	146	0.086		626	272	0.160	0.160
	Right:		1700	130				191			
	:Left	1.0	1700	178	178	0.105		197	197	0.116	0.116
Westbound	:Thru	2.0	1700	432	216	0.127	0.127	488	244	0.144	
	Right:	1.0	1700	74	74	0.044		133	133	0.078	
Sum of Criti	Sum of Critical V/C Ratios						0.693				0.877
Adjustments	Adjustments for Lost Time						0.05				0.05
1	Intersection Capacity Utilization (IC						0.743				0.927
Level of Se	rvice (LOS)					С				E

Leve	I of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	1.701 ~ 0.80
D	1.801 ~ 0.90
E	1.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative + Project

Intersection # 2

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Lampson Ave

				A.M. Peak Hour					P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	88	88	0.052	0.052	116	116	0.068	
Northbound	:Thru	4.0	1700	1598	558	0.328		2591	910	0.535	0.535
	Right:		1700	77				140			
	:Left	1.0	1700	38	38	0.022		113	113	0.066	0.066
Southbound	:Thru	4.0	1700	2218	764	0.450	0.450	2341	807	0.475	
	Right:		1700	75				81			
	:Left	1.0	1700	84	84	0.049		198	198	0.116	0.116
Eastbound	:Thru	2.0	1700	127	129	0.076	0.076	265	230	0.135	
	Right:		1700	131				195			
	:Left	2.0	1700	135	74	0.044	0.044	186	102	0.060	
Westbound	:Thru	2.0	1700	182	118	0.069		195	144	0.085	0.085
	Right:		1700	54				93			
Sum of Criti	Sum of Critical V/C Ratios						0.622				0.802
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							0.672				0.852
Level of Se	. ,			В				D			

Leve	I of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	1.701 ~ 0.80
D	0.801 ~ 0.90
Ε).901 ~ 1.00
F	1.00+

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative + Project

Intersection # 3

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd
East/West St: Stanford Ave

				A.M. Peak Hour					P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volumes			
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	21	21	0.012	0.012	51	51	0.030	
Northbound	:Thru	4.0	1700	1653	557	0.328		2765	942	0.554	0.554
	Right:		1700	19				61			
	:Left	1.0	1700	23	23	0.014		49	49	0.029	0.029
Southbound	:Thru	4.0	1700	2521	862	0.507	0.507	2261	797	0.469	
	Right:		1700	66				130			
	:Left		1700	59				30			
Eastbound	:Thru	1.0	1700	1	1	0.001		4	4	0.002	
	Right:	1.0	1700	61	61	0.036	0.036	14	14	0.008	
	:Left		1700	65				32			
Westbound	:Thru	1.0	1700	6	34	0.020		4	32	0.019	0.019
	Right:		1700	28				28			
Sum of Criti	Sum of Critical V/C Ratios						0.555				0.602
Adjustments for Lost Time							0.05				0.002
Intersection Capacity Utilization (IC							0.605				0.652
Level of Service (LOS)				- ,			В				В
	20101 01 0011100 (200)										

A 0.00 ~ 0.60 B 0.601 ~ 0.70 C 0.701 ~ 0.80 D 0.801 ~ 0.90 E 0.901 ~ 1.00 F 1.00+	Leve	I of Service (LOS)
C).701 ~ 0.80 D).801 ~ 0.90 E).901 ~ 1.00	Α	0.00 ~ 0.60
D 1.801 ~ 0.90 E 1.901 ~ 1.00	В	0.601 ~ 0.70
E).901 ~ 1.00	С	0.701 ~ 0.80
_	D	0.801 ~ 0.90
F 1.00+	E).901 ~ 1.00
	F	1.00+

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Traffic Scenario: Existing + Growth + Cumulative + Project

Intersection # 4

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: Acacia Ave By: KH

Date: 7/18/19

				A.M. Peak Hour					P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	40	40	0.024	0.024	117	117	0.069	
Northbound	:Thru	4.0	1700	1648	553	0.325		2517	849	0.500	0.500
	Right:		1700	10				31			
	:Left	1.0	1700	42	42	0.025		75	75	0.044	0.044
Southbound	:Thru	4.0	1700	2599	869	0.511	0.511	1963	672	0.395	
	Right:		1700	7				52			
	:Left		1700	15				94			
Eastbound	:Thru	1.0	1700					4	4	0.002	
	Right:	1.0	1700	10	10	0.006		53	53	0.031	
	:Left		1700	31				56			
Westbound	:Thru	1.0	1700	-1	40	0.024	0.024	4	81	0.048	0.048
	Right:		1700	41				77			
Sum of Criti				0.559				0.592			
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							0.609				0.642
Level of Service (LOS)							В				В

Leve	I of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	0.701 ~ 0.80
D	0.801 ~ 0.90
E).901 ~ 1.00
F	1.00+

Critical Lane Flow Factors							
0.5	Lanes:	2.00					
1	Lane:	1.00					
1.5	Lanes:	0.67					
2	Lanes:	0.50					
2.5	Lanes:	0.40					
3	Lanes:	0.33					

Traffic Scenario: Existing + Growth + Cumulative + Project

Intersection #

Stanton Wrap Mixed-Use Development Project:

North/South St: Beach Blvd

Date: 7/18/19 East/West St: Garden Grove Blvd By: KH

				A.M. Peak Hour					P.M. P	eak Ho	ur
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left	1.0	1700	193	193	0.114	0.114	49	49	0.029	
Northbound	:Thru	4.0	1700	1459	486	0.286		2819	940	0.553	0.553
	Right:	1.0	1700	161	161	0.095		33	33	0.019	
	:Left	1.0	1700	125	125	0.074		40	40	0.024	0.024
Southbound	:Thru	4.0	1700	2367	813	0.478	0.478	2248	785	0.462	
	Right:		1700	71				106			
	:Left	1.0	1700	120	120	0.071		47	47	0.028	0.028
Eastbound	:Thru	2.0	1700	240	120	0.071		15	8	0.004	
	Right:	1.0	1700	301	301	0.177	0.177	22	22	0.013	
	:Left	1.0	1700	341	341	0.201	0.201	11	11	0.006	
Westbound	:Thru	2.0	1700	346	173	0.102		22	11	0.006	
	Right:	1.0	1700	94	94	0.055		51	51	0.030	0.030
Sum of Critical V/C Ratios							0.970				0.635
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							1.020				0.685
	Level of Service (LOS)						F				В

Leve	I of Service (LOS)
Α	0.00 ~ 0.60
В	0.601 ~ 0.70
С	1.701 ~ 0.80
D	0.801 ~ 0.90
Ε).901 ~ 1.00
F	1.00+

Critical Lane Flow Factors								
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

Traffic Scenario: Existing + Growth + Cumulative + Project

Intersection #

Stanton Wrap Mixed-Use Development Project:

North/South St: Beach Blvd

Date: 7/18/19 East/West St: SR-22 WB Off Ramp By: KH

					A.M. Pe	eak Hou	ır	P.M. Peak Hour			
		No,	Critical	Volu	ımes			Volu	ımes		
Moveme	nt	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical
		Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C
	:Left		1700								
Northbound	:Thru	4.0	1700	1312	437	0.257		2091	697	0.410	
	Right:		1700								
	:Left		1700								
Southbound	:Thru	4.0	1700	2388	796	0.468	0.468	2542	847	0.498	0.498
	Right:		1700								
	:Left		1700								
Eastbound	:Thru		1700								
	Right:		1700								
	:Left	2.0	1700	815	448	0.264	0.264	1110	611	0.359	0.359
Westbound	:Thru		1700								
	Right:	2.0	1700	527	264	0.155		701	351	0.206	
Sum of Criti	cal V/C	: Ratio	s				0.732				0.857
Sum of Critical V/C Ratios Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							0.782				0.907
Level of Se	-	-		· -,			С				E

Leve	Level of Service (LOS)										
Α	0.00 ~ 0.60										
В	0.601 ~ 0.70										
С	1.701 ~ 0.80										
D	1.801 ~ 0.90										
Ε	1.901 ~ 1.00										
F	1.00+										

Critical Lane Flow Factors								
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

Date: 7/18/19

By: KH

Traffic Scenario: Existing + Growth + Cumulative + Project

Intersection # 7

Project: Stanton Wrap Mixed-Use Development

North/South St: Beach Blvd

East/West St: SR-22 EB Off Ramp

				A.M. Po	eak Hou	ır		P.M. P	eak Ho	ur	
	No,	No, Critical Volu					Volumes				
Movement	of	Lane		Critical	V/C	Critical		Critical	V/C	Critical	
	Lanes	Capacity	Total	Lane	Ratio	V/C	Total	Lane	Ratio	V/C	
:Lef	t	1700									
Northbound :Thru	4.0	1700	1292	431	0.253		1903	634	0.373		
Right	-	1700									
:Lef	t	1700									
Southbound :Thru	4.0	1700	2681	894	0.526	0.526	2657	886	0.521	0.521	
Right	-	1700									
:Lef	2.0	1700	197	108	0.064		380	209	0.123	0.123	
Eastbound :Thru	1	1700									
Right	2.0	1700	396	198	0.116	0.116	237	119	0.070		
:Lef	t	1700									
Westbound :Thru	ı	1700									
Right	•	1700									
Sum of Critical V/	C Ratio	c				0.642				0.644	
	_					0.042				0.044	
1	Adjustments for Lost Time Intersection Capacity Utilization (ICU)									0.03	
Level of Service	•	inzation ((130)			0.692 B				B	
Level of Service	(LU3)										

Leve	Level of Service (LOS)										
Α	0.00 ~ 0.60										
В	0.601 ~ 0.70										
С	1.701 ~ 0.80										
D	1.801 ~ 0.90										
E	1.901 ~ 1.00										
F	1.00+										

Critical Lane Flow Factors								
0.5	Lanes:	2.00						
1	Lane:	1.00						
1.5	Lanes:	0.67						
2	Lanes:	0.50						
2.5	Lanes:	0.40						
3	Lanes:	0.33						

APPENDIX D LEVEL OF SERVICE ANALYSIS OF DRIVEWAY

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		†	<u> </u>		¥	
Traffic Vol, veh/h	14	24	53	1	4	42
Future Vol, veh/h	14	24	53	1	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage	2.# -	0	0	-	0	_
Grade, %	-	0	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	15	26	58	1	4	46
IVIVIIIL I IOW	13	20	50		4	40
Major/Minor N	Major1	N	Major2	N	Vinor2	
Conflicting Flow All	59	0	-	0	115	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1545	-	-	-	881	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	_		
Mov Cap-1 Maneuver	1545	_	_	_	872	1007
Mov Cap-2 Maneuver	-	_	_	-	872	-
Stage 1	_	_	_	_	954	_
Stage 2	_	_	_	_	967	_
Olage 2					701	
Approach	EB		WB		SB	
HCM Control Delay, s	2.7		0		8.8	
HCM LOS					Α	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBI n1
Capacity (veh/h)		1545	-		-	994
HCM Lane V/C Ratio		0.01	_	-	_	0.05
HCM Control Delay (s)		7.4	_	_		8.8
HCM Lane LOS		Α.4	_	-	_	Α
HCM 95th %tile Q(veh)	1	0	_		_	0.2
HOW FOUT FOUT Q(VCH)	,	U				0.2

Intersection							Due to limitations of the Synchro program
Int Delay, s/veh	0.1						for four-lane configurations, the adjusted
	WDI	WDD	NDT	NDD	CDI	CDT	average traffic volume per lane has been
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	0	7	↑↑↑			1	applied for the analysis of northbound traffic.
Traffic Vol, veh/h	0	30		5	0	2529	
Future Vol, veh/h	0	30	1227	5	0	2529	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	- " 0	0	-	-	-	-	
Veh in Median Storag		-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	33	1334	5	0	2749	
Major/Minor	Minor1	ľ	Major1	١	Najor2		
Conflicting Flow All	-	670	0	0		-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Critical Hdwy	-	7.14	-	-	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	_	-	-	
Follow-up Hdwy	-	3.92	-	_	-	_	
Pot Cap-1 Maneuver	0	343	-	_	0	-	
Stage 1	0	-	_	_	0	-	
Stage 2	0	-	-	_	0	-	
Platoon blocked, %			_	_		_	
Mov Cap-1 Maneuver	_	343	_	_	_	_	
Mov Cap-2 Maneuver		-	_	_	_	_	
Stage 1	-	-	_	_	_	-	
Stage 2	_	_	_	_	_	_	
Stage 2							
Approach	WB		NB		SB		
HCM Control Delay, s	16.6		0		0		
HCM LOS	С						
Minor Lane/Major Mvr	nt	NBT	NBRV	VBLn1	SBT		
Capacity (veh/h)		_	-		-		
HCM Lane V/C Ratio		_		0.095	_		
HCM Control Delay (s)	-	-		-		
HCM Lane LOS		_	_	C	_		
HCM 95th %tile Q(veh	າ)	_	_	0.3	-		
	7			3.0			

Intersection						
Int Delay, s/veh	3.5					
	EBL	EDT	WDT	WDD	CDI	CDD
Movement Lang Configurations	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	1.4	†		1	Y	40
Traffic Vol, veh/h	14	27	57	1	4	42
Future Vol, veh/h	14	27	57	1	4	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	29	62	1	4	46
Major/Minor I	Wajor1	N	Major2		Minor2	
Conflicting Flow All	63	0	-	0	122	63
Stage 1	-	-	-	-	63	-
Stage 2	_		_	_	59	_
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	4.12	-	-	-	5.42	0.22
		-	-		5.42	-
Critical Hdwy Stg 2	2 210	-	-	-		
Follow-up Hdwy	2.218	-	-	-		3.318
Pot Cap-1 Maneuver	1540	-	-	-	873	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	964	-
Platoon blocked, %		-	-	-	24.1	
Mov Cap-1 Maneuver	1540	-	-	-	864	1002
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	964	-
Approach	EB		WB		SB	
HCM Control Delay, s	2.5		0		8.8	
HCM LOS	2.0		U		Α	
HOW LOS					А	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)		1540	-	-	-	988
HCM Lane V/C Ratio		0.01	-	-	-	0.051
HCM Control Delay (s)		7.4	-	-	-	8.8
HCM Lane LOS		Α	-	-	-	Α
HCM 95th %tile Q(veh))	0	-	-	-	0.2
		-				

Intersection							Due to limitations of the Synchro program
Int Delay, s/veh	0.1						for four-lane configurations, the adjusted
Movement	WBL	WBR	NBT	NBR	SBL	SBT	average traffic volume per lane has been
Lane Configurations		7	^	_		★★★	applied for the analysis of northbound traffic.
Traffic Vol, veh/h	0	30	1302	₹ 5	0	2612	applied for the analysis of northboding trainc.
Future Vol, veh/h	0	30	1302	5	0	2612	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	0	-	-	-	-	
Veh in Median Storage	e, # 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	33	1415	5	0	2839	
Major/Minor I	Minor1	N	Major1	N	lajor2		
Conflicting Flow All	-	710	0	0	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Critical Hdwy	-	7.14	-	-	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	
Follow-up Hdwy	-	3.92	-	-	-	-	
Pot Cap-1 Maneuver	0	323	-	-	0	-	
Stage 1	0	-	-	-	0	-	
Stage 2	0	-	-	-	0	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	-	323	-	-	-	-	
Mov Cap-2 Maneuver	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	17.4		0		0		
HCM LOS	С						
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBT		
Capacity (veh/h)		_	_	323	_		
HCM Lane V/C Ratio		_	_	0.101	_		
HCM Control Delay (s)		-	-	17.4	_		
HCM Lane LOS		-	_	С	_		
HCM 95th %tile Q(veh))	-	-	0.3	_		
22 700 2(101)							

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	LDL			WDK		SDK
Lane Configurations	12	†	10	2	Y	17
Traffic Vol, veh/h	42	60	40	3	1	17
Future Vol, veh/h	42	60	40	3	1	17
Conflicting Peds, #/hr	0		0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	65	43	3	1	18
Major/Minor N	/lajor1	N	Major2	N	Minor2	
Conflicting Flow All	46	0	- viajoi 2	0	202	45
Stage 1	40	-	-	-	45	40
Stage 2	-	-	-	-	157	-
	4.12		-			
Critical Hdwy		-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-		3.318
Pot Cap-1 Maneuver	1562	-	-	-	787	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	763	1025
Mov Cap-2 Maneuver	-	-	-	-	763	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	871	-
Annroach	ΓD		WD		CD	
Approach Dalama	EB		WB		SB	
HCM Control Delay, s	3		0		8.6	
HCM LOS					А	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1562		_	_	1006
		0.029	_	-		0.019
HCM Lane V/C Ratio					_	8.6
HCM Lane V/C Ratio HCM Control Delay (s)		7.4	-	-		
HCM Control Delay (s)		7.4 A	-			
		7.4 A 0.1		-	-	A 0.1

Intersection							Due to limitations of the Cymphre program
Int Delay, s/veh	0.1						Due to limitations of the Synchro program for four-lane configurations, the adjusted
Movement	WBL	WBR	NBT	NBR	SBL	SBT	average traffic volume per lane has been
Lane Configurations		7	^	/		林林	
Traffic Vol, veh/h	0	13	1973	15	0	2286	applied for the analysis of northbound traffic.
Future Vol, veh/h	0	13	1973	15	0	2286	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	0	-	-	-	-	
Veh in Median Storage	e, # 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	14	2145	16	0	2485	
Major/Minor I	Minor1	ľ	Major1	١	/lajor2		
Conflicting Flow All	-	1081	0	0	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Critical Hdwy	-	7.14	-	-	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	
Follow-up Hdwy	-	3.92	-	-	-	-	
Pot Cap-1 Maneuver	0	183	-	-	0	-	
Stage 1	0	-	-	-	0	-	
Stage 2	0	-	-	-	0	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	-	183	-	-	-	-	
Mov Cap-2 Maneuver	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	26.3		0		0		
HCM LOS	D						
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBT		
Capacity (veh/h)		-	-	183	-		
HCM Lane V/C Ratio		-		0.077	-		
HCM Control Delay (s)		-	-		-		
HCM Lane LOS		-	-	D	-		
HCM 95th %tile Q(veh))	-	-	0.2	-		

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	<u></u>	WD1	אטוי	→ SDL	אומכ
Traffic Vol, veh/h	42	T 66	T 48	3	T	17
Future Vol, veh/h	42	66	48	3	1	17
Conflicting Peds, #/hr	0	00	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	Stop -	None
Storage Length		None -	-	-	0	NONE -
Veh in Median Storage		0	0	-	0	
Grade, %		0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
	2	2	2	2	2	2
Heavy Vehicles, %		72	52		1	18
Mvmt Flow	46	12	52	3		18
Major/Minor I	Major1	N	Najor2	N	Minor2	
Conflicting Flow All	55	0	-	0	218	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	_	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	_	-	3.518	3.318
Pot Cap-1 Maneuver	1550	-	-	-	770	1013
Stage 1	-	-	_	-	969	-
Stage 2	-	-	_	-	865	-
Platoon blocked, %		_	_	-		
Mov Cap-1 Maneuver	1550	_	_	_	746	1013
Mov Cap-2 Maneuver	-	_	_	_	746	-
Stage 1	_	_	_	_	939	_
Stage 2	_	_	_	_	865	_
Stage 2					003	
Approach	EB		WB		SB	
HCM Control Delay, s	2.9		0		8.7	
HCM LOS					Α	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SRI n1
Capacity (veh/h)	II.	1550	LUI	VVDI	-	993
HCM Lane V/C Ratio		0.029	-	-	-	0.02
		7.4				8.7
HCM Control Delay (s) HCM Lane LOS		7.4 A	-	-	-	6.7 A
HCM 95th %tile Q(veh)	\	0.1	-	-		0.1
)	U. I	-	-	-	U. I

Intersection							Due to limitations of the Synchro program
Int Delay, s/veh	0.1						Due to limitations of the Synchro program
Movement	WBL	WBR	NBT	NBR	SBL	SBT	for four-lane configurations, the adjusted
Lane Configurations		7	ተተተ			444	average traffic volume per lane has been
Traffic Vol, veh/h	0	13		415	0	2433	applied for the analysis of northbound traffic.
Future Vol, veh/h	0	13	2077	15	0	2433	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	0	-	-	-	-	
Veh in Median Storage	4, # 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	14	2258	16	0	2645	
Major/Minor N	Minor1		Major1	١	/lajor2		
Conflicting Flow All	-	1137	0	0	-	_	
Stage 1	-	-	-	-	-	_	
Stage 2	_	_	_	-	_	_	
Critical Hdwy	-	7.14	-	-	-	_	
Critical Hdwy Stg 1	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	
Follow-up Hdwy	-	3.92	-	-	-	-	
Pot Cap-1 Maneuver	0	168	-	-	0	-	
Stage 1	0	-	-	-	0	-	
Stage 2	0	-	-	-	0	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	-	168	-	-	-	-	
Mov Cap-2 Maneuver	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	28.4		0		0		
HCM LOS	D						
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBT		
Capacity (veh/h)		-	-	168	-		
HCM Lane V/C Ratio		-		0.084	-		
HCM Control Delay (s)		-	-	28.4	-		
HCM Lane LOS		-	-	D	-		
HCM 95th %tile Q(veh))	-	-	0.3	-		

AIR QUALITY STUDY THE MINT BEACH BOULEVARD AND STANFORD AVENUE STANTON, CALIFORNIA



PREPARED FOR:

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AUGUST 29, 2019

STAN 001

The Mint \bullet Air Quality Study Beach Boulevard and Stanford Avenue \bullet Stanton, Ca

The Mint \bullet Air Quality Study Beach Boulevard and Stanford Avenue \bullet Stanton, Ca

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The Mint ullet Air Quality Study Beach Boulevard and Stanford Avenue ullet Stanton, Ca

EXECUTIVE SUMMARY

The proposed project involves the construction and subsequent occupancy of a mixed-use development on a 3.75-acre site located at the northeast corner of the Beach Boulevard and Stanford Avenue intersection in the City of Stanton. The proposed project will consist of five to seven levels and will contain approximately 300 units at a density of 80 dwelling units per acre. In addition, a total of 6,313 square feet of ground level retail will be included. Approximately 50,708 square feet of open space and a total of 526 parking spaces will be provided within a six-level garage. Access to the site will be facilitated by a driveway connection located along the north side of Stanford Avenue and a driveway connection along the east side of Beach Boulevard.

The City of Stanton, in its capacity as *Lead Agency*, has authorized the preparation of this Air Quality Study. Based on the findings made throughout the document, the following conclusions can be derived:

- Construction emissions will be below the thresholds of significance for the six identified criteria pollutants.
- Adherence to SCAQMD Rule 403 will ensure fugitive dust emissions remain at levels that are less than significant.
- Operational emissions are projected to be below the thresholds of significance for the six identified criteria pollutants.
- The project's construction emissions will not exceed the Local Significance Thresholds (LST) for the four criteria pollutants. In addition, adherence to SCAQMD Rule 403 will further minimize fugitive dust emissions.
- The analysis of the mobile sourced diesel particulate matter emissions generated by construction vehicles and equipment will not be significant enough to result in a cancer risk of 10 in 1 million.
- Due to the age of the existing buildings located on-site, lead based paint (LBP) or asbestos
 containing materials (ACMs) may be present and could be released during the project's
 demolition phase. The removal of lead based paint and/or asbestos containing materials will also
 be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from
 Demolition/Renovation Activities.
- The project's annual greenhouse gas emissions will be below the SCAQMD thresholds of significance for mixed use projects.

The Mint ullet Air Quality Study Beach Boulevard and Stanford Avenue ullet Stanton, Ca

1. Introduction

The purpose of this report is to provide an air quality study related to the construction and occupancy of a mixed-use development proposed on a 3.75-acre site located at the northeast corner of the Beach Boulevard and Stanford Avenue intersection in the City of Stanton. A more detailed description of the proposed project is provided herein in Section 4. This report consists of the following sections:

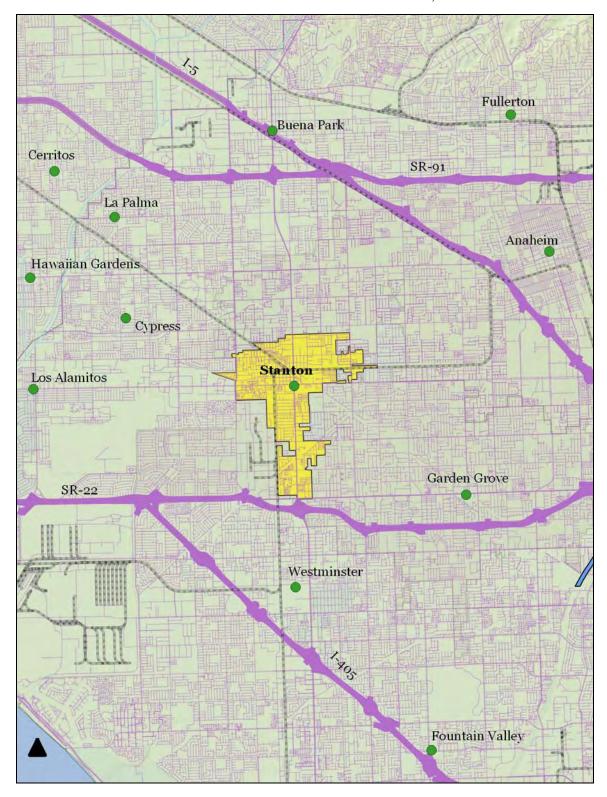
- Section 1 Introduction, provides an overview of the report's format and content.
- Section 2 Project Site Location, describes the project location.
- Section 3 Environmental Setting, describes the project's environmental setting in which the proposed project site is located.
- Section 4 Project Description, includes an overview of the proposed project.
- Section 5 Air Quality Analysis, evaluates the potential air quality impacts associated with the approval and subsequent implementation of the proposed project. The analysis considers both the long-term (operational) and short-term (construction-related) air quality impacts.
- Section 6 Greenhouse Gas (GHG) Emissions Analysis, discusses the potential GHG emissions impacts associated with the proposed project's construction and subsequent occupancy.

2. PROJECT SITE LOCATION

The project site is located within the southern portion of the City of Stanton and is located along the east side of Beach Boulevard. The City of Stanton is located 21 miles southeast of Los Angeles and seven miles northwest of Santa Ana. The City of Stanton is bounded on the north by the City of Anaheim; on the south by the City of Garden Grove; on the east by the cities of Garden Grove and Anaheim; and, on the west by the cities of Cypress and Garden Grove.

The project site is located at the northeast corner of the Beach Boulevard and Stanford Avenue. The site's legal address is 12736 Beach Boulevard. The site consists of one parcel: 131-501-04. Regional access to the project site is possible from the Garden Grove Freeway (State Route 22), located 0.43 miles to the south of the project site. Major roadways in the vicinity of the project site include Lampson Avenue, located 705 feet to the north of the project site; Garden Grove Boulevard, located 0.25 miles south of the project site; Magnolia Street, located 0.94 miles to the east; and Beach Boulevard, which extends along the west side of the project site.¹ The location of Stanton in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2 and a local map is in Exhibit 2-3.

¹ Google Earth. Website accessed April 25, 2019.



Ехнівіт 2-1 REGIONAL LOCATION MAP Source: Quantum GIS

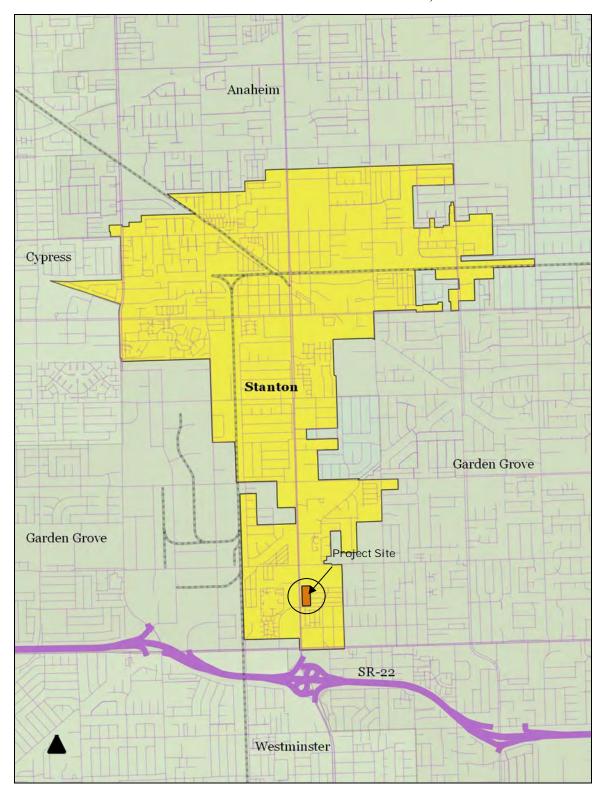


EXHIBIT 2-2
CITYWIDE MAP
Source: Quantum GIS



EXHIBIT 2-3 LOCAL MAP Source: Quantum GIS

3. ENVIRONMENTAL SETTING

The project site is located along the east side of Beach Boulevard. The surrounding land uses are described in detail below:

- North of the site. Lampson Square, strip a commercial center, abuts the project site to the north.
 The Lampson Square occupies frontage along the east side of Beach Boulevard and the south side of Lampson Avenue. Various tenants include Subway and Sam's Club, among others.²
- South of the site. Stanford Avenue extends along the project site's southern boundary in an east-west orientation. Beach West Mobile Estates, a mobile home park, occupies frontage along the south side of Stanford Avenue.³
- East of the site. Villa Capri Mobile Estates abuts the project site to the east.4
- West of the site. Beach Boulevard extends along the project site's western boundary in a north to south orientation. New construction is currently underway along the west side of Beach Boulevard, opposite the project site. This new construction will consist of multiple-family residential as well as commercial uses.⁵

The 3.75-acre project site is presently occupied by various commercial uses though the northeast corner is currently vacant. The land uses that occupy the site include Gilbert's Auto Repair, 2 Teams Sports Bar and Grill, Leslie's Pool Supplies, and Aloha Teriyaki. Much of the site is paved over, though landscape planters are provided throughout the site. All of the buildings on-site are older and feature outdated architecture. In addition, the site's frontage along Beach Boulevard is dominated by surface parking.

4. PROJECT DESCRIPTION

PHYSICAL CHARACTERISTICS

The proposed project is a request to construct a mixed-use development within a 3.75-acre site. In order to accommodate the construction of the project, the existing buildings located on-site must be demolished. The project will consist of the following elements:

• Project Site. The project site totals 3.75 acres and is located at the northeast corner of the Beach Boulevard and Stanford Avenue. The site has a maximum lot width (north to south) of 635 feet and a lot width (east to west) of 231 feet.⁶

² Blodgett Baylosis Environmental Planning. Site survey. Survey was conducted on March 1, 2019.

³ Ibid.

⁴ Ibid.

⁵ Google Earth. Website Accessed April 25, 2019.

⁶ Orange County Assessor Parcel Map.

- Building Overview. The proposed project's main building will consist of five to seven levels and will contain approximately 300 units. The project will have a density of 80 dwelling units per acre.⁷
- Residential Component. The residential component of the project will consist of 300 rental units. The Applicant will provide 13 different floor plan options. These floor plan options include studio units, one bedroom units, and two bedroom units. A total of 27 studio units will be included. These units will contain 549 square feet of floor area. Additionally, 178 one bedroom units will be provided. These units will range between 581 and 746 square feet of floor area. The 95 remaining units will contain two bedrooms and will range in size from 1,006 square feet to 1,280 square feet.8
- *Retail Component*. A total of six retail units encompassing 6,313 square feet will be provided. The retail component of the project will be located within the southwest corner of the building.
- *Parking*. Parking will be provided within a six-level garage. A total of 526 spaces will be provided. The parking garage will be located within the eastern portion of the project site. Access to the site will be provided by a driveway connection provided along the north side of Stanford Avenue and a driveway connection provided along the east side of Beach Boulevard.

The project is summarized in Table 4-1 shown below and on the follow page.

Table 4-1 Project Summary Table

Project Element	Description
Site Area	3.75 acres (163,350 sq. ft.)
Maximum Height	7 levels
Total Number of Units	300 units
Density	80 du/ac
Studio Units	27 units
One Bedroom Units	178 units
Two Bedroom Units	95 units
Retail Floor Area	6,313 sq. ft.
Total Number of Retail Spaces	26 retail spaces
Total Number of Parking Spaces	526 spaces

Source: Architects Orange

CONSTRUCTION CHARACTERISTICS

The construction of the phase for the proposed project may take approximately 19 months to complete. The key construction phases are outlined below:

⁷ Architects Orange. Conceptual Site Plan. Plan dated June 21, 2019.

⁸ Ibid.

- Demolition. This initial phase will involve the demolition and removal of the existing on-site
 improvements including the five buildings. This phase will take approximately one month to
 complete.
- *Site Preparation*. The project site will then be readied for the construction of the project. This phase will take approximately one month to complete.
- Grading. This phase will involve the grading of the site. This phase will take approximately one
 month to complete.
- *Construction*. The new building will be constructed during this phase. This phase will take approximately 12 months to complete.
- *Paving*. Hardscape surfaces including the fire access lane will be installed during this phase. This phase will take approximately one month to complete.
- *Landscaping and Finishing*. This phase will involve the installation of the landscaping and the completion of the on-site improvements. This phase will last approximately three months.

5. AIR QUALITY ANALYSIS

5.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- Ozone (O_3) is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- Carbon monoxide (CO) is a colorless, odorless toxic gas that interferes with the transfer of oxygen
 to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as
 vehicle exhaust.

- Nitrogen dioxide (NO₂) is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from internal combustion) combines with oxygen.
- Sulfur dioxide (SO₂) is a colorless, pungent gas formed primarily by the combustion of sulfurcontaining fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- PM_{10} and $PM_{2.5}$ refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

5.2 Environmental Analysis

A. Would the project conflict with or obstruct implementation of the applicable air quality plan? • Less than Significant Impact.

The project site is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.⁹ Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).¹⁰ The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments

⁹ South Coast Air Quality Management District, Final 2016 Air Quality Plan. Adopted March 2017.

¹⁰ Ibid.

(SCAG).¹¹ The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone.

Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP: Consistency Criteria 1 refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation and Consistency Criteria 2 refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.¹²

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 5-2). In addition, the project's operational emissions will be well within the emissions projections identified in the most recent AQMP. As shown in Table 3-5 of the Final 2016 AQMP, the future 2031 daily operational emissions with the estimated population, employment, and VMT growth projections are estimated to be: 345 tons per day of VOCs; 214 tons per day of NOx; 1,188 tons per day of CO; 18 tons per day of SOx; and 65 tons per day of PM_{2.5}. The project's operational emissions will be well within the emissions projections estimated in the AQMP.

The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Stanton. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Stanton is projected to add a total of 2,900 new residents and 1,300 new jobs through the year 2040.¹³

The project is a proposal to construct 300 dwelling units within a 3.75-acre site. The proposed project is estimated to add 1,056 new residents based on an average household size of 3.52 persons per unit. 4 Given that the majority of the units will consist of one and two bedroom units, the actual resident population will be substantially less. The retail component of the project is anticipated to add up to 84 new jobs based on a ratio of 22.58 employees per acre. 45 The projected number of new jobs is also well

¹¹ South Coast Air Quality Management District, Final 2016 Air Quality Plan. Adopted March 2017.

¹² South Coast Air Quality Management District. CEQA Air Quality Handbook. April 1993.

¹³ Southern California Association of Governments. Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast. April 2016.

¹⁴ United States Census Bureau. Quickfacts - Stanton City. https://www.census.gov/quickfacts/stantoncitycalifornia

¹⁵ The Natelson Company, Inc. Employment Density Study Summary Report. October 31, 2001.

within SCAG's employment projections for the City of Stanton and the proposed project will not violate Consistency Criteria 2. Since the proposed project will not be in violation of either Consistency Criteria, the project's potential impacts are considered to be less than significant.

B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? • Less than Significant Impact.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2) developed for the SCAQMD. The project's construction would include demolition, site preparation, minor construction, and the finishing of the project (paving, painting, and the planting of landscaping). As shown in Table 5-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant.

Table 5-1
Estimated Daily Construction Emissions

Estimated	грану Со	nstruct	ion Emi	issions		
Construction Phase	ROG	NO ₂	СО	SO ₂	PM ₁₀	PM _{2.5}
Demolition (on-site)	3.51	35.78	22.06	0.03	3.01	1.85
Demolition (off-site)	0.10	1.70	0.90		0.27	0.07
Total Demolition	3.61	37.48	22.96	0.03	3.28	1.91
Site Preparation (on-site)	4.33	45.57	22.06	0.03	20.45	12.12
Site Preparation (off-site)	0.07	0.04	0.64		0.20	0.05
Total Site Preparation	4.40	45.61	22.70	0.03	20.65	12.17
Grading (on-site)	2.58	28.34	16.29	0.02	7.92	4.65
Grading (off-site)	0.06	0.04	0.53		0.16	0.04
Total Grading	2.64	28.38	16.82	0.02	8.08	4.69
Building Construction (on-site) 2019	2.36	21.07	17.16	0.02	1.28	1.21
Building Construction (off-site) 2019	1.50	8.31	12.82	0.05	3.89	1.09
Total Building Construction 2019	3.86	29.38	29.98	0.07	5.17	2.30
Building Construction (on-site) 2020	2.11	19.18	16.84	0.02	1.11	1.05
Building Construction (off-site) 2020	1.37	7.61	11.76	0.04	3.87	1.07
Total Building Construction 2020	3.48	26.79	28.60	0.06	4.98	2.12
Paving (on-site)	1.25	12.91	14.65	0.02	0.67	0.62
Paving (off-site)	0.05	0.03	0.45		0.16	0.04
Total Paving	1.30	12.94	15.10	0.02	0.83	0.66
Architectural Coatings (on-site)	37.82	1.52	1.81		0.09	0.09
Architectural Coatings (off-site)	0.22	0.13	1.85		0.68	0.18
Total Architectural Coatings	38.04	1.65	3.66		0.77	0.27
Maximum Daily Emissions	38.04	45.62	29.98	0.07	20.65	12.18
Daily Thresholds	75	100	55o	150	150	55

Source: California Air Resources Board CalEEMod [computer program].

The project's construction would be required to adhere to all SCAQMD regulations related to fugitive dust generation and other construction-related emissions. Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational and will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod computer model. As indicated in Table 5-2, the projected long-term emissions will also be below thresholds considered to be a significant impact.

Table 5-2
Estimated Operational Emissions in Ibs/day

Emission Source	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Area-wide (lbs/day)	6.14	0.28	24.82		0.13	0.13
Energy (lbs/day)	0.10	0.86	0.37		0.07	0.07
Mobile (lbs/day)	2.52	8.69	22.70	0.07	6.66	1.82
Total (lbs/day)	8.77	9.84	47.90	0.08	6.87	2.02
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: California Air Resources Board CalEEMod [computer program].

As indicated in Table 5-2, the project's operation will result in emissions that are below the thresholds of significance established by the SCAQMD. As a result, the potential impacts are considered to be less than significant.

C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The nearest sensitive receptors to the project site include Villa Capri Mobile Estates, a mobile home park that abuts the site to the east.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs apply to short-term (construction) emissions at a fixed location and do not include off-site or regional emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction; PM₁₀ emissions from construction; and PM_{2.5} emissions from construction. The use of the "look-up tables" is typically used for projects proposed on less than five acres of land area. The project site consists of 3.75 acres. Therefore, for the purposes of the LST analysis, the thresholds of significance for five acre sites were used. The proposed project's LST emissions are shown in Table 5-3.

¹⁶ South Coast Air Quality Management District. CEQA Air Quality Handbook, Appendix 9. As amended 2017.

Table 5-3 Local Significance Thresholds Exceedance SRA 17 for 5 Acres of Disturbance

Emissions	Proposed	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)					
	Project	. 31	25	50	100	200	500	
NO _x	45.62	Construction	183	167	180	202	245	
СО	29.98	Construction	1,253	1,734	2,498	4,018	9,336	
PM_{10}	9.63*	Construction	13	39	55	88	188	
$PM_{2.5}$	6.12*	Construction	7	9	15	32	109	

Source: CalEEMod Version 2016.3.2.

As indicated in Table 5-3, the emissions generated by the construction of the proposed project will not exceed the LSTs identified above.

An analysis of mobile source diesel particulate matter (DPM) emissions was performed for idling trucks, trucks travelling to the project site, and for the operation of construction equipment due to the presence of sensitive receptors located immediately east and south of the project site. The 2017 EMFAC emissions factors for LHD2 vehicles, or Light-Heavy-Duty trucks weighing no more than 14,000 pounds, were utilized in order to perform the analysis for construction trucks. Meanwhile, the emission factors for the individual construction equipment were derived from the SCAQMD. Construction vehicles will enter the project site from either Stanford Avenue or Beach Boulevard. Construction vehicles entering the site from Stanford Avenue will use the driveway located approximately 150 feet east of the Beach Boulevard and Stanford Avenue intersection, or a distance of 0.02 miles, at average speed of 15 miles per hour. According to the CalEEMod, there will be no more than 289 workers on-site at a time. Assuming five workers per truck, there will be the potential for up to 57 trucks carrying passengers. Table 5-4 shown below depicts the estimated mobile source emissions during construction from the contractor's vehicles. As shown in the table, the project's construction vehicles will result in negligible emissions.

Table 5-4 Mobile Source Emissions from Construction Vehicles

Pollutants	Pollutants Emissions Factors		Number of Vehicles	Emissions					
PM10 Exhaust at Idle (grams/vehicle/day)	0.27616843		57	15.74 grams per day, or 0.03 pounds per day					
PM10 Exhaust at 15 mph (grams/mile)	0.02629009	0.04	57	0.05 grams per day, or 0.0001 pounds per day					
PM2.5 Exhaust at Idle (grams/vehicle/day)	0.02642215		57	1.50 grams per day, or 0.003 pounds per day					
PM2.5 Exhaust at 15 mph (grams/mile)	0.025154628	0.04	57	0.05 grams per day, or 0.0001 pounds per day					

Source: 2017 EMFAC Factors

^{*=} Note: These figures take into account the water of the site up to three times per day, which is a standard condition required by the SCAQMD.

Table 5-5 depicts the project's mobile source DPM emissions during the demolition phase. The number and pieces of equipment that will be used during the demolition phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the project's demolition phase will result in negligible emissions.

Table 5-5
Mobile Source Emissions During Demolition

Equipment	Number of Vehicles	Pollutants	Emissions Factors	Number of Hours	Distance in miles	Emissions
Excavators	3	PM Exhaust during Operations (pounds/hour)	0.0227	8		0.54 pounds per day
Rubber Tired Dozers	2	PM Exhaust during Operations (pounds/hour)	0.0559	8		0.89 pounds per day

Source: 2017 EMFAC Factors

Table 5-6 depicts the project's mobile source DPM emissions during the site preparation phase. The number and pieces of equipment that will be used during the site preparation phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the project's site preparation phase will result in negligible emissions.

Table 5-6 Mobile Source Emissions During Site Preparation

	ggp									
Equipment	Number of Vehicles	Pollutants	Emissions Factors	Number of Hours	Distance in miles	Emissions				
Tractors	1	PM Exhaust during Operations (pounds/hour)	0.016	8		0.128 pounds per day				
Loaders	2	PM Exhaust during Operations (pounds/hour)	0.016	8		0.256 pounds per day				
Backhoes	2	PM Exhaust during Operations (pounds/hour)	0.016	8		0.256 pounds per day				
Rubber Tired Dozers	3	PM Exhaust during Operations (pounds/hour)	0.0559	8	1	1.39 pounds per day				

Source: 2017 EMFAC Factors

Table 5-7 depicts the project's mobile source DPM emissions during the grading phase. The number and pieces of equipment that will be used during the grading phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the grading phase will result in negligible emissions.

Table 5-7 Mobile Source Emissions During Grading

Equipment	Number of Vehicles	Pollutants	Emissions Factors	Number of Hours	Distance in miles	Emissions
	venicies	PM Exhaust during	Factors	Hours	in miles	
Excavators	1	Operations (pounds/hour)	0.0227	8		0.181 pounds per day
Graders	1	PM Exhaust during Operations (pounds/hour)	0.0343	8		0.274 pounds per day
Tractors	1	PM Exhaust during Operations (pounds/hour)	0.016	8	1	0.128 pounds per day
Loaders	1	PM Exhaust during Operations (pounds/hour)	0.016	8	1	0.128 pounds per day
Backhoes	1	PM Exhaust during Operations (pounds/hour)	0.016	8		0.128 pounds per day
Rubber Tired Dozers	1	PM Exhaust during Operations (pounds/hour)	0.0559	8		0.447 pounds per day

Source: 2017 EMFAC Factors

Table 5-8 depicts the project's mobile source DPM emissions during the construction phase. The number and pieces of equipment that will be used during the construction phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the construction phase will result in negligible emissions.

Table 5-8 Mobile Source Emissions During Construction

				3		
Equipment	Number of Vehicles	Pollutants	Emissions Factors	Number of Hours	Distance in miles	Emissions
Crane	1	PM Exhaust during Operations (pounds/hour)	0.0190	8	1	0.152 pounds per day
Forklift	3	PM Exhaust during Operations (pounds/hour)	0.008	8		0.064 pounds per day
Tractors	1	PM Exhaust during Operations (pounds/hour)	0.016	8	1	0.128 pounds per day
Loaders	1	PM Exhaust during Operations (pounds/hour)	0.016	8		0.128 pounds per day
Backhoes	1	PM Exhaust during Operations (pounds/hour)	0.016	8		0.128 pounds per day

Source: 2017 EMFAC Factors

Table 5-9 depicts the project's mobile source DPM emissions during the paving phase. The number and pieces of equipment that will be used during the paving phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the grading phase will result in negligible emissions.

Table 5-9
Mobile Source Emissions During Paving

Equipment	Number of Vehicles	Pollutants	Emissions Factors	Number of Hours	Distance in miles	Emissions
Pavers	2	PM Exhaust during Operations (pounds/hour)	0.046	8		0.736 pounds per day
Rollers	2	PM Exhaust during Operations (pounds/hour)	0.014	8		0.224 pounds per day
Paving Equipment	2	PM Exhaust during Operations (pounds/hour)	0.036	8		0.576 pounds per day

Source: 2017 EMFAC Factors

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a CO hot-spot may occur near a street intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide. However, within the last decade, decreasing background levels of pollutant concentrations and more effective vehicle emission controls have significantly reduced the potential for the creation of hot-spots. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. As a result, the potential impacts are considered to be less than significant.

D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people? • Less than Significant Impact.

Due to the age of the existing buildings located on-site, lead based paint (LBP) or asbestos containing materials (ACMs) may be present and could be released during the project's demolition phase. As a result, lead based paint and/or asbestos containing materials would be removed by a certified abatement contractor. The removal of lead based paint and/or asbestos containing materials will also be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities. Therefore, the project's interior renovations will not affect the nearby sensitive receptors since ACM removal will be done in accordance with SCAQMD guidelines. ACMs are removed using special vacuums

and the rooms are sealed off to prevent diffusion.

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.¹⁷ The proposed project involves the construction of a mixed-use development consisting of 300 dwelling units and 6,200 square feet of retail. Given the nature of the proposed use, no impacts related to odors are anticipated with the proposed project. In addition, the project site is not located in the vicinity of any odor generating use.

The emissions from the equipment that will be used on-site during the construction phase will be minor. Idling from construction vehicles and equipment will be restricted to five minutes or less based on standard SCAQMD protocols. Therefore, odors generated by diesel powered equipment will be less than significant. As a result, the potential impacts are anticipated to be less than significant.

5.3 MINIMIZATION AND REDUCTION MEASURES

As indicated previously, the proposed project will not result in any significant construction and operational air quality impacts and no mitigation measures are required.

6. Greenhouse Gas Emissions Analysis

6.1 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant environmental impact on air quality, if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

6.2 ENVIRONMENTAL ANALYSIS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less Than Significant Impact.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be

¹⁷ South Coast Air Quality Management District. CEQA Air Quality Handbook, As amended 2017.

about 61°F cooler.¹8 However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. The SCAQMD has established multiple draft thresholds of significance. These thresholds include 1,400 metric tons of CO₂E (MTCO₂E) per year for commercial projects, 3,500 MTCO₂E per year for residential projects, 3,000 MTCO₂E per year for mixed-use projects, and 7,000 MTCO₂E per year for industrial projects. The SCAQMD currently has an established threshold of 10,000 MTCO₂E per year for industrial development (according to the SCAQMD, this threshold may be used for all type of development if the lead agency does not have a threshold identified).¹9 The 3,000 MTCO₂E per year threshold was used in an effort to be conservative.

Table 6-1 summarizes annual greenhouse gas (CO₂E) emissions from the proposed project. Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouses gases in a common and collective unit. As indicated in Table 6-1, the CO₂E total for the project is 2,380 MTCO₂E per year, which is below the aforementioned threshold. The project's construction would result in an annual generation of 895 MTCO₂E per year. When amortized over a 30-year period, these emissions decrease to 29.82 MTCO₂E per year. These amortized construction emissions were added to the project's operational emissions to calculate the project's true GHG emissions. As shown in the table, the project's total operational emissions would be 2,410 MTCO₂E per year, which is still below the thresholds identified for mixed-use land uses.

Table 6-1 Greenhouse Gas Emissions Inventory

	GHG Emissions (tons/year)			
Source	CO ₂	CH ₄	N ₂ O	CO ₂ E
Long-Term – Area Emissions	5.06			5.18
Long-Term - Energy Emissions	956.61	0.03		960.46
Long-Term - Mobile Emissions	1,209.84	0.05		1,211.25
Long-Term – Waste Emissions	29.35	1.73		72.73
Long-Term – Water Emissions	113.41	0.52	0.01	130.51
Long-Term - Total Emissions	2,314.30	2.35	0.02	2,380.16
Total Construction Emissions	892.26	0.10		894.77
Construction Emissions Amortized Over 30 Years				29.82 MTCO₂E
Total Operational Emissions with Amortized Construction Emissions				2,410 MTCO₂E
Significance Threshold				3,000 MTCO₂E

The GHG emissions estimates reflect what a mixed use development of the same location and description would generate once fully operational. The type of activities that may be undertaken once the project is operational have been predicted and accounted for in the model for the selected land use type. It is important to note that the project is an "infill" development, which is seen as an important strategy in

¹⁸ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

¹⁹ Phone Call with Ms. Lijin Sun of the SCAQMD.

combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).²⁰ Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the inland empire or desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact.

AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030.²¹ The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. The emissions generated by the proposed project will be less than the thresholds of significance established for CO₂ (refer to Table 6-1).

The proposed project will be in compliance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version address additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. Since the project will be in conformance with Part 6 and Part 11 regulations, the potential impacts are considered to be less than significant.

²ºCalifornia Strategic Growth Council. http://www.sgc.ca.gov/Initiatives/infill-development.html. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies.

²¹ Office of Governor Edmund G. Brown Jr. New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030. http://gov.ca.gov/news.php?id=18938.

The Mint ullet Air Quality Study Beach Boulevard and Stanford Avenue ullet Stanton, Ca

6.3 MINIMIZATION AND REDUCTION MEASURES

As indicated previously, the proposed project will not result in any significant impacts with regards to the emission of GHG and no mitigation is required.

$\label{eq:theory} \mbox{The Mint} \bullet \mbox{Air Quality Study} \\ \mbox{Beach Boulevard and Stanford Avenue} \bullet \mbox{Stanton, Ca} \\$

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APPENDIX

PROVIDED UNDER A SEPARATE COVER

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$\label{eq:theory} \mbox{The Mint} \bullet \mbox{Air Quality Study} \\ \mbox{Beach Boulevard and Stanford Avenue} \bullet \mbox{Stanton, Ca} \\$

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NOISE STUDY THE MINT BEACH BOULEVARD AND STANFORD AVENUE STANTON, CALIFORNIA



PREPARED FOR:

CITY OF STANTON COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION 7800 KATELLA AVENUE STANTON, CALIFORNIA 90680

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OCTOBER 23, 2019

STAN 002

PAGE 1
ATTACHMENT L

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The Mint ullet Noise Study Beach Boulevard and Stanford Avenue ullet Stanton, Ca

EXECUTIVE SUMMARY

The proposed project involves the construction and subsequent occupancy of a mixed-use development on a 3.75-acre site located at the northeast corner of the Beach Boulevard and Stanford Avenue intersection in the City of Stanton. The proposed new development will consist of approximately 300 units at a density of 80 dwelling units per acre. The proposed new buildings will contain between five to seven levels. In addition, a total of 6,313 square feet of ground level retail will be included. Approximately 50,708 square feet of open space and a total of 526 parking spaces will be provided within a six-level garage. Access to the site will be facilitated by a driveway connection located along the north side of Stanford Avenue and a second driveway connection along the east side of Beach Boulevard.

The City of Stanton, in its capacity as *Lead Agency*, has authorized the preparation of this Noise Study. Based on the findings made throughout the document, the following conclusions can be derived:

- A series of 100 noise measurements were recorded along the east side of Beach Boulevard. The
 average noise levels during the measurement period were 69.0 dBA. The predominant source of
 noise in the area was traffic noise from Beach Boulevard which extends along the project site's
 west side.
- The nearest sensitive receptors to the project site include the residences located within the Villa Capri Mobile [Home] Estates located along the site's east side and the mobile homes located to the south, on the south side of Stanford Street. Once occupied, the proposed project will also be a sensitive receptor.
- Adherence to mandatory CalGreen building code regulations will be effective in reducing the
 exterior traffic noise levels so as to comply with the City's interior noise standards. The building's
 shell will attenuate noise by an average 20 dBA.
- As shown in the analysis (Table 6-1), the noisiest phase of construction is anticipated to be the building construction phase, which would result in 84.2 dBA at the property line of the sensitive receptors located to the east. The sensitive receptors located to the south would be exposed to a maximum average of 74.5 dBA during the grading phase.
- The project contractors, during the construction phases, would be required to adhere to the regulations outlined in Chapter 9.28 of the City's Municipal Code. The recommended mitigation would reduce the level of potential impact to levels that are less than significant.
- The project's occupation and operation would result in less than significant noise impacts. A majority of the noise will be produced within the common areas, the parking garage, and on the individual balconies. Noise produced within these aforementioned areas will not significantly impact any sensitive receptors. The new building will also attenuate traffic noise impacts on the adjacent mobile home park.
- The project will not result in a perceptible increase in roadway noise along Beach Boulevard or Stanford Avenue (it typically requires a doubling in traffic volumes to result in an audible increase in traffic-related noise levels).

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1. Introduction

The purpose of this report is to provide a noise study related to the construction and occupancy of a mixed-use development proposed on a 3.75-acre site located at the northeast corner of the Beach Boulevard and Stanford Avenue intersection in the City of Stanton. A more detailed description of the proposed project is provided herein in Section 4. This report consists of the following sections:

- Section 1- Introduction, provides an overview of the proposed project, purpose of the report, and its format and content.
- Section 2 Project Site Location, describes the project location.
- Section 3 Characteristics of Noise, describes the characteristics of noise.
- Section 4 Environmental Setting and Overview of the Project, describes the environmental setting in which the project site is located. The existing ambient noise levels are presented in this section. This section also includes a description of the project.
- Section 5 Regulatory Setting, includes a discussion of the City's noise control ordinance.
- Section 6 Analysis of Construction Noise, provides an estimate of the project's construction noise and documents any required mitigation in order to ensure compliance with City regulations.
- Section 7 Analysis of Operational Noise, provides a discussion of the project's operational noise including how the project's operation will affect nearby sensitive receptors.
- Section 8 Roadway Noise Analysis, includes a discussion of the proposed project's mobile noise
 impacts.

2. PROJECT SITE LOCATION

The project site is located within the southern portion of the City of Stanton and is located along the east side of Beach Boulevard. The City of Stanton is located 21 miles southeast of Los Angeles and seven miles northwest of Santa Ana. The City of Stanton is bounded on the north by the City of Anaheim; on the south by the City of Garden Grove; on the east by the cities of Garden Grove and Anaheim; and, on the west by the cities of Cypress and Garden Grove.

The project site is located at the northeast corner of the Beach Boulevard and Stanford Avenue. The site's legal address is 12736 Beach Boulevard. The site consists of one parcel: 131-501-04. Regional access to the project site is possible from the Garden Grove Freeway (State Route 22), located 0.43 miles to the south of the project site. Major roadways in the vicinity of the project site include Lampson Avenue, located 705 feet to the north of the project site; Garden Grove Boulevard, located 0.25 miles south of the project site; Magnolia Street, located 0.94 miles to the east; and Beach Boulevard, which extends along

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the west side of the project site.¹ The location of Stanton in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2 and a local map is in Exhibit 2-3.

3. Characteristics of Noise

Noise is most often defined as unwanted sound. Sound is mechanical energy transmitted by pressure waves through the air and is characterized by various parameters that include sound frequency, the speed of propagation, and the pressure level or energy content (amplitude). Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. At the other extreme, the eardrum may rupture at 140 dB. The human ear can detect changes in sound levels greater than 3.0 dBA under normal ambient conditions. Changes of 1.0 to 3.0 dB are noticeable to some people under quiet conditions while changes of less than 1.0 dB are only discernible by few people under controlled, extremely quiet conditions. Though in general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise levels may also be expressed as dBA where an "A" weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived nose levels at lower frequencies.

Noise may be generated from a point source, such as machinery, or from a line source, such as a roadway segment containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise emanating from travelling vehicles, also referred to as a line source, decreases by approximately 3.0 dBA 50 feet from a source over a hard, unobstructed surface such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation. For every doubling of distance thereafter, noise levels drop another 3.0 dBA over a hard surface and 4.5 dBA over a soft surface.³ Typical noise levels associated with various activities are noted in Exhibit 3-1.

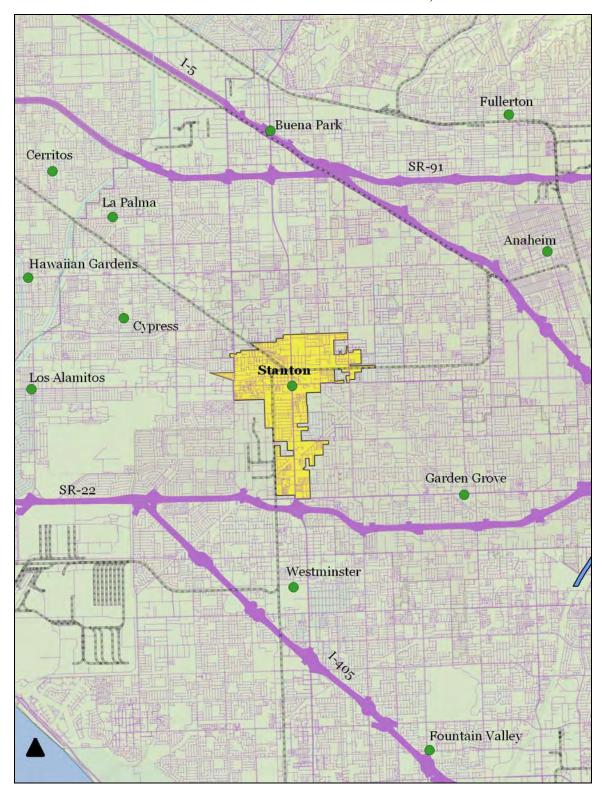
Time variation in noise exposure is typically expressed in terms of the average energy over time (called Leq), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. Other values that are typically noted during a noise survey include the L_{min} and L_{max} that represent the minimum and maximum noise levels obtained over a given period, respectively.

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¹ Google Earth. Website accessed April 25, 2019.

² United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual.* Report dated September 2018.

³ Ibid.



Ехнівіт 2-1 REGIONAL LOCATION MAP Source: Quantum GIS

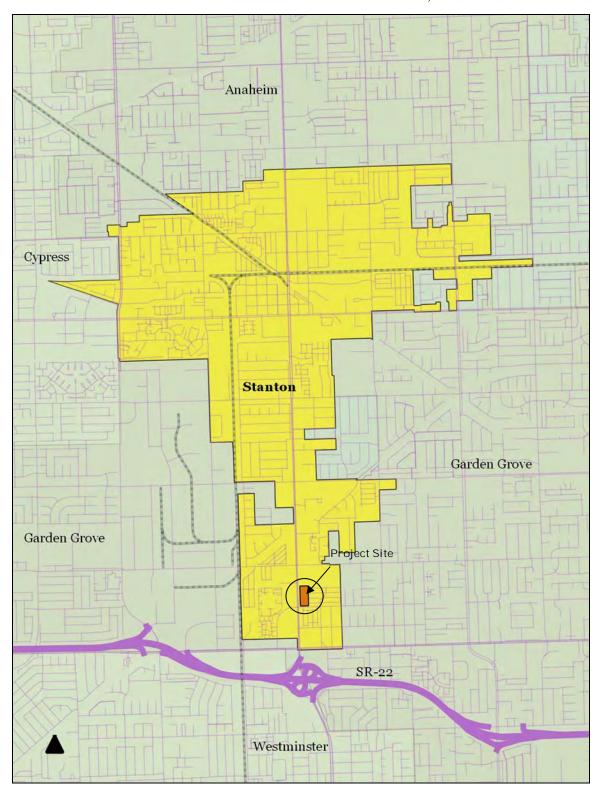


EXHIBIT 2-2 CITYWIDE MAP Source: Quantum GIS



EXHIBIT 2-3 LOCAL MAP Source: Quantum GIS

Noise Levels - in dBA

160 Serious Injury 150 sonic boom Pain 130 jet take off at 200 ft. 125 120 music in night club interior 115 motorcycle at 20 ft. 110 105 power mower Discomfort 100 freight train at 50 ft. 95 food blender 90 85 electric mixer, light rail train horn 80 75 Physical 70 portable fan, roadway traffic at 50 ft. Injury 65 dishwasher, air conditioner 60 55 50 normal conversation refrigerator, light traffic at 100 ft. 45 40 library interior (quiet study area) 35 30 25 20 15 Threshold of 10 rustling leaves Hearing 5 0

EXHIBIT 3-1
TYPICAL NOISE LEVELS ASSOCIATED WITH VARIOUS ACTIVITIES

Source: Blodgett Baylosis Environmental Planning

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4. Environmental Setting/Overview of the Project

4.1. Environmental Setting

The project site is located along the east side of Beach Boulevard. The surrounding land uses are described in detail below:

- North of the site. Lampson Square, a strip commercial center, abuts the project site to the north.
 The Lampson Square occupies frontage along the east side of Beach Boulevard and the south side of Lampson Avenue. Various tenants include Subway and Sam's Club, among others.⁴
- South of the site. Stanford Avenue extends along the project site's southern boundary in an east-west orientation. Beach West Mobile Estates, a mobile home park, occupies frontage along the south side of Stanford Avenue.⁵ This mobile home park is considered to be a noise sensitive land use.
- East of the site. Villa Capri Mobile Estates abuts the project site to the east.⁶ This mobile home park is considered to be a noise sensitive land use.
- West of the site. Beach Boulevard extends along the project site's western boundary in a north to south orientation. New construction is currently underway along the west side of Beach Boulevard, opposite the project site. This new construction will consist of multiple-family residential as well as commercial uses.⁷ These multiple-family dwelling units are considered to be a noise sensitive land use.

The 3.75-acre project site is presently occupied by various commercial uses though the northeast corner is currently vacant. The land uses that occupy the site include Gilbert's Auto Repair, 2 Teams Sports Bar and Grill, Leslie's Pool Supplies, and Aloha Teriyaki. Much of the site is paved over, though landscape planters are provided throughout the site. All of the buildings on-site are older and feature outdated architecture. In addition, the site's frontage along Beach Boulevard is dominated by surface parking.

4.2. AMBIENT NOISE ENVIRONMENT

An Extech Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded from the east side of Beach Boulevard. The measurements were taken on a Tuesday afternoon at 2:15 PM. The meter was performed using a slow response setting, with an "A" weighting. The meter's height above the ground surface was five feet. The duration of each measurement period was 15 minutes. Table 4-1 indicates the variation in noise levels over time during the measurement period. As indicated previously, the L_{50} noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level.

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⁴ Blodgett Baylosis Environmental Planning. Site survey. Survey was conducted on October 15, 2019.

⁵ Ibid.

⁶ Ibid.

⁷ Google Earth. Website Accessed April 25, 2019.

The average noise levels during the measurement period were 69.0 dBA. The major noise source was noise generated by traffic on Beach Boulevard.

Table 4-1 Noise Measurement Results

Noise Metric	Noise Level (dBA) for Artesia Blvd		
L _{max} (Maximum Noise Level)	83.7 dBA		
L99 (Noise levels <99% of time)	80.9 dBA		
L90 (Noise levels <90% of time)	77.5 dBA		
L ⁷⁵ (Noise levels <75% of time)	73.3 dBA		
L ⁵⁰ (Noise levels <50% of time)	69.1 dBA		
L _{min} (Minimum Noise Level)	57.4 dBA		
Average Noise Level	69.0 dBA		

Source: Blodgett Baylosis Environmental Planning.

4.3. Physical Characteristics

The proposed project is a request to construct a mixed-use development within a 3.75-acre site. In order to accommodate the construction of the project, the existing buildings located on-site must be demolished. The project will consist of the following elements:

- Project Site. The project site totals 3.75 acres and is located at the northeast corner of the Beach Boulevard and Stanford Avenue. The site has a maximum lot width (north to south) of 635 feet and a lot width (east to west) of 231 feet.⁸
- Building Overview. The proposed project's main building will consist of five to seven levels and will contain approximately 300 units. The project will have a density of 80 dwelling units per acre.⁹
- Residential Component. The residential component of the project will consist of 300 rental units. The Applicant will provide 13 different floor plan options. These floor plan options include studio units, one bedroom units, and two bedroom units. A total of 27 studio units will be included. These units will contain 549 square feet of floor area. Additionally, 178 one bedroom units will be provided. These units will range between 581 and 746 square feet of floor area. The 95 remaining units will contain two bedrooms and will range in size from 1,006 square feet to 1,280 square feet.¹⁰

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⁸ Orange County Assessor Parcel Map.

⁹ Architects Orange. Conceptual Site Plan. Plan dated June 21, 2019.

¹⁰ Ibid.

- Retail Component. A total of six retail units encompassing 6,313 square feet will be provided. The retail component of the project will be located within the southwest corner of the building.
- Parking. Parking will be provided within a six-level garage. A total of 526 spaces will be
 provided. The parking garage will be located within the eastern portion of the project site. Access
 to the site will be provided by a driveway connection provided along the north side of Stanford
 Avenue and a driveway connection provided along the east side of Beach Boulevard.

The project is summarized in Table 4-2 shown below and on the follow page.

Table 4-2 Project Summary Table

Project Element	Description	
Site Area	3.75 acres (163,350 sq. ft.)	
Maximum Height	7 levels	
Total Number of Units	300 units	
Density	80 du/ac	
Studio Units	27 units	
One Bedroom Units	178 units	
Two Bedroom Units	95 units	
Retail Floor Area	6,313 sq. ft.	
Total Number of Retail Spaces	26 retail spaces	
Total Number of Parking Spaces	526 spaces	

Source: Architects Orange

4.4. Construction Characteristics

The construction of the phase for the proposed project may take approximately 19 months to complete. The key construction phases are outlined below:

- Demolition. This initial phase will involve the demolition and removal of the existing on-site
 improvements including the five buildings. This phase will take approximately one month to
 complete.
- *Site Preparation.* The project site will then be readied for the construction of the project. This phase will take approximately one month to complete.
- *Grading*. This phase will involve the grading of the site. This phase will take approximately one month to complete.
- Construction. The new building will be constructed during this phase. This phase will take approximately 12 months to complete.
- *Paving.* Hardscape surfaces including the fire access lane will be installed during this phase. This phase will take approximately one month to complete.

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• Landscaping and Finishing. This phase will involve the installation of the landscaping and the completion of the on-site improvements. This phase will last approximately three months.

5. REGULATORY SETTING (CITY Noise STANDARDS)

Noise generated within the City of Stanton is regulated under Title 9, Chapter 9.28 - Noise Control of the City's Municipal Code. Chapter 9.28 of the City's Municipal Code contains both general noise regulations and noise regulations specific to construction. According to Section 9.28.070(e) of the Municipal Code, noise sources associated with construction, repair, remodeling, or grading of any real property are exempt from the City's noise control regulations provided said activities do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

In addition, Chapter 9.28 outlines specific interior and exterior dBA limits within residential zones. As indicated in Section 9.28.050(a), exterior noise levels within residential zoned properties are restricted to 55 dBA between the hours of 7:00 a.m. and 10:00 p.m. Exterior noise levels within residential zoned properties are further restricted to 50 dBA between the hours of 10:00 p.m. and 7:00 a.m. Section 9.28.050(b) of the Municipal Code states:

"It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, either incorporated or unincorporated, to exceed:

- The noise standard for a cumulative period of more than thirty minutes in any hour;
- The noise standard plus five dBA for a cumulative period of more than fifteen minutes in any hour;
- The noise standard plus ten dBA for a cumulative period of more than five minutes in any hour;
- The noise standard plus fifteen dBA for a cumulative period of more than one minute in any hour; or
- The noise standard plus twenty dBA for any period of time."

Section 9.28.060(a) establishes interior noise standards for residential land uses. According to that Section of the Municipal Code, interior noise levels within residential zoned properties are restricted to 55 dBA between the hours of 7:00 a.m. and 10:00 p.m. Interior noise levels within residential zoned properties are further restricted to 45 dBA between the hours of 10:00 p.m. and 7:00 a.m. Furthermore, Section 9.28.060(b) of the Municipal Code states:

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"It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

- The interior noise standard for a cumulative period of more than five minutes in any hour;
- The interior noise standard plus five dBA for a cumulative period of more than one minute in any hour; or
- The interior noise standard plus ten dBA for any period of time."

6. Construction Noise Analysis

The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual pieces of equipment. The model assumes a 10.0 dBA reduction due to attenuation from the existing block wall located along the east side of the project site and from the use of mandatory sound suppressing appurtenances on construction equipment. The construction noise modeling was executed for the demolition phase; the site preparation phase; the grading phase; the building construction phase; and the paving phase. The results of the construction noise modeling are presented in Table 6-1 below.

Construction Noise Levels at the Nearest Sensitive Receptors

Construction Phase	Sensitive Receptors to the East	Sensitive Receptors to the South		
Demolition	73.9 dBA	68.7 dBA		
Site Preparation	81.0 dBA	71.7 dBA		
Grading	82.5 dBA	74.5 dBA		
Building Construction	84.2 dBA	73.5 dBA		
Paving	76.4 dBA	65.3 dBA		
Coatings	ngs 72.6 dBA 60.2 dBA			

Source: Roadway Construction Noise Model

As shown in Table 6-1, the noisiest phase of construction is anticipated to be the building construction phase, which would result in 84.2 dBA at the property line of the sensitive receptors located to the east. The sensitive receptors located to the south would be exposed to a maximum average of 74.5 dBA during the grading phase. As indicated previously, construction activities undertaken within the City are exempt from the provisions outlined in Chapter 9.28 of the City's Municipal Code. Construction is only prohibited during certain hours and days. Nevertheless, the following recommendations should be considered since they would lead to additional reductions in construction noise:

 Overall Construction Mitigation. Construction staging areas must be located within the northwestern portion of the project site, at least 200 feet west of the project site's eastern boundary.

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- Overall Construction Mitigation. The use of electric powered construction equipment should be considered, if feasible.
- Overall Construction Mitigation. If electric powered construction equipment is determined
 to be infeasible, the project Applicant must direct their contractors to utilize newer
 construction equipment that contains all available mufflers, engine barriers, and other
 applicable sound suppressing appurtenances.
- Overall Construction Mitigation. Haul trucks will be prohibited from travelling eastbound along Stanford Avenue, or from accessing the project site from Stanford Avenue. This mitigation will prevent the exposure of nearby sensitive receptors to roadway noise from haul trucks.
- Overall Construction Mitigation. The Applicant must notify local residents regarding construction times and local contact information by placing a notice in the form of a sign along the project site's southern boundary. The notice shall include the name and phone number of the local contact person residents may call to complain about noise. Upon receipt of a complaint, the contractor must respond immediately by reducing noise to meet Code requirements. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Community Development Director.
- Overall Construction Mitigation. The use of "silent" compressors must be considered.
- Overall Construction Mitigation. All generators should be located at least 200 feet west of the site's eastern boundary. Furthermore, the use of electric generators must be considered.
- Demolition Mitigation. The project Applicant shall consider erecting temporary noise barriers during the project's demolition phase. These temporary noise barriers must be erected around the buildings that will be demolished. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring 12 feet in height with a minimum width of half an inch should be used.
- Demolition Mitigation. Waste materials must be dumped away from the mobile home park located to the east. Waste materials must be dumped at least 200 feet west of the project site's eastern boundary.
- Demolition Mitigation. The use of jackhammers or hoe rams (breakers) to demolish the existing pavement shall be prohibited from taking place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

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7. OPERATIONAL NOISE ANALYSIS

INTERIOR NOISE AND PROJECT COMPATIBILITY WITH THE SURROUNDING ENVIRONMENT

As indicated previously, Beach Boulevard extends along the west side of the project site in a north-south orientation. The noise levels that were captured averaged 69 dBA along the east side of Beach Boulevard. The noise measurements were recorded with an unobstructed line of sight between the project site and Beach Boulevard. The predominant source of noise in the site's vicinity is roadway noise generated by passenger vehicles and trucks. Presently, noise levels on-site exceed the City's 55 dBA exterior threshold. Nevertheless, roadway noise emanating from Beach Boulevard will be reduced by complying with the California Green Building code, which requires the use energy efficient windows and insulation. Insulation will be placed between the joists and studs and will serve as an additional buffer which when combined with stucco and drywall, will reduce interior noise levels by a minimum of 10.0 dBA.¹¹ Noise reductions of up to 20 dBA are possible with closed windows.¹² Therefore, roadway noise emanating from Beach Boulevard will be attenuated by an additional 20 dBA, bringing average interior noise levels below the 55 dBA threshold established in the City's Municipal Code. Likewise, interior noise generated within the commercial units of the project will be attenuated by the building through the use of insulation.

EXTERIOR NOISE

A majority of the exterior noise that will be produced on-site will derive from the open (unenclosed) parking garage and the roof deck. Noise generated within the open parking garage would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA; car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. The parking garage will be separated from the adjacent mobile home park to the east by an 18 foot wide landscape buffer. This landscaped area will contain trees, shrubs, and plants, which will contribute to a 1.0 dBA reduction. A concrete wall will further obstruct the line of sight between the project site and the aforementioned mobile home park. The concrete wall located along the eastern portion of the project site will contribute to noise reductions of up to 3.0 dBA since the wall will only partially break up the line-of-sight between the project site and the adjacent mobile home park. Furthermore, spreading loss will result in negligible reductions in noise generated within the parking garage since the parking garage will be separated from the adjacent mobile home park by 18 feet.

Other sources of exterior noise will include noise generated on individual balconies and within the public courtyard areas located in the center and western portions of the project site. Exterior noise produced on balconies and within the public courtyard areas will originate from residents conversing, shouting, laughing, or engaging in any other physical activity. Noise produced by residents on private balconies and within the public courtyard areas will be masked by traffic noise emanating from the adjacent roadways. In addition, noise produced on balconies will be subject to spreading loss.

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¹¹ California Department of Transportation. Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors. Report dated 2013.

¹² Ibid.

Finally, noise will also be produced on the 2,642 square foot roof deck that will be incorporated into the southwestern corner of the building. This roof deck will be located over 69 feet above ground surface and will have a line-of-sight with the mobile home park located to the south along the south side of Stanford Avenue. The building will be setback approximately 13 feet north of the project site's southern boundary. Overall, the building, including the roof deck, will be 75 feet north of the nearest sensitive receptor. Noise emanating from the roof deck will be subject to spreading loss. In addition, the difference in elevation (the roof deck will be situated at approximately 69 feet) will also contribute to a reduction in noise levels. Furthermore, a concrete block wall extends along the aforementioned mobile home park's northern side, thereby partially obstructing the line-of-sight between the aforementioned mobile home park to the south and Stanford Avenue. As a result, noise generated on the roof deck will be inaudible from the mobile home park to the south.

It is important to note that noise originating from the project site is not expected to affect the mobile home parks located to the east and south since the project is largely residential in nature and many of the units may not be occupied during the daytime hours. Noise generated within the commercial component of the building will largely consist of interior noise, though ancillary exterior noise from delivery vehicles will occur. Nevertheless, the project's operational noise impacts are considered to be less than significant and no mitigation is required.

8. Roadway Noise Analysis

A Traffic Impact Analysis (TIA) was prepared for the proposed project by K2 Engineering. As shown in Table 5 of the TIA, the project is expected to result in 96 net a.m. peak hour trips and 91 net p.m. peak hour trips. Additionally, according to Exhibit 4 of the traffic study, Stanford Avenue currently handles approximately 77 morning peak hour trips and 100 evening peak hour trips. The existing plus project peak hour traffic volumes are depicted in Exhibit 7. As shown in Exhibit 7 of the traffic study, Stanford Avenue will handle approximately 135 morning peak hour trips and 165 evening peak hour trips under an existing plus project scenario. According to Exhibit 10 of the traffic study, Stanford Avenue is estimated to handle approximately 84 morning peak hour trips and 113 evening peak hour trips under a future (2021) pre-project scenario. Finally, based on Exhibit 7 of the traffic study, Stanford Avenue will handle approximately 135 morning peak hour trips and 165 evening peak hour trips under an existing plus project scenario.

In order to calculate the project's increase in traffic noise levels, an online model was utilized.¹³ According to the model, the project will result in a 2.0 dBA increase in roadway noise levels along Stanford Avenue during the morning and evening peak hours. The increase in roadway noise along Stanford Avenue will be less than significant since the increase in noise will be below the 3.0-5.0 dBA increase required to produce a perceptible increase in noise. Moreover, it is important to note that most of the trips generated by the resident component will occur during the peak hour since the project is largely residential in nature and many of the units may not be occupied during the daytime hours. On the other hand, the noise levels along Beach Boulevard will remain unchanged with the addition of the project's trips since the project's trips will only account for approximately three percent of the peak hour trips along Beach Boulevard.¹⁴

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¹³ Calculation of ROAD traffic noise. https://rigolett.home.xs4all.nl/ENGELS/vlgcalc.htm

¹⁴ Ibid. Also refer to Appendix B.

Furthermore, any increases in roadway noise levels along Stanford Avenue will be reduced by the existing concrete block wall that extends along the north side of the mobile home park located along the south side of Stanford Avenue. As a result, the potential impacts are considered to be less than significant.

Table 8-1
Future Roadway Noise Levels

Roadway	Average Daily Traffic	Distance From Roadway Centerline to CNEL (in feet)*			dBA @ 50'		
		70 dBA/Ldn	65 dBA/Ldn	60 dBA/Ldn	from Centerline		
Existing Traffic Noise Contours (Without Project)							
Beach Blvd.	8,146	328 feet	656 feet	1,312 feet	78.0 dBA		
Future Traffic Noise Contours (With Project)							
Beach Blvd.	8,185	328 feet	656 feet	1,312 feet	78.0 dBA		
Net Difference (Future – Existing)							
Beach Blvd.	+39						

^{*} Does not consider any obstructions to the noise path. Assumes 10% Trucks Source: Blodgett Baylosis Environmental Planning 2019

As shown in Table 8-1, the addition of the project's trips onto Beach Boulevard will have a negligible increase on roadway noise levels. As a result, the project's impacts regarding roadway traffic noise are considered to be less than significant.

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APPENDIX

PROVIDED UNDER A SEPARATE COVER

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To: Planning Commission

From: Amy Stonich, AICP, City Planner

Re: REPORT ON HOMELESSNESS ISSUES AS IT RELATES TO THE COUNTY PLAN

FOR HOUSING HOMELESS AT THE STANTON INN AND SUITES AND LOITERING

ISSUES SURROUNDING THE RAILROAD TRACKS

On May 6, 2020, the Planning Commission Chair requested a memo update on the status of the County of Orange plans for housing homeless at the Stanton Inn & Suites at 7161 Katella Ave, Stanton, and loitering at Katella and Mercantile Avenues near the railroad tracks.

In response to the inquiry regarding the County's plans for the Stanton Inn & Suites, Assistant to the City Manager Soo Elisabeth Kang provided a Weekly Count Summary of the temporary COVID-19 Hotel Conversion, known as "Project Roomkey". Under Governor Newsom's recent launch of Project Roomkey the goal is to provide safe isolation capacity for people experiencing homelessness. To implement the program, the County of Orange has leased motels countywide for homeless individuals who are COVID-19 positive or symptomatic. Orange County officials have selected the Illumination Foundation to operate the program allowing individuals to recover in an isolated setting while preventing community transmission.

As of April 15, 2020, the County announced that the Stanton Inn & Suites would temporarily house transient individuals 65 and older or those at a greater risk of becoming infected with COVID-19. It will not house individuals that are confirmed to be sick or symptomatic of COVID-19.

The Weekly Count Summary reporting for May 4 to May 10, 2020 indicated that current occupancy at Stanton Inn & Suites, as of May 10, 2020, was 66 with 6 available units. Updates are regularly provided on the City's website at http://www.ci.stanton.ca.us/Homelessness-in-Stanton.

Related to the homeless situation at Katella and Mercantile Avenues, weekly cleaning and debris removal is taking place. Sustained improvement to the area cannot occur until the City can enforce anti-camping ordinances. This enforcement is dependent upon the opening of the Buena Park shelter, which is currently scheduled for mid-June.