6400 KATELLA WAREHOUSE

Draft Initial Study/Mitigated Negative Declaration

City of Cypress

October 2020

Prepared by:

LSA

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DRAFT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

6400 KATELLA WAREHOUSE

CYPRESS, CALIFORNIA

Submitted to:

City of Cypress
5275 Orange Avenue
Cypress, California 90630

Prepared by:

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Project No. CCP1603.05B

October 2020

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LIST OF ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAQS	ambient air quality standards
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	average daily trips
AELUP	Airport Environs Land Use Plan
afy	acre-feet per year
APN	Assessor's Parcel Number
Applicant/Developer	Duke Realty
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tanks
ASTM	American Society for Testing Materials
AUHSD	Anaheim Union High School District
Basin	South Coast Air Basin
Basin Plan	Santa Ana RWQCB's Water Quality Control Plan
bgs	below ground surface
BMPs	Best Management Practices
BTU	British Thermal Units
C_2H_3Cl	vinyl chloride
CAA	(Federal) Clean Air Act
CAAQS	California Ambient Air Quality Standards

CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalARP	California Accidental Release Program
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAMUTCD	Caltrans 2014 California Manual on Uniform Traffic Control Devices
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CBSC	California Building Standards Commission
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	California Fire Code
CFR	Code of Federal Regulations
cf	cubic feet
cfs	cubic feet per second
cfs/acre	cubic feet per second per acre

CGS	California Geological Survey
CH_4	methane
CHMIRS	California Hazardous Material Incident Report System
City	City of Cypress
CMP	Congestion Management Program
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COSR	Conservation/Open Space/Recreation
County	County of Orange
CPD	Cypress Police Department
CPT	cone penetrometer test
CPUC	California Public Utilities Commission
CRECs	Controlled Recognized Environmental Conditions
CSD	Cypress School District
CUP	Conditional Use Permit
CWA	Clean Water Act
cy	cubic yard(s)
dB	decibel(s)
dBA	A-weighted decibel(s)
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control

DWR	California Department of Water Resources
EDR	Environmental Data Resources, Inc.
EIA	United States Energy Information Administration
EIR	Environmental Impact Report
EMFAC	EMission FACtor Model
ESA	Environmental Site Assessment
ETW	equivalent test weight
FAA	Federal Aviation Administration
FAR	floor area ratio; also Federal Aviation Regulations
FBMSMs	Facility Based Mobile Source Measures
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Federal Insurance Rate Map
ft	foot/feet
FTA	Federal Transit Administration
g	acceleration due to gravity
GHG	greenhouse gas
GIS	Geographic Information System
gpm	gallons per minute
GSAs	Groundwater Sustainability Agencies
GSWC	Golden State Water Company
GWh	gigawatt-hours
GWP	global warming potential

H_2S	hydrogen sulfide
HA	Hydrologic Area(s)
HBW	home-based work
HCM	*Highway Capacity Manual*
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HHDT	Heavy-Heavy-Duty Trucks
HMBEP	Hazardous Materials Business Emergency Plan
HMD	Hazardous Materials Disclosure
HRECs	Historical Recognized Environmental Conditions
HSA	Hydrologic Subarea(s)
HSC	California Health and Safety Code
HU	Hydrologic Unit(s)
HVAC	heating ventilation and air conditioning
I-405	Interstate 405
I-605	Interstate 605
ICU	Intersection Capacity Utilization
IEPR	Integrated Energy Policy Report
inch/sec	inch(es) per second
IS/MND	Initial Study/Mitigated Negative Declaration
IPaC	(USFWS) Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
JFTB	Joint Forces Training Base

kWh	kilowatt hours
lbs/day	pounds per day
L_{dn}	day-night average noise level
LEA	Local Enforcement Agency
LED	light-emitting diode
L_{eq}	equivalent continuous sound level
L_{max}	maximum A-weighted sound level
L_{min}	minimum A-weighted sound level
LOS	level of service
LST	Localized Significance Threshold
LUST	Leaking Underground Storage Tank
Ma	million years ago
mg/L	milligrams per liter
mg/m^3	milligrams per cubic meter
mgd	million gallons per day
mL	milliliters
MLD	Most Likely Descendant
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSA	Metropolitan Statistical Area
MT	metric tons
MT CO_2e	metric tons of carbon dioxide equivalent

MUN	municipal and domestic supply
MW	megawatt
MWD	Metropolitan Water District of Southern California
MWDOC	Municipal Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NALMA	North American Land Mammal Age
NCCP/HCP	Natural Communities Conservation Plan/Habitat Conservation Plan
NFIP	National Flood Insurance Program
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OCFA	Orange County Fire Authority
OCFCD	Orange County Flood Control District
OCPL	Orange County Public Libraries
OCSD	Orange County Sanitation District
OCTA	Orange County Transportation Authority
OCTAM	Orange County Transportation Analysis Model
OCWD	Orange County Water District
OCWR	Orange County Waste and Recycling
OPR	(California) Governor's Office of Planning and Research

OSHA	Occupational Safety and Health Administration
P.A.C.E.	Positive Actions thru Character Education
Partner	Partner Engineering and Science, Inc.
Pb	lead
PCB	polychlorinated biphenyls
PCE	passenger car equivalents
PFCs	perfluorocarbons
PGA	peak ground acceleration
pH	percentage of hydrogen
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act of 1970
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	California Public Resources Code
proposed project	6400 Katella Warehouse Project
PVC	polyvinyl chloride
R&D	Research and Development
RCP	Regional Comprehensive Plan
RECs	recognized environmental conditions
ROGs	reactive organic gases
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan

RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SAFE	*Safer Affordable Fuel-Efficient*
SAFE Vehicles Rule	*The Safer Affordable Fuel-Efficient* (SAFE) *Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks*
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCG	Southern California Geotechnical, Inc.
SCS	Sustainable Communities Strategy
SEMS	Standard Emergency Management System
sf	square foot/feet
SF_6	sulfur hexafluoride
SHMA	Seismic Hazard Mapping Act
SLF	Sacred Lands File
SO_2	sulfur dioxide
SO_X	sulfur oxides
SPHI	(California) State Points of Historical Interest
sq mi	square mile(s)
SRA	Source Receptor Area

SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TAZ	traffic analysis zone
TDS	total dissolved solids
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Load
UNFCCC	United Nations Framework Convention on Climate Change
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
v/c	volume-to-capacity
VC	vinyl chloride
VdB	vibration velocity decibels
VMT	vehicle miles traveled
VOCs	volatile organic compounds
vph	vehicles per hour
West-Comm	West Cities Police Communications Center
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed 6400 Katella Warehouse Project (proposed project) at the southwest corner of Katella Avenue and Holder Street in the City of Cypress. Consistent with *State CEQA Guidelines* Section 15071, this IS/MND includes a description of the proposed project, an evaluation of the potential environmental impacts, and findings from the environmental analysis.

This IS/MND evaluates the potential environmental impacts that may result from development of the proposed project. The City is the Lead Agency under CEQA and is responsible for adoption of the IS/MND and approval of the project.

1.1 CONTACT PERSON

Any questions or comments regarding the preparation of this IS/MND, its assumptions, or its conclusions should be referred to:

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2.0 PROJECT DESCRIPTION

This section describes the proposed 6400 Katella Warehouse Project (proposed project) evaluated in this Initial Study/Mitigated Negative Declaration (IS/MND). A description of the proposed project's location, objectives, and required approvals is provided.

2.1 PROJECT OVERVIEW

Duke Realty (the Applicant/Developer) proposes to construct the proposed project on an approximately 22.3-acre site located at the southwest corner of Katella Avenue and Holder Street at 6400–6450 Katella Avenue in the City of Cypress. The proposed project includes the development of two new warehouse buildings for a yet to be determined operator or operators on the project site, which is currently occupied by a 150,000-square-foot (sf) warehouse, a 180,000 sf corporate headquarters office building, and 70,000 sf of research and development buildings recently vacated by Mitsubishi Motors of America. The existing buildings would be demolished and replaced with two two-story warehouses: a north building (263,274 sf) and a south building (222,814 sf). The proposed project would provide parking for automobiles around the perimeter of the two buildings, parking for trucks between the two buildings, and 27 dock doors per building. In addition, landscaping would be provided along Katella Avenue and Holder Street. Each building also proposes two potential office spaces (7,500 sf for the north building and 5,750 sf for the south building).

2.2 PROJECT LOCATION AND EXISTING ENVIRONMENTAL SETTING

2.2.1 Regional Location

The project site is in the southeast portion of the City of Cypress, California, approximately 0.5 mile west of the City of Stanton, 0.5 mile north of the City of Garden Grove, and 0.5 mile south of the City of Buena Park. As illustrated by Figure 2.1, Regional and Project Location, the project site is approximately 1.7 miles north of the Garden Grove Freeway (State Route 22) and 3.3 miles east of the San Gabriel River Freeway (Interstate 605).

2.2.2 Existing Project Site Conditions

The project site is on the southwest corner of Katella Avenue and Holder Street in Cypress (refer to Figure 2.2, Project Vicinity Land Uses). As shown in Figure 2.2, the project site is bounded on the north by Katella Avenue, on the west by commercial/industrial uses, on the south by the Stanton Storm Channel, and on the east by Holder Street. Figure 2.3, Existing Conditions, shows the existing conditions on the project site. In its existing setting, the project site is characterized by several buildings that were recently vacated by Mitsubishi Motors of America, a paved parking lot with existing light poles and landscaping. The existing buildings consist of a 180,000 sf three-story office building located on the northern portion of the project site, three research and development buildings located on the west-central portion of the project site consisting of a two-story building (25,000 sf) and two one-story buildings (30,000 sf and 15,000 sf), and a 150,000 sf warehouse building located on the southwestern portion of the project site. A loading dock is located along the northern wall of the warehouse building. Additionally, a pair of tennis courts is located in the southeastern area of the project site. Exposed soil and decomposed turf grass is present east of the

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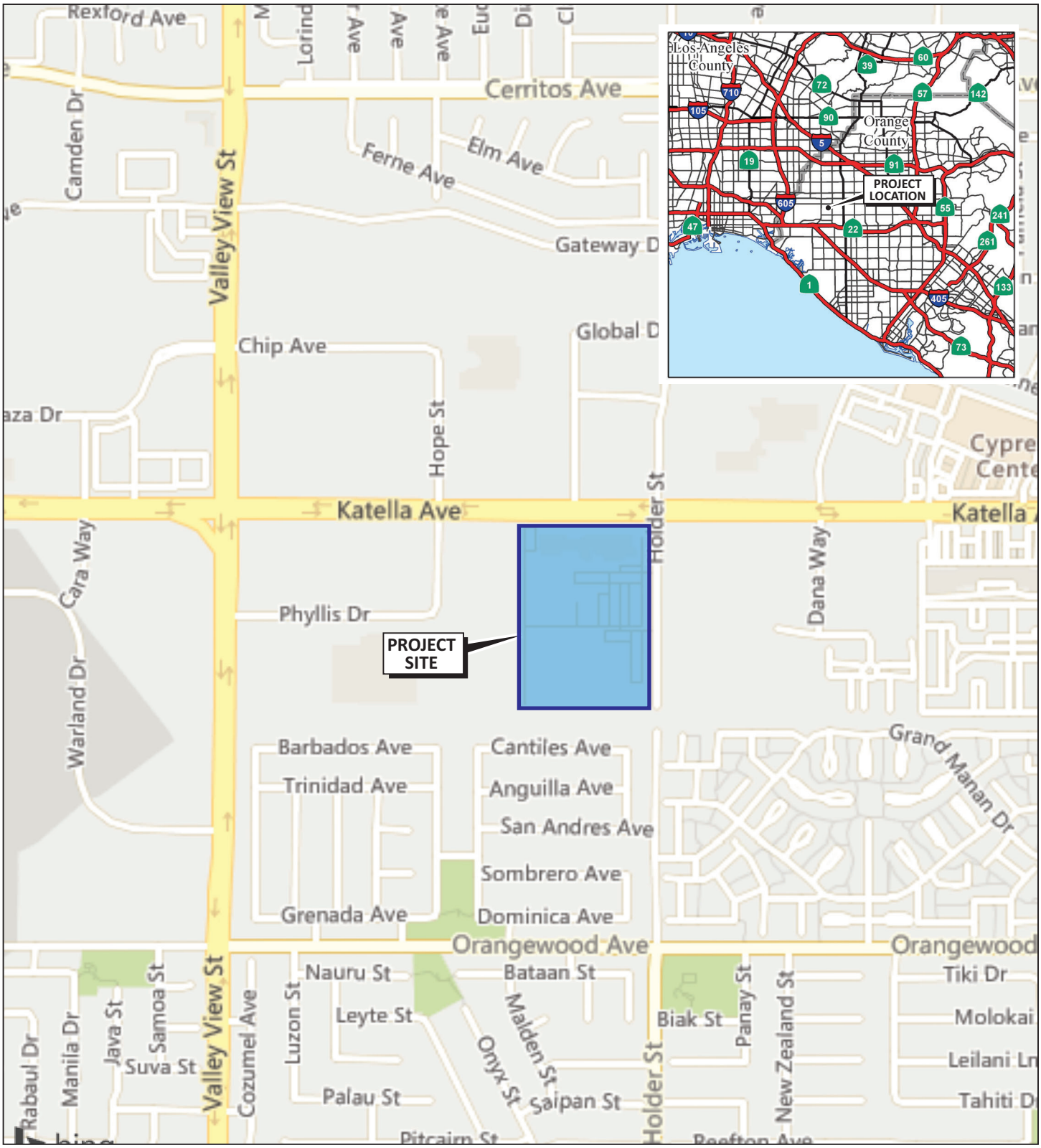

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FIGURE 2.1

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SOURCE: Bing Maps

6400 Katella Warehouse Project

Regional and Project Location

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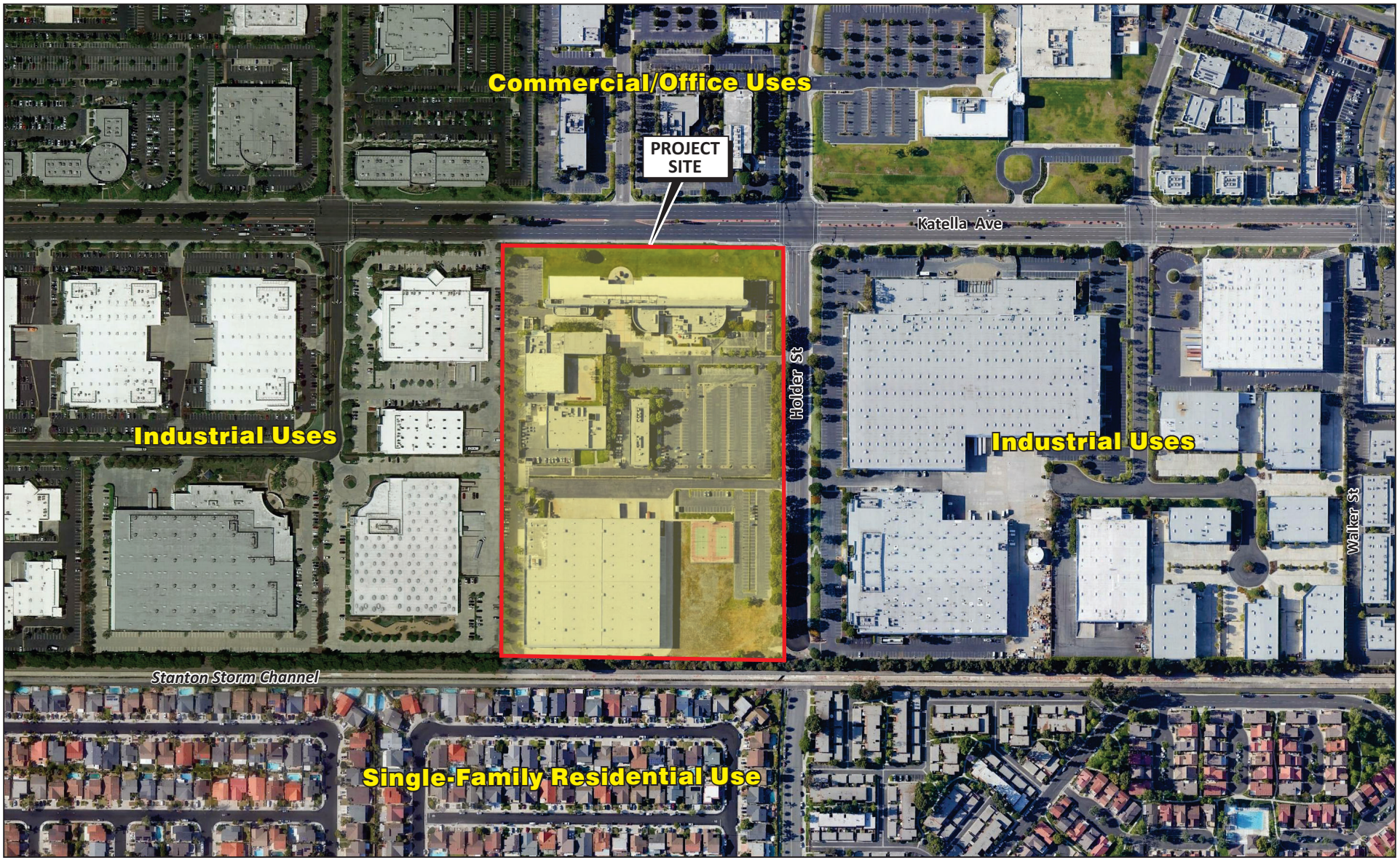

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FIGURE 2.2

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SOURCE: Google Earth

6400 Katella Warehouse Project
Project Vicinity Land Uses

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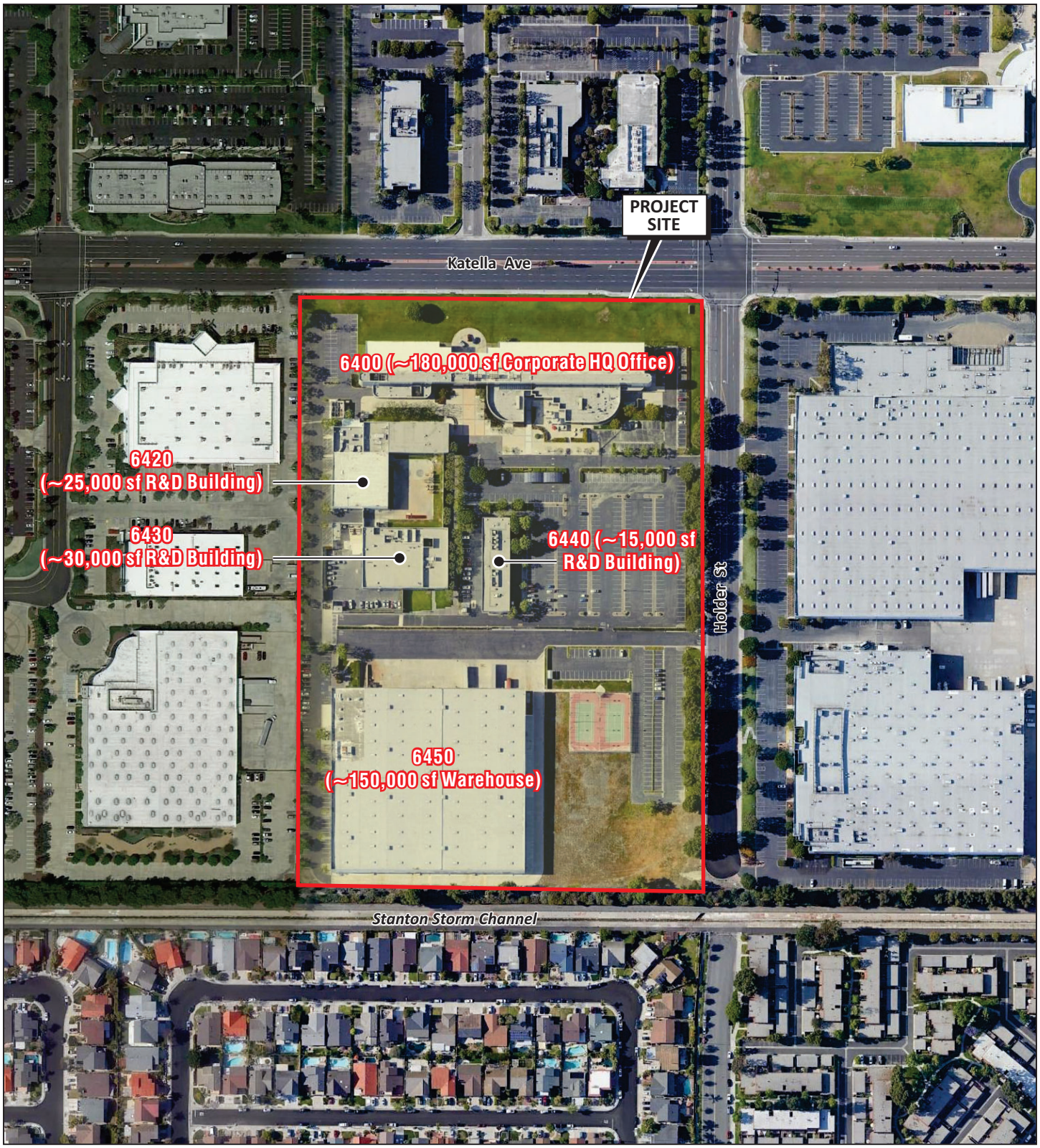

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FIGURE 2.3

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SOURCE: Google Earth

6400 Katella Warehouse Project

Existing Conditions

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existing warehouse. An 8-foot (ft) high landscaped berm along the entire length of the southern boundary of the project site serves as a buffer between the project site and the residential uses to the south.

Existing water, sewer, and dry utilities along Katella Avenue and Holder Street serve the project site. Most of the project site is currently paved and includes some ornamental landscaping around the existing buildings, and along the edges of the project site. Public sidewalks exist on the northern and eastern borders of the project site along Katella Avenue and Holder Street, respectively. Vehicular access is provided to the project site by two driveways off Holder Street on the eastern edge of the project site.

2.2.3 Surrounding Land Uses

As shown in Figure 2.2, the project site is bounded by the following uses in its immediate vicinity:

- **North:** Commercial/office uses are located directly north of the project site across Katella Avenue.
- **East:** Warehouse uses are located east of the project site.
- **South:** Single-family residential uses are located south of the project site, on the other side of the Stanton Storm Channel.
- **West:** Warehouse uses are located west of the project site.

The Cypress Corporate Center Amended Specific Plan (Specific Plan) (March 1989) designates approximately 71 acres of the Specific Plan area, including the project site as developed with Business Park uses and the remaining approximately 39 acres within the Specific Plan area located west of the project site as vacant and planned for Business Park uses, specifically Office/Warehouse/ R&D (Research and Development), Support Commercial and Warehouse/R&D. This area designated as vacant has since been developed with commercial/industrial uses.

2.3 GENERAL PLAN, SPECIFIC PLAN AND ZONING

2.3.1 General Plan/Specific Plan

The City of Cypress (City) General Plan Land Use Policy Map designates the project site as “Specific Plan Area” in recognition that the project site is subject to the Cypress Corporate Center Amended Specific Plan (Specific Plan) (Figure 2.4, General Plan Land Uses). The project site is within the boundaries of the Cypress Corporate Center Amended Specific Plan, which covers an approximately 110-acre area in the southeastern portion of the City. The Specific Plan designates the project site for Business Park uses.

The proposed project includes warehouses uses, which is identified as a permitted use under the Business Park designation within the Specific Plan. Permitted uses in the Specific Plan area include all general administrative and professional uses, general research facilities and laboratories, service industries, industries engaged in storage and warehousing, and construction industries.

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LEGEND

- Specific Plan Area
- Specific Plan Boundaries
- Parcels Outside the City
- City Limits

Residential:

- Low Density (0-5 du/ac)
- Medium Density (5.1-15 du/ac)
- High Density (15.1-20 du/ac)
- Mobile Home Park (0-12 du/ac)

Commercial:

- General Neighborhood (0.5:1 FAR)
- Business Park (1.0:1 FAR)
- Light Industrial (0.5:1 FAR)

Community Services and Facilities:

- Government
- Education Facilities
- Public Parks
- Golf Course (Privately - Owned)
- Race Track (Privately - Owned)
- Cemetery (Privately - Owned)
- Flood Control Facilities
- Rail Road

Specific Plans

- (A) Lusk Company Industrial Park (PC-1)
- (B) Cypress Corporate Center (PC-2)
- (C) Mc Donnell Center (PC-3)
- (D) Warland / Cypress Business Center (PC-4)
- (E) Cypress View Limited (PC-5)

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SOURCE: City of Cypress

FIGURE 2.4

6400 Katella Warehouse Project

General Plan Land Uses

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2.3.2 Current Zoning

The project site currently has a zoning designation of PC-2, Cypress Corporate Center, which is intended to provide for the development of uses as allowed by the Specific Plan. The Cypress Corporate Center Amended Specific Plan is the regulatory plan that constitutes the zoning for the project site. Therefore, the Specific Plan largely governs the permitted uses and development standards associated with the project site. As noted above, the project site is designated as Business Park in the Specific Plan.

2.4 PROJECT CHARACTERISTICS

2.4.1 Project Characteristics

The proposed project includes the development of two new warehouses for a yet to be determined operator as shown on Figure 2.5, Conceptual Site Plan. The existing buildings on the project site would be demolished and replaced with two two-story warehouses: a north building (263,274 sf) and a south building (222,814 sf). Altogether, the proposed project would provide up to 486,088 sf of warehouse space. Potential office space may also be included in each warehouse building (up to 7,500 sf in the north building and up to 5,750 sf in the south building).

The warehouses would receive and temporarily store goods that would be shipped to various destination points after orders are placed for those goods. The primary delivery of the goods would be by large trucks, which would use the docks to offload goods. The loading docks would be located on the southerly side of the north building and on the northerly side of the south building, as shown on Figure 2.5. Primary access would be via three driveways on Holder Street, with a fourth right-in/right-out driveway on Katella Avenue. The proposed on-site activities or uses may include light vehicle maintenance (including minor mechanical repairs, truck-to-truck refueling, and oil changes/ lubrication).

2.4.1.1 Parking

The proposed project would provide parking for automobiles around the perimeter of the two buildings, parking for trucks between the two buildings, and 27 dock doors per building. Parking on the project site would include 187 standard stalls, including 6 Americans with Disabilities Act (of 1990) (ADA)-stalls for the northern building and 256 standard stalls, including 7 ADA stalls for the southern building, for a total of 443 standard parking stalls. Additionally, 22 trailer parking stalls would be provided for both buildings, for a total of 44 trailer parking stalls. The proposed project would provide short-term and long-term bike parking outside the main entrances to each of the warehouse buildings.

2.4.1.2 Site Access

Primary access would be via three driveways on Holder Street, with a fourth right-in/right-out driveway on Katella Avenue.

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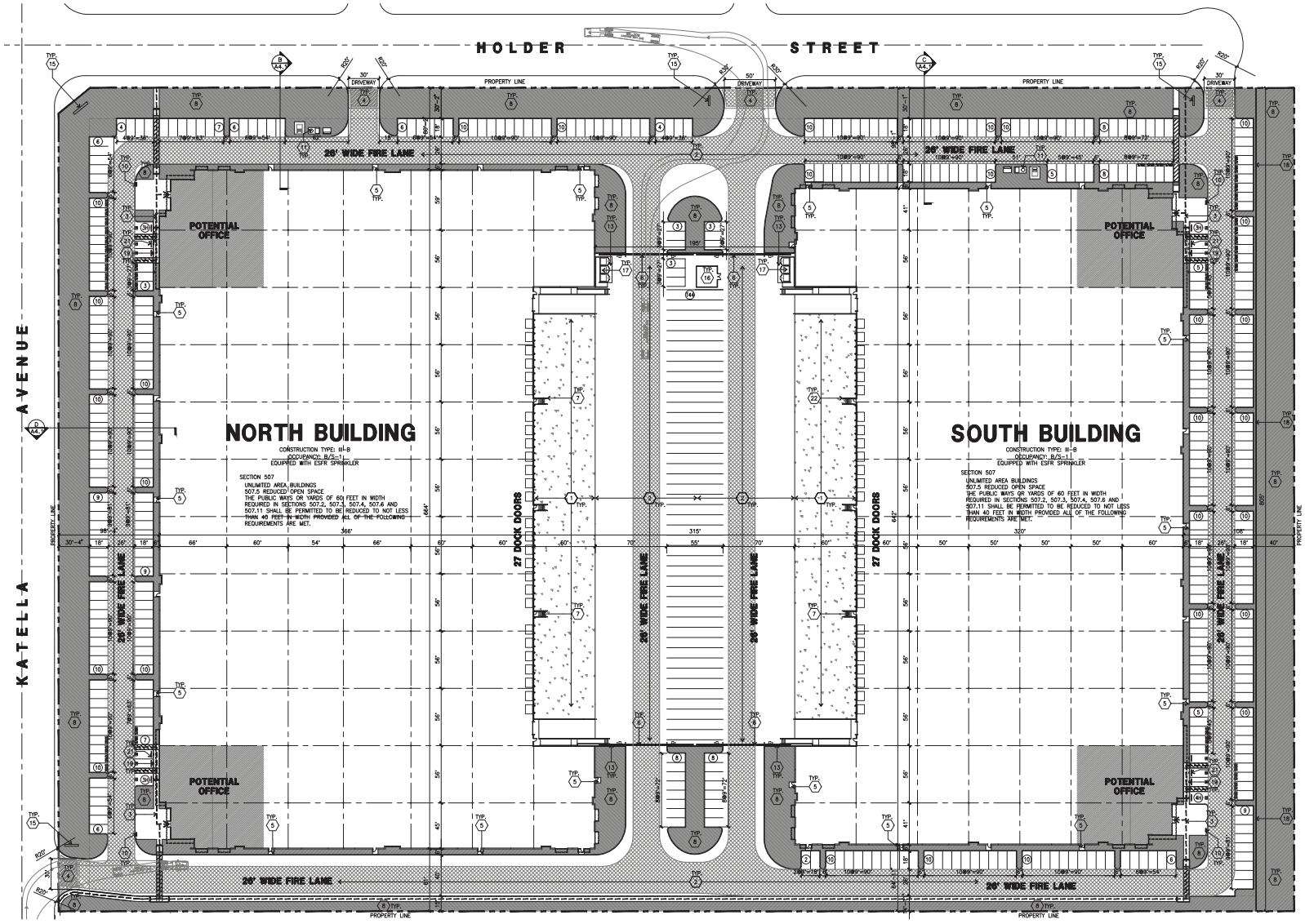

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FIGURE 2.5

N

0 80 160

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SOURCE: HPA Architecture

6400 Katella Warehouse Project

Conceptual Site Plan

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2.4.1.3 Infrastructure Improvements

The following infrastructure improvements would serve the future development included in the project:

- **Water.** Golden State Water Company owns and maintains a network of water mains in the City. The project site has an existing private water system connected to a 10-inch water main in Katella Avenue. The existing on-site water distribution system would be removed and replaced with new water lines that would use the existing water connection to Katella Avenue.

- **Sewer Service.** The project site currently contains an on-site sewer system that connects with the existing 12-inch sewer main in Katella Avenue that is owned and maintained by the City. The proposed project would remove the existing sewer lines on the project site and replace them with new sewer lines that would connect with the existing sewer main in Katella Avenue. The City's sewer network connects to the Orange County Sanitation District (OCSD) network of sewer trunks and eventually discharges to an OCSD sewage treatment plant.

- **Dry Utilities.** Dry utilities would be provided to the proposed project from existing infrastructure available on the project site.

- **Drainage.** In the existing condition, the project site generally drains from northeast to southwest into existing storm drain infrastructure, which in turn discharges to Stanton Channel (Orange County drainage channel C02S01). In the proposed condition, seven drainage sub-areas are proposed, each containing catch basins with filter inserts to which runoff would sheet flow to for pre-treatment. Once the runoff is pre-treated via filter inserts within each drainage sub-area, the runoff would be routed to an Underground Detention System in the southwest portion of the project site. Runoff would then be pumped from the Underground Detention System to a Modular Wetland System for biotreatment. Treated water would then be routed to the existing 42-inch storm drain towards the southwest portion of the site, which discharges into the Stanton Channel. In the event of high flows, an emergency overflow would route the water directly to the existing 42-inch storm drain. Stormwater runoff from Stanton Channel continues to Bolsa Chica Channel, and is ultimately discharged to Anaheim Bay.

- **Off-Site Improvements.** The proposed project would improve the existing concrete sidewalk on the northern edge of the project site and the adjacent pavement along Katella Avenue.

2.4.1.4 Construction Duration, Phasing, and Grading

Construction activities of the proposed project would include demolition; site preparation; grading; building construction; paving; and architectural coating activities. Construction of the proposed project would be completed in one phase and is anticipated to commence in January 2021 and would last through December 2021.

Construction of the proposed project would require approximately 147,700 cubic yards (cy) of cut and approximately 99,500 cy of fill, resulting in a net export of approximately 48,200 cy of material. Excavation depths would reach a maximum of up to 10 ft under the proposed warehouse structures. Excavation depths range between 5 to 10 ft for proposed utility and storm drain improvements and

would be 3 ft or less for parking lots and landscaping. Demolition activities would involve the use of standard demolition equipment such as concrete/industrial saws, excavators, and dozers. Grading and building construction activities would involve the use of standard earthmoving equipment such as tractors, bulldozers, excavators, cranes, forklifts, scrapers, and other related equipment. Paving activities would require the use of paving equipment, and rollers and architectural coating would require the use of air compressors.

2.4.1.5 Green Building Characteristics

The proposed project would be designed to meet sustainability goals, including the California Green Building Standards Code, Title 24 energy efficiency requirements, and Assembly Bill 1881 water efficient landscape requirements. The proposed project would be designed to achieve Leadership in Energy and Environmental Design (LEED) certification, at a minimum.

2.4.1.6 Landscape Plan

As shown in Figure 2.6, Conceptual Landscape Plan, landscaping for the proposed project would be provided throughout the project site. Landscaping for the proposed project would be in accordance with the requirements outlined in the Specific Plan. A variety of trees, shrubs, and groundcover are proposed throughout the project site surrounding the proposed warehouse structures and along the perimeter of the project site. The existing pine trees on the eastern edge of the project site would remain in place, if feasible. Existing vegetation along the drainage channel on the southern edge of the project site would be removed and replaced with Chitalpa (*Chitalpa tashkentensis*) trees.

2.4.1.7 Architectural Design

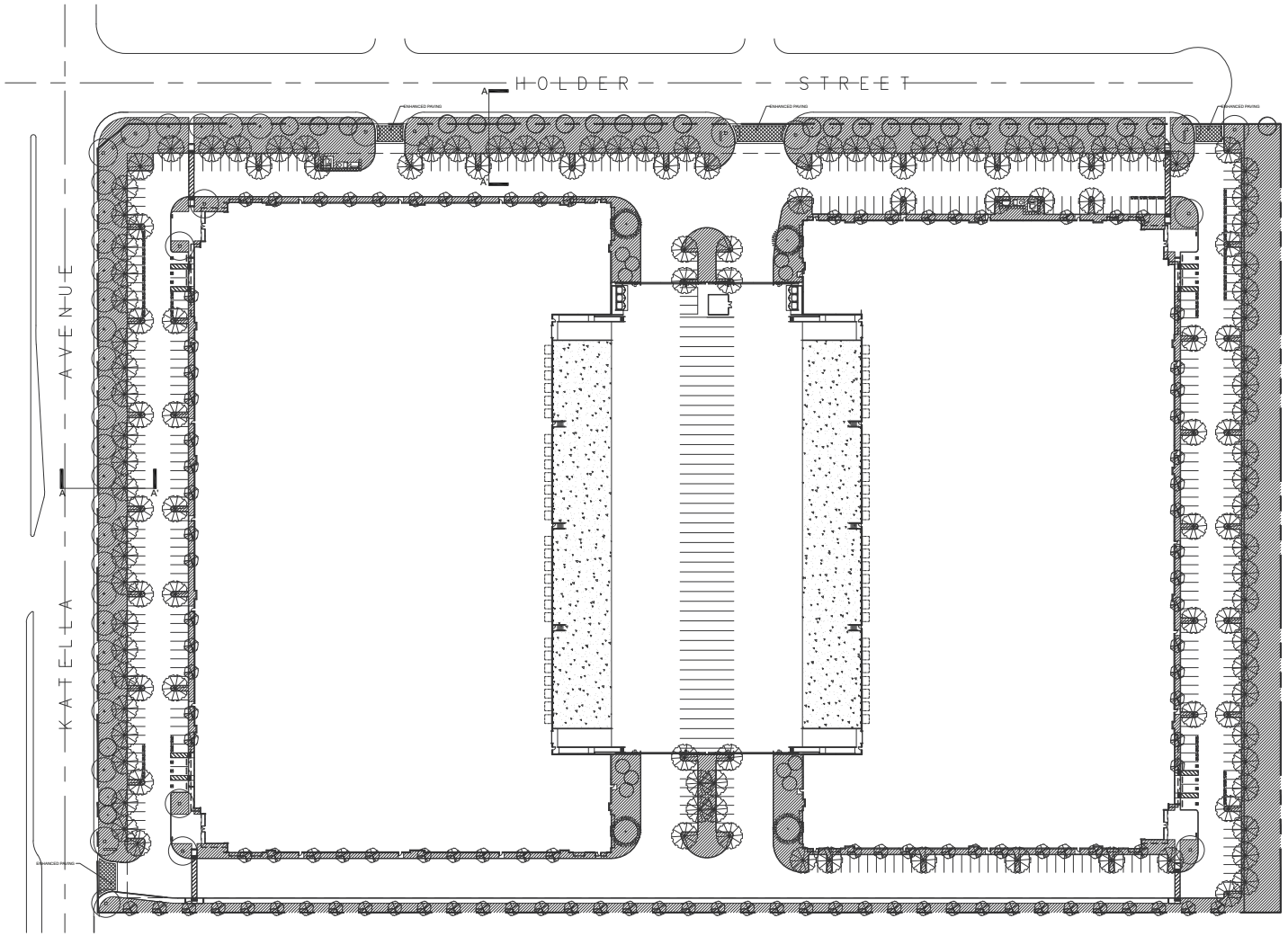
The architectural design of the proposed project would include complementary colors and a variety of building materials and would be consistent with all design guidelines provided in the Specific Plan. The exterior design of the proposed warehouse structures would include clear anodized mullions, blue reflective glazing, and white painted walls. The proposed warehouse structures include aluminum storefront framing with tempered glazing on all doors and sidelites adjacent to doors, and metal siding.

2.4.2 Discretionary Actions

Discretionary approvals required for the proposed project are outlined in the table below:

Discretionary Action	Agency Responsible
Adoption of this IS/MND	Cypress City Council
Site Plan/Design Review	Cypress Design Review Committee

IS/MND = Initial Study/Mitigated Negative Declaration



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE
	Chitalpa tashkentensis Chitalpa	24" Box
	Liriodendron tulipifera Tulip Tree	24" Box
	Pinus canariensis Canary Island Pine	24" Box
	Platanus acerifolia London Plane	24" Box
	Tristania conferta Brisbane Box	15 Gal

Street Trees

Existing Trees to Remain

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE
	Buxus j. Green Beauty' Japanese Boxwood	5 Gal
	Cassia grandiflora 'Turttle' Compact Natal Plum	5 Gal
	Cotoneaster lacteus Parney cotoneaster	5 Gal
	Lantana sp. Lantana	5 Gal
	Ligustrum j. Texanum Texas Privet	5 Gal
	Pittosporum tobira Mock Orange	5 Gal
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal
	Xylosma congestum Shiny Xylosma	5 Gal

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE
	Hedera helix 'Hahn's' Hahn's Ivy	1 GAL
	Hypericum calycinum Aarons Beard	1 GAL
	Heterocallis spp. Day Lily	1 GAL
	Trachelopspermum jasminiodes Star Jasmine	1 GAL
	Vinca minor Dwarf Periwinkle	1 GAL

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FIGURE 2.6

N

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SOURCE: Hunter Landscape

6400 Katella Warehouse Project
Conceptual Landscape Plan

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The following provides a description of the City's primary discretionary approvals for the proposed project.

2.4.2.1 Site Plan/Design Review

Site Plan/Design Review of the proposed project would be conducted pursuant to Section 4.19.060 of the City's Municipal Code. As part of this review, the City would consider whether the proposed project is in compliance with all zoning requirements and consider the aesthetics and design of the proposed project relative to the aesthetic qualities within the City.

2.4.2.2 Adoption of Final IS/MND

The City Council would confirm that the Final IS/MND addresses the potential environmental effects of the proposed project and identifies appropriate mitigation measures to address any potentially significant effects.

2.4.3 Ministerial Actions

Ministerial approvals required for the proposed project are outlined in the table below:

Action	Agency Responsible
Construction General Permit	State Water Resources Control Board
Groundwater Dewatering Permit	Santa Ana Regional Water Quality Control Board
Proposed Construction or Alteration Determination, pursuant to 14 CFR, Part 77	Federal Aviation Administration

CFR = Code of Federal Regulations

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 4.0.

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

3.1 DETERMINATION On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

October 15, 2020
Date

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4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously

prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

The following section is based on the building elevations and landscape plan included in the development plans; the City of Cypress (City) Municipal Code; and the Cypress Corporate Center Amended Specific Plan (Specific Plan) (1989).

Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include (1) scenic quality, (2) sensitivity level, and (3) view access. Although the City of Cypress does not provide a definition of scenic vistas, potential scenic vistas include areas with views of the coastline, mountains, or other prominent scenic features that are considered significant visual resources for residents and businesses.

The project site is visible from its northern and eastern boundaries by vehicles and pedestrians traveling along Katella Avenue and Holder Street, respectively. The project site is also partially visible by vehicles and pedestrians traveling along Hope Street, but most of the view is obstructed by intervening land uses and landscaping.

The City is almost entirely developed and neither the project site nor other properties in the project vicinity provide substantial views of any water bodies, mountains, hilltops, or any other significant visual resources. As such, the City has not designated any scenic corridors or scenic vistas within the City. The project site is located in a flat area and is surrounded by urban development, including commercial and office uses to the north, warehouse uses to the east and west, and residential uses to the south.

Buildings in the vicinity of the project site include industrial buildings that range from one to three stories and are approximately 25 to 50 feet (ft) in height. The height of the tallest parapet of the north building would be approximately 49 ft in height, with a majority of the building being below 45 ft in height. The height of the tallest parapet of the proposed south building would be approximately 45 ft in height, with a majority of the building being below 40 ft in height. As such, the proposed buildings would be consistent with the height of surrounding land uses. Due to the relatively moderate height of the buildings, project implementation would not result in view obstruction of any natural features from the project site or surrounding areas. For these reasons, the development of the proposed project would not have a substantial adverse effect on a scenic vista. Therefore, impacts would be less than significant, and no mitigation is required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The California Department of Transportation (Caltrans) Scenic Highway Program protects the natural scenic beauty of the State's highways and corridors through its designated scenic highways throughout the State. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Other considerations given to a scenic highway designation include how much of the natural landscape a traveler may see and the extent to which visual intrusions degrade the scenic corridor.

The project site is not located in the vicinity of a State Scenic Highway. According to the List of Eligible and Officially Designated State Scenic Highways published by Caltrans, the only State-designated Scenic Highway in the County is a 4-mile portion of State Route 91 (SR-91) from State Route 55 (SR-55) to east of the Anaheim city limits.[1] This portion of SR-91 is approximately 11 miles east of the project site. The nearest State highway that is eligible for official designation as a State Scenic Highway is a portion of Pacific Coast Highway (PCH or State Route 1 [SR-1]), which is located approximately 5 miles southwest of the project site. Due to distance and intervening land uses, no portion of the project site or surrounding area is viewable from the officially designated portion of SR-91 or the eligible portion of PCH. As such, the project would not result in impacts related to the substantial damage of scenic resources within a State Scenic Highway. Therefore, there would be no impact, and no mitigation is required.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

[1] California Department of Transportation (Caltrans). 2015, last modified July 2019. List of Eligible and Officially Designated State Scenic Highways. Website: https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx (accessed June 26, 2020).

Less Than Significant Impact. According to the United States Census Bureau, the City of Cypress is located within the Los Angeles—Long Beach—Anaheim, CA Urbanized Area.[1] As described in the *State CEQA Guidelines* Section 15387 and defined by the United States Census Bureau, an "urbanized area" is a central city or a group of contiguous cities with a population of 50,000 or more people, together with adjacent densely populated areas having a population density of at least 1,000 people per square mile.[2] Because the City is located in an urbanized area, the project site is also located within an urbanized area. Further, surrounding land uses in the vicinity of the project site are representative of urban densities.

In its existing setting, the project site is characterized by several buildings that were recently vacated by Mitsubishi Motors of America, a paved parking lot with existing light poles and landscaping (refer to Figure 2.3, Existing Conditions, in Section 2.0, Project Description). The existing buildings consist of a three-story office building located on the northern portion of the project site, three research and development buildings located on the west-central portion of the project site, and a warehouse building located on the southwestern portion of the project site. Several loading docks are located along the northern wall of the warehouse building. Additionally, a pair of tennis courts is located in the southeastern area of the project site. Exposed soil and decomposed turf grass is present east of the existing warehouse. The project site is bounded on the north by Katella Avenue, on the west by commercial/industrial uses, on the south by the Stanton Storm Channel, and on the east by Holder Street.

As stated previously, the project site is visible from its northern and eastern boundaries by vehicles and pedestrians traveling along Katella Avenue and Holder Street, respectively, and partially visible from Hope Street. Land uses surrounding the project site reflect a developed, urban area that consists of commercial and office uses to the north, warehouse uses to the east and west, and residential uses to the south. Buildings in the vicinity of the project site include industrial buildings that range from one to three stories and are approximately 25 to 50 ft in height.

The Cypress General Plan Land Use Policy Map designates the project site as "Specific Plan Area" in recognition that the project site is subject to the Cypress Corporate Center Amended Specific Plan (Specific Plan) (refer to Figure 2.4, General Plan Land Uses, in Section 2.0, Project Description). The project site is within the boundaries of the Cypress Corporate Center Specific Plan, which covers an approximately 110-acre area in the southeastern portion of the City. The Specific Plan designates the project site for Business Park uses.

The project site currently has a zoning designation of PC-2, Cypress Corporate Center, which is intended to provide for the development of uses as allowed by the Specific Plan. The Specific Plan is the regulatory plan that constitutes the zoning for the project site. Therefore, the Specific Plan largely governs development standards and design guidelines regulating scenic quality associated with the project site.

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1 United States Census Bureau. 2010a. Los Angeles—Long Beach—Anaheim, CA Urbanized Area No. 51445. Website: https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua51445_los_angeles--long_beach--anaheim_ca/DC10UA51445_000.pdf (accessed June 25, 2020).

2 United States Census Bureau. 2010b. Census Urban Area FAQs. Website: https://www.census.gov/programs-surveys/geography/about/faq/2010-urban-area-faq.html (accessed June 25, 2020).

The proposed project's consistency with the applicable development standards and design guidelines included in the Specific Plan that regulate scenic quality is provided in Table 4.1.A, below.

Table 4.1.A: Specific Plan Consistency Analysis

Standards	Proposed Project Consistency
Section III of Specific Plan: Development Standards	
7. Signs. Signs shall be permitted in accordance with Section VI, herein.	**Consistent.** Although signage design is not finalized at this time, any signage included as part of the proposed project would comply with regulations in Section VI in the Specific Plan. Therefore, the proposed project is consistent with Development Standard 7 of the Specific Plan.
8. Lighting. Parking lots shall be lighted. All lighting, interior and exterior, shall be designed and located to minimize power consumption, to confine direct illumination to the premises and to protect residences adjacent to the south from light and glare impacts.	**Consistent.** As part of the project, lighting throughout the project site, including wall-mounted lighting on the proposed warehouse buildings and pole-mounted lighting throughout the parking lot, would be installed. The proposed project would not introduce new sources of light to the project site. Although the proposed project includes new lighting, these light sources would be comparable to lighting in the existing condition and would replace some of the lighting associated with the current uses on site. All new lighting would comply with applicable regulations of the 2019 State Building Energy Efficiency Standards (Title 24). The proposed lighting sources would be similar to other lighting sources in the project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. In addition, all project lighting is required to meet all applicable lighting standards in the City's Zoning Ordinance. For the reasons stated above, the proposed project is consistent with Development Standard 8 of the Specific Plan.
9. Trucking and loading requirements. Truck loading, rail loading, loading well deck facilities, or doors for such facilities shall not face a public street or residential area, or encroach into the required front and street side yard setbacks as follows: a. Trucking and loading facilities may face a local public street or adjacent residential neighborhood subject to the approval of a conditional use permit application by the city planning agency. Truck and loading facilities are specifically prohibited from being visible from an arterial roadway.	**Consistent.** The proposed project involves the construction of two two-story warehouses that would include 27 dock doors per building (for a total of 54 dock doors). The new dock doors would face inward toward the center of the project site; they would not face a residential area or a public street. As such, the proposed project would not require a Conditional Use Permit (CUP) for truck loading. Therefore, the proposed project is consistent with Development Standard 9 of the Specific Plan.

Table 4.1.A: Specific Plan Consistency Analysis

Standards	Proposed Project Consistency
11. Screening. a. Abutting the Stanton Storm Channel. A landscaped berm shall be installed along the site boundary where the premises abuts the storm channel. Except as otherwise provided, the berm shall have a minimum total height of eight (8) feet not including trees and plants. Where there is a difference in elevation on opposite sides of the screen, the height shall be measured from the highest elevation. b. Streets and intersections. Landscaping along all streets and boundaries shall have a height of no less than 36 inches nor more than 42 inches within twenty (20) feet of the point of intersections of: 1. a vehicular accessway or driveway and a street 2. a vehicular accessway or driveway and a sidewalk 3. two or more vehicular accessways, driveways or streets c. Notwithstanding the requirements listed above, where the finished elevation of the property at the boundary line, or within five (5) feet inside the boundary, is lower than an abutting property elevation, such change in elevation may be used in lieu of, or in combination with, additional screening to satisfy the screening requirements for this section. d. A screen as referred to above shall consist of one or any combination of the following types: 1. walls including retaining walls: a wall shall consist of concrete, stone, brick, tile or similar type of solid masonry material in a minimum of six (6} inches thick 2. berms: a berm shall be constructed of earthen material and it shall be landscaped in accordance with an approved landscape plan.	**Consistent.** In its existing condition, the project site's southern boundary includes a landscaped berm with a minimum height of 8 ft. A variety of mature trees and shrubs are located on top of the berm, which provide further screening. Additionally, the proposed project would comply with landscaping requirements along streets and intersections. Landscaping would be maintained so that landscaping along all streets and boundaries would have a height of no less than 36 inches nor more than 42 inches within 20 ft of the point of intersections. Therefore, the proposed project is consistent with Development Standard 11 of the Specific Plan.

Table 4.1.A: Specific Plan Consistency Analysis

Standards	Proposed Project Consistency
Section VI of Specific Plan: Design Guidelines	
1. Streetscapes a. Landscape Edge Adjacent to Surrounding Arterials: To create a unifying element surrounding the project area, a landscaped edge will be maintained adjacent to Valley View Street and Katella Avenue. Abutting the roadway edge will be a 30-foot minimum project landscape edge containing a 6-foot sidewalk within an 8-foot parkway. Between the sidewalk and the property line, a 20-foot planted area with a mix of evergreens and accent flowering trees shall be developed (Exhibit 12). The landscape area shall be bermed on a 3:1 slope so that the view of the parking area is buffered from the surrounding roadways.	**Consistent.** In its existing condition, the project site includes a landscaped edge along the site boundary adjacent to Katella Avenue that meets these requirements. As part of the project, existing trees along the frontage would be protected-in-place, and new Chitalpa trees would be planted to supplement the existing landscaping. Therefore, the proposed project is consistent with Design Guideline 1 of the Specific Plan.
2. South Boundary: Paralleling the Stanton Storm Channel on the southerly perimeter of the Cypress Corporate Center is an area designed to buffer residences south of the channel from uses in the center. The buffer zone will comprise a five-foot high chain link fence on the south edge of a 10-foot service road maintained by the Orange County Flood Control District, and a minimum 8-foot-high, 35-foot-wide, densely planted landscaped berm (Exhibit 14). An additional five-foot-high decorative wrought iron, or equivalent, security fence will be placed on the north side of the berm, adjacent to the parking area.	**Consistent.** In its existing condition, the project site includes a chain-link security fence (separating the project site from the landscaped berm) at the southern project boundary that meets these requirements. Upon project implementation, the landscaped berm and the security fence would be protected-in-place. Additionally, the project would include new Chitalpa trees that would be planted along the southern boundary of the project site to supplement the existing landscaping. Therefore, the proposed project is consistent with Design Guideline 2 of the Specific Plan.
4. Landscape Materials: In addition to the tree selections already specified, the following shrubs, groundcovers and lawn shall be incorporated into the site where appropriate. Alternative choices are subject to site plan approval. Additionally, developers shall have the option to incorporate species of existing trees located nearby subject to the approval of the design review committee. a. Shrubs: Shrubs shall be used for screening of parking areas and for special effects at entries and around buildings. Shrubs of like species should be used in large masses to avoid a spotty, disconnected ground plane.	**Consistent.** In the existing condition, a variety of mature trees, shrubs, and groundcover are located on the project site. Existing trees along the project site boundaries would be protected-in-place: frontage landscaping along the northern boundary; a row of pine trees along the eastern boundary; the landscaped berm along the southern boundary; and a row of trees and a shrub hedge along the western boundary. Additionally, the proposed project would involve the installation of new trees, shrubs, and groundcover along the boundaries and at the interior of the project site throughout the new surface parking lots. Therefore, the proposed project is consistent with Design Guideline 4 of the Specific Plan.

Table 4.1.A: Specific Plan Consistency Analysis

Standards	Proposed Project Consistency
b. Groundcovers: For use in planting beds and median strips, these groundcovers shall be easy to maintain and used to complement lawn areas.	
5. Parking Areas: Landscaped fingers shall be constructed in all project areas. These "fingers" will be located a minimum of about one per ten parking spaces and the dimensions will be approximately five feet wide by 20 feet long. These landscaped areas will increase the visual effect of the landscape edge along Valley View Street and Katella Avenue.	**Consistent.** The proposed project would include landscaped fingers (located a minimum of about one per five to ten parking spaces) within the surface parking lot. In addition, the proposed project would install new landscaping between buildings and parking rows. Therefore, the project is consistent with Design Guideline 5 of the Specific Plan.
6. Hardscape Design Elements: Hardscape design elements, incorporated into the overall design theme for plaza/courtyard or transitional spaces within Cypress Corporate Center shall include, but not be limited to: light fixtures, bollards, benches, trash receptacles, and planters. These are depicted in Exhibit 16. Hardscape elements will function to allow a coordinated and consistent visual and physical connection between buildings and landscape materials within the project area.	**Consistent.** The proposed project includes several hardscape design elements, such as exterior building lighting, parking lot light poles, and enhanced paving at project driveways. Therefore, the proposed project is consistent with Design Guideline 6 of the Specific Plan.
6. Signage: The intent of this subsection is to provide the guidelines and regulations necessary to achieve a visually coordinated, balanced and appealing signage system throughout the Cypress Corporate Center, particularly one that promotes compatibility with the architectural controls and landscape concepts contained within this specific plan. Sign Guidelines: An overall sign program shall be submitted as part of the preliminary plan submittal to the Director of Planning. All informational signs shall be constructed with a concrete base and a metal or fiberglass message area to dimensions shown in previous Exhibit 16. *Note: For complete Sign Guidelines, refer to pages 23 to 27 of the Specific Plan.*	**Consistent.** Although signage design is not finalized at this time, any signage included as part of the proposed project would comply with regulations in Section VI in the Specific Plan. Therefore, the proposed project would be consistent with Design Guideline 6 of the Specific Plan.

Table 4.1.A: Specific Plan Consistency Analysis

Standards	Proposed Project Consistency
C. 1. Building Form - Building facades abutting streets shall not have the appearance of excessive massing or shading. - Contemporary building forms and materials will be encouraged. Pre-engineered metal buildings will not be permitted. Metal clad buildings will be permitted only if designed by an architect and only if specifically approved by the Director of Planning. - Orientation, configuration and location of building masses shall emphasize visual corridors. - Special consideration shall be given to emphasize pedestrian areas such as entryway, walkways, and courtyards/plaza {e.g., concrete plazas} {e.g., concrete trellis, low parapet walls, extended roof, or patio overhangs). - Long, uninterrupted exterior walls shall be avoided on all structures if possible. Walls shall incorporate relief features to create an interesting blend with the landscaping, other buildings and the casting of shadows. - Architectural design shall take full advantage of energy-efficiency concepts, such as natural heating and/or cooling, sun and wind exposure, and solar energy opportunities where practical application is appropriate. - Particular consideration as to color and material shall be given to the design and treatment of roofs because of their potential visual impact. - Roof flashing, rain gutters and downspouts, vents and other roof protrusions shall be screened from view. - No outside downspouts will be permitted. All downspouts shall be located within the building structure. - The utilization of glass areas shall be encouraged in order to extend interior space to the outside, and to create a visual link with the exterior setting of court or plaza areas. - Walls and/or fences shall be used to screen utility and maintenance structures/facilities, storage, parking, etc. These surfaces shall match the exterior finish of any structure with which they are in contact.	**Consistent.** The architectural design of the proposed project would include multi-level rooflines and parapets to break up the massing of the buildings. The proposed buildings would include contemporary, high-quality materials. The buildings would be oriented in a way to provide a visual corridor between the buildings to break up massing. Architectural details would include the use of mixed materials and overhangs at the pedestrian level to provide visual interest. Long, uninterrupted exterior walls would be avoided with the use of mixed materials (including clear anodized mullions, blue reflective glazing, white painted walls, aluminum storefront framing with tempered glazing on all doors and sidelites adjacent to doors, and metal siding). The roof would be white to minimize daytime heating from the sun, and roof flashing, rain gutters and downspouts, vents and other roof protrusions would be screened from view. Landscaping would be installed along the boundaries and throughout the project site to provide visual interest and screen parking areas from public view. For the reasons stated above, the proposed project would be consistent with Design Guideline C.1 of the Specific Plan.

Table 4.1.A: Specific Plan Consistency Analysis

Standards	Proposed Project Consistency
- Color, materials, textures and finishes for exterior building walls shall be chosen to achieve maximum quality; maximum consideration shall be given to articulation of large building facades, particularly those exteriors facing the south and north specific plan area boundaries.	
C.2. Exterior Building Materials - The following materials are encouraged to be used as the predominate exterior wall materials throughout the Cypress Corporate Center: a. Concrete, concrete masonry, block, and brick: in a manner which will express the natural color and characteristics printed or an integral color ranging from whites through earth tones. b. Exterior plaster, Portland plaster: smooth finish in natural grey or a color ranging from whites through earth tones. The following materials are all encouraged, subject to special design review and approval by the administrative committee. - Metal siding or cladding - Glass or mirrored glass cladding; and - Wood in wall forms as an accent material. The use of other consistent exterior materials is also encouraged, provided that there is consistency in the use and expression of materials or more exterior materials are used they will be subject to special design review and approval by the design review committee.	**Consistent.** The architectural design of the proposed project would include complementary earth-toned colors and a variety of building materials. The exterior design of the proposed warehouse structures would include clear anodized mullions, blue reflective glazing, and white painted walls. The proposed warehouse structures would include aluminum storefront framing with tempered glazing on all doors and sidelites adjacent to doors, and metal siding. Therefore, the proposed project would be consistent with Design Guideline C.2 of the Specific Plan.

Source: City of Cypress. Cypress Corporate Center Amended Specific Plan (1989).
ft = foot/feet

As shown in Table 4.1.A, above, the proposed project would conform to all applicable development standards and design guidelines of the Specific Plan that regulate scenic quality. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. As such, impacts would be less than significant, and no mitigation is required.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact.

4.1.1.1 Construction

Less Than Significant Impact. Construction activities would occur only during daylight hours. Any construction-related illumination during evening and nighttime hours would be used for safety and security purposes only and would occur only for the duration required for the temporary construction process. Light resulting from construction activities would not substantially impact sensitive uses, substantially alter the character of surrounding uses, or interfere with the performance of off-site activities. In addition, construction activities are not anticipated to result in flat, shiny surfaces that would reflect sunlight or cause other natural glare. Minor glare from sunlight on construction equipment and vehicle windshields is not anticipated to impact visibility in the area because (1) relatively few construction vehicles and pieces of construction equipment would be used on the project site, and (2) the construction site would be fenced and shielded from pedestrian and vehicular views. In addition, construction vehicles would not be operating at night and thus would not create nighttime sources of glare. Therefore, construction of the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and light and glare impacts associated with construction would be less than significant. No mitigation is required.

4.1.1.2 Operation

Less Than Significant Impact. In the existing condition, the project site produces exterior light and glare from a lighted surface parking area and wall-mounted building lighting. Several light poles exist throughout the existing surface parking lot and are an existing source of light on the project site. Existing sources of light in the project vicinity are typical of industrial areas and include headlights on nearby roadways, building facade and interior lighting, and pole-mounted lighting in the parking areas of adjacent developments. Lighting from existing distant development within the City also contributes to the background lighting in the project vicinity.

As stated previously, the project includes the demolition of the existing buildings on the site and replacement with two two-story warehouses: a north building and a south building. The proposed project would provide parking for automobiles around the perimeter of the two buildings, parking for trucks between the buildings, and 27 dock doors per building. As part of the project, lighting throughout the project site, including wall-mounted lighting on the proposed warehouse buildings and pole-mounted lighting throughout the parking lot, would be installed. The proposed project would not introduce new sources of light to the project site. Although the proposed project includes new lighting, these light sources would be comparable to lighting in the existing condition and would replace some of the lighting associated with the current uses on site. All new lighting would comply with applicable regulations of the 2019 State Building Energy Efficiency Standards (Title 24). The proposed lighting sources would be similar to other lighting sources in the project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. Additionally, the proposed project would comply with the development regulations outlined in Section III.C.8., Lighting, of the Specific Plan, which require that parking lots be lighted, and that lighting be designed to minimize power consumption, confine direct illumination to the premises of the development, and protect residences adjacent to the south from

light and glare impacts. Landscaping and screening requirements set forth in the Specific Plan would also reduce impacts created by lighting.

In addition, all project lighting is required to meet all applicable lighting standards in the City's Zoning Ordinance. As required by Section 3.11.060.A (Exterior Features) of the Zoning Ordinance, lighting fixtures shall be architecturally compatible with the character of the surrounding structure(s) and shall be energy efficient. Fixtures shall be appropriate in height, intensity, and scale to the use they are serving, In accordance with Section 3.11.060.B (Intensity), the level of parking lot light projected onto any ground or wall surface shall not be more than 5 footcandles at the base of the light fixture and building-mounted decorative lights shall not exceed 5 footcandles measured 5 ft from the light source. In accordance with Section 3.11.060.C (Security Lighting), security lighting shall provide a maximum of 3 footcandles at the ground level of the project entrances. Pursuant to Section 3.11.060.D (Shielding of Light Source), where a project light source is visible from outside the project boundary (other than public street lighting), the light source shall be shielded to reduce glare so that neither the light source nor its image from a reflective surface shall be directly visible from any point beyond the property line. Finally, as required by Section 3.14.050.C.4 (Required Improvements for Off-Street Parking Areas), the level of parking lot light shall not exceed 1 footcandle at the boundaries of the project site. The photometric plan prepared for the project would be required to comply with the above lighting standards in the City's Zoning Ordinance.

Although the proposed project would increase the overall intensity of on-site land uses and associated lighting, the increase in lighting would not result in substantial increases in light intensity at off-site locations. In addition, light intensity diminishes rapidly as an observer moves away from the light source. As such, the intensity of project-related lighting would be concentrated on site with little potential to create perceptible changes in ambient lighting intensity at off-site, light-sensitive locations.

Daytime glare can result from natural sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces. The proposed warehouse buildings on the project site would include clear anodized mullions, blue reflective glazing, and white painted walls. The proposed materials would not have the potential to produce a substantial degree of glare.

Nighttime lighting and glare sources from the proposed project could also include lighting from interior and exterior building lighting, security lighting, signage, parking lot lighting, and vehicle headlights. The nighttime glare produced by these sources would be similar to the existing nighttime glare produced by the buildings and parking lots on the project site and the surrounding industrial uses and would not result in enough glare to be considered substantial or affect nighttime views because lighting would be designed to be consistent with the development regulations outlined in Section III.C.8., Lighting, of the Specific Plan and is required to meet all applicable lighting standards in the City's Zoning Ordinance as discussed above.

For these reasons, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the surrounding urban area, and project impacts would be less than significant. No mitigation is required.

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4.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. As shown in Figure 3.2, Project Vicinity Land Uses, the project site is currently developed with several buildings and parking lots and is surrounded by industrial, residential, and commercial/ office uses. The project site is not used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Important on maps prepared as part of the Farmland Mapping and Monitoring Program by the California Department of Conservation (DOC). As of 2016, the entire project site and surrounding area is designated as "Urban and Built Up Land."[1] The proposed project would not convert farmland to a non-agricultural use. Therefore, no impacts to agricultural resources would occur, and no mitigation is required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As stated previously, the project site is not used for agricultural production and is not protected by, or eligible for, a Williamson Act contract. The area surrounding the project site

[1] California Department of Conservation (DOC). 2016. Orange County Important Farmland 2016. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/ora16.pdf (accessed July 10, 2020).

consists of Urban and Built-Up Land, and the project site itself is non-enrolled land (land not enrolled in a Williamson Act contract and not mapped by the Farmland Mapping & Monitoring Program).[1] The Zoning Map for the City of Cypress shows the project site located within a Planned Community Zone (PC-2) for the Cypress Corporate Center.[2] This 110-acre Cypress Corporate Center Specific Plan designates the project site for Business Park uses. Therefore, the project site is not zoned for agricultural uses. Therefore, no impacts to agricultural use or a Williamson Act contract would occur, and no mitigation is required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. As mentioned previously, the project site is subject to the Cypress Corporate Center Specific Plan, which designates the area for Business Park uses. The project site is not used for timberland production, is not zoned as forest land or timberland, and does not contain forest land or timberland. Moreover, the project site is located in an urban, built-out portion of the City where there are no forest or timberland resources in the vicinity of the project site. The proposed project would not convert forest land to non-forest use. Therefore, no impacts to forest land or timberland would occur, and no mitigation is required.

d) Would the project result in the loss of forest land or conversion of forestland to non-forest use?

No Impact. As stated in the response under Threshold 4.2(c) above, the proposed project would not contribute to environmental changes that could result in conversion of forest land to a non-forest use. Therefore, no impacts to forest land would occur, and no mitigation is required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site is not used for agricultural production and does not contain any forest land. In addition, the City of Cypress has not designated the project site or the areas surrounding the project site for any type of agricultural production, and has not zoned these areas for agricultural uses. Additionally, the proposed project would not involve any converting of farmland into a non-agricultural use, which would subsequently not contribute to any environmental changes that could result in the conversion of farmland to non-agricultural use. Therefore, no impacts to farmland or forest land would occur, and no mitigation is required.

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1 California DOC. 2017. Division of Land Resource Protection. State of California Williamson Act Contract Land.

2 City of Cypress Zoning Map. Website: https://www.cypressca.org/government/departments/community-development/zoning-map (accessed June 22, 2020).

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

The following section is based on the *Katella Avenue High Cube Warehouse Project Air Quality Impact Analysis* (Air Quality Impact Analysis) (Urban Crossroads, July 7, 2020 [2020a]) and the *Katella Avenue High Cube Warehouse Project Mobile Source Health Risk Assessment* (Health Risk Assessment) (Urban Crossroads, July 7, 2020 [2020b]), which are provided in Appendix A of this Initial Study/Mitigated Negative Declaration (IS/MND).

The project site is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the regional government agency that monitors and regulates air pollution within the Basin. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter ($PM_{2.5}$). These ambient air quality standards are levels of contaminants, which represent safe levels that avoid specific adverse health effects associated with each criteria pollutant.

The Basin is in nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is in nonattainment for the PM_{10} standard and in attainment/maintenance for the federal PM_{10}, CO, and NO_2 standards. To meet these standards, the SCAQMD has established project-level thresholds for VOC, NO_X, and $PM_{2.5}$. The SCAQMD has established thresholds of significance for criteria pollutant emissions generated during both construction and operation of projects as shown in Table 4.3.A, below.

Table 4.3.A: SCAQMD Construction and Operation Thresholds of Significance (lbs/day)

	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Thresholds	75	100	550	150	150	55
Operation Thresholds	55	55	550	150	150	55

Source: South Coast Air Quality Management District (1993).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_2 = sulfur oxides
VOC = volatile organic compounds

The SCAQMD considers any projects in the Basin with construction- or operation-related emissions that exceed any of the emission thresholds above to have potentially significant impacts.

In addition, the SCAQMD published its *Final Localized Significance Threshold Methodology* in July 2008, recommending that all air quality analyses include an assessment of air quality impacts to nearby sensitive receptors.[1] This guidance was used to analyze potential localized air quality impacts associated with construction of the proposed project. Localized significance thresholds (LSTs) are developed based on the size or total area of the emission source, the ambient air quality in the source receptor area, and the distance between the project and the nearest sensitive receptor. The SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather as sensitive receptors (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields).

LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For the proposed project, the appropriate SRA for the LST is the Central Orange County area (SRA 17). SCAQMD provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances. While the project site is approximately 22.3 acres, for screening purposes, the 5-acre LST thresholds were used for the construction and operational LST analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area.

The nearest sensitive receptors are the residential land uses located 88 feet (ft) south of the project site boundary. Table 4.3.B lists the emissions thresholds that apply during project construction and operation.

[1] South Coast Air Quality Management District (SCAQMD). 2008. *Final Localized Significance Threshold Methodology.* July.

Table 4.3.B: SCAQMD LST Thresholds (lbs/day)

Emissions Source Category	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction (5-acre, 26-meter distance)	182	1,291	15	7
Operations (5-acre, 26-meter distance)	182	1,291	4	2

Source: SCAQMD LST Guidance Manual.
CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

Impacts Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant with Mitigation Incorporated. An Air Quality Management Plan (AQMP) describes air pollution control strategies to be undertaken by a city or county in a region classified as a nonattainment area to meet the requirements of the Federal Clean Air Act. The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State ambient air quality standards (AAQS). The applicable air quality plan is the SCAQMD's adopted 2016 AQMP. The AQMP is based on regional growth projections developed by the Southern California Association of Governments (SCAG).

Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the AQMP that were designed to achieve the federal and State air quality standards. Per the SCAQMD's *CEQA Air Quality Handbook* (April 1993, currently being revised), there are two main indicators of a project's consistency with the applicable AQMP: (1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and (2) whether the project would exceed the 2016 AQMP's assumptions for the final year for the AQMP.

Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the California ambient air quality standards (CAAQS) and national ambient air quality standards (NAAQS). CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds are exceeded. As evaluated below in the response under checklist Threshold 4.3(b), the proposed project's regional and localized construction-source emissions would not exceed the applicable regional significance and LST thresholds following implementation of Mitigation Measure 4.3-1, also detailed in the response under checklist Threshold 4.3(b). As such, the project would result in a less than significant impact with mitigation. In addition, the proposed project would not exceed the applicable regional significance and LST thresholds for operational activities. Therefore, the proposed project would not conflict with the AQMP according to this criterion. On the basis of the preceding discussion, the proposed project is determined to be consistent with the first criterion.

Consistency Criterion 2

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to the SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Cypress General Plan is considered to be consistent with the AQMP. Per the City's General Plan, the project site is located within Planning Area 2 of the Cypress Corporate Center Specific Plan (Specific Plan) and is designated for Business Park uses. The Business Park designation is intended to foster the development of large scale, planned commercial and industrial projects. To ensure compatibility of land uses allowed within the Business Park classification with the character surrounding development, and within a development area, the location, land use type, and building intensity standards will be governed through the adoption of a specific plan, or by standard zoning mechanisms (City of Cypress 2001). As previously stated, the development of up to 486,088 square feet (sf) of warehousing use is consistent with the development allowed under the Specific Plan. On the basis of the preceding discussion, the project is determined to be consistent with the second criterion.

The proposed project would not result in or cause NAAQS or CAAQS violations. The proposed project is consistent with the land use and growth intensities reflected in the adopted General Plan. Furthermore, the project would not exceed any applicable regional or local thresholds. As such, the proposed project is therefore considered to be consistent with the AQMP and would result in a less than significant impact.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less Than Significant with Mitigation Incorporated. To evaluate air pollutant emissions from the construction and operation of the project, LSA used the California Emissions Estimator Model (CalEEMod, version 2016.3.2), which is the current air quality and land use emissions model recommended by CARB for evaluating emissions from land use projects. Emissions from demolition and construction were based on the CalEEMod default for the construction phase scenario and opening date schedule. Emissions from operation of the proposed commercial project included vehicle emissions, area source emissions, and energy use emissions. Although CalEEMod Version 2016.3.2 includes EMFAC2014 mobile source emission factors, the USEPA approved the 2017 version of the EMFAC web database on August 19, 2019, for use in State Implementation Plan and transportation conformity analyses. The Air Quality Impact Analysis utilizes summer, winter, and annual EMFAC2017 emission factors in order to derive vehicle emissions associated with project operational activities, which vary by season. The proposed project emissions were then compared with the California Environmental Quality Act (CEQA) air quality significance thresholds developed by the SCAQMD.

The Basin is currently designated as nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is in nonattainment for the PM_{10} standard. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development

projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified SCAQMD significance thresholds identified above in Table 4.3.B, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

Construction Emissions. Air quality impacts could occur during demolition and construction of the proposed project due to soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, building construction and site work, building erection, paving, and architectural coating include the following: (1) exhaust emissions from construction vehicles; (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces; and (3) soil disturbances from site grading and paving. The following summarizes construction emissions and associated impacts of the proposed project.

Project construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be additional sources of airborne dust after drying. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Based on information provided by the Applicant/Developer, earthwork is anticipated to include approximately 48,184 cubic yards of import. For purposes of analysis, the import quantity was modeled with the CalEEMod default hauling trip length of 20 miles. Construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site) were estimated based on information from CalEEMod defaults.

As discussed in Section 3.0, Project Description, construction is expected to commence in January 2021 and would last through December 2021. Compliance with Rule 403 was included in the CalEEMod analysis. Construction-related emissions are presented in Table 4.3.C.

Table 4.3.C: Overall Construction Emissions Summary – Without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2021	66.97	107.63	49.79	0.23	11.96	6.59
Winter						
2021	67.23	108.23	48.99	0.22	11.96	6.59
Maximum Daily Emissions	**67.23**	**108.23**	**49.79**	**0.23**	**11.96**	**6.59**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant Emissions?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: Air Quality Impact Analysis (Urban Crossroads, July 2020).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

The PM_{10} and $PM_{2.5}$ fugitive dust emissions are included in Table 4.3.C. Fugitive dust emissions would be substantially reduced by compliance with SCAQMD Rules 402 and 403 (compliance with SCAQMD Rules 402 and 403 is required for all projects in the Basin). The implementation of on-site watering on exposed unpaved surfaces at least three times daily and limiting vehicle speeds to 15 miles per hour (mph) (as required by Rules 402 and 403) on all unpaved surfaces were also accounted for in the project emission estimates. Other requirements of Rule 403 include:

- Application of nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Watering active sites at least twice daily (locations where grading is to occur will be thoroughly watered prior to earthmoving).
- Covering all trucks hauling dirt, sand, soil, or other loose materials, or maintaining at least 2 ft (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Paving construction access roads at least 100 ft (30 meters) onto the site from the main road.
- Reducing traffic speeds on all unpaved roads to 15 mph or less.
- Compliance with Rule 403 would reduce fugitive dust emissions associated with project construction to a less than significant level.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_x, NO_x, VOCs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

As previously stated, CalEEMod provides the maximum daily emission results for summer and winter periods. As shown in Table 4.3.C, construction emissions associated with the project would be less than significant for VOC, CO, SO_x, $PM_{2.5}$, and PM_{10} emissions; however, the proposed project's NO_x emissions would exceed the applicable SCAQMD threshold, resulting in a potentially significant impact that would require mitigation.

Mitigation Measure 4.3-1, which requires the use of off-road diesel construction equipment that complies with the USEPA/CARB Tier 3 emissions standards, would be incorporated to reduce the severity of the impacts. Table 4.3.D presents the project's peak daily construction emissions with implementation of Mitigation Measure 4.3-1. As shown in Table 4.3.D, with implementation of Mitigation Measure 4.3-1, the proposed project's construction equipment/vehicle emissions would not exceed any of the SCAQMD daily emissions thresholds. Therefore, the proposed project's impacts would be less than significant with mitigation.

Table 4.3.D: Overall Construction Emissions Summary – With Mitigation

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2021	66.34	85.05	55.03	0.23	10.34	5.18
Winter						
2021	66.60	85.66	55.68	0.22	10.34	5.18
Maximum Daily Emissions	**66.60**	**85.66**	**55.68**	**0.23**	**10.34**	**5.18**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality Impact Analysis (Urban Crossroads, July 2020).
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other particulate matter emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions typically result from activities in buildings for which electricity and natural gas are used. Energy demand for the proposed project would be associated with lighting of the buildings and parking areas.

Typically, area-source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area-source emissions associated with the project would include emissions from the use of consumer products and landscaping equipment.

Long-term operational emissions associated with the proposed project were calculated using CalEEMod. Based on trip generation factors provided in the Traffic Impact Analysis (TIA) prepared for the proposed project and provided in Appendix K of this IS/MND, the project would generate 618 daily passenger car trips and 232 truck trips.[1] These trips were entered in CalEEMod, with two separate model runs conducted to accurately model emissions resulting from project-related passenger car and truck operations. As previously stated, CalEEMod utilizes summer and winter EMFAC2017 emission factors in order to derive vehicle emissions associated with project operational activities, which vary by season. The estimated operational-source emissions are summarized in Table 4.3.E. Detailed operation model outputs for the project are presented in Appendix A.

Table 4.3.E: Proposed Project Peak Operational Emissions

Operational Activities – Summer Scenario	**Emissions (lbs/day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Source	11.08	1.16E-03	0.13	1.00E-05	4.50E-04	4.50E-04
Energy Source	0.04	0.36	0.30	2.17E-03	2.75E-02	2.75E-02
Mobile Source (Passenger Cars)	1.45	1.28	22.73	0.07	7.84	2.10
Mobile Source (Trucks)	1.94	58.30	14.55	0.21	7.77	2.69
On-Site Equipment Source	0.27	3.09	1.55	0.01	0.10	0.10
Total Maximum Daily Emissions	**14.79**	**63.04**	**39.26**	**0.28**	**15.74**	**4.92**
Operational Activities – Winter Scenario	**Emissions (lbs/day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Source	11.08	1.16E-03	0.13	1.00E-05	4.50E-04	4.50E-04
Energy Source	0.04	0.36	0.30	2.17E-03	2.75E-02	2.75E-02
Mobile Source (Passenger Cars)	1.50	1.40	21.10	0.07	7.84	2.10
Mobile Source (Trucks)	1.84	59.36	10.53	0.21	7.74	2.68
On-Site Equipment Source	0.27	3.09	1.55	0.01	0.10	0.10
Total Maximum Daily Emissions	**14.73**	**64.21**	**33.61**	**0.28**	**15.71**	**4.91**

Source: Air Quality Impact Analysis (Urban Crossroads, July 2020).
CalEEMod = California Emission Estimator Model
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_X = sulfur oxides
VOC = volatile organic compounds

[1] Urban Crossroads. 2020c. *Katella Avenue High Cube Warehouse Traffic Impact Analysis* (TIA). June 30.

As described in Chapter 2.0, Project Description, the site is currently occupied by the former Mitsubishi Motors Corporation, which includes 150,000 sf of warehousing use, a 180,000 sf corporate headquarters office building, and 70,000 sf of research and development buildings. Existing trip characteristics included in the TIA were used in the Air Quality Impact Analysis. In order to more accurately model emissions resulting from existing passenger car and truck operations, two separate model runs were conducted. The estimated operation-source emissions from the existing development are summarized in Table 4.3.F, which also shows the net increase in new operational emissions from the proposed project in relation to those associated with the existing development on the project site. As shown in Table 4.3.F, the proposed project's daily regional emissions from on-going operations would not exceed any of the thresholds of significance.

Table 4.3.F: Summary of Net Operational Emissions

Operational Activities – Summer Scenario	**Emissions (lbs/day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project Emissions	14.79	63.04	39.26	0.28	15.74	4.92
Existing Emissions	11.89	12.37	43.10	0.16	15.12	4.20
Net Emissions (Project – Existing)	**2.89**	**50.67**	**-3.84**	**0.12**	**0.62**	**0.72**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**
Operational Activities – Winter Scenario	**Emissions (lbs/day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project Emissions	14.73	64.21	33.61	0.28	15.71	4.91
Existing Emissions	11.96	12.76	39.59	0.16	15.11	0.00
Net Emissions (Project – Existing)	**2.77**	**51.46**	**-5.98**	**0.12**	**0.59**	**4.91**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality Impact Analysis (Urban Crossroads, July 2020).
CalEEMod = California Emissions Estimator Model
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_X = sulfur oxides
SCAQMD = South Coast Air Quality Management District
VOC = volatile organic compounds

Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS and CAAQS, and impacts would be less than significant. No mitigation is required.

Mitigation Measure:

Mitigation Measure 4.3-1 **Construction Equipment Emissions.** Prior to the issuance of grading permits, the Construction Contractor shall submit certification to the City of Cypress Community Development Department that all of its off-road diesel construction equipment that is greater than 150 horsepower complies with the United States Environmental Protection Agency/California Air Resources Board (USEPA/CARB) Tier 3 emissions standards and ensure that all construction

equipment is tuned and maintained in accordance with the manufacturers' specifications.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As identified above, the SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields) as sensitive receptors. Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. The closest existing sensitive receptors are the single-family residences on the south side of the Stanton Storm Channel, which are approximately 88 ft (26 meters) south of the project site boundary.

LSTs are developed based upon the size or total area of the emissions source from the construction equipment activities, the ambient air quality levels in each SRA in which the emission source is located, and the distance to the sensitive receptor.

For the proposed project, the appropriate SRA for the LST analysis is the SCAQMD Central Orange County (SRA 17). LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

Localized significance is determined by comparing the on-site-only portion of the construction and operational emissions with emissions thresholds derived by the SCAQMD to ensure that pollutant concentrations at nearby sensitive receptors would be below the LST threshold established by the SCAQMD. As a conservative measure, it is assumed that a maximum of 5 acres per day can be actively disturbed during site preparation and grading activities. Table 4.3.G indicates the construction LST analysis of the CalEEMod results and shows that the construction emission rates would not exceed the LSTs for the nearest sensitive receptors in the vicinity of the project site.

Table 4.3.G: Construction Localized Emissions

Emissions Sources	Pollutant Emissions (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-Site Emissions - Demolition	31.44	21.57	9.23	2.60
On-Site Emissions – Site Preparation	60.79	21.85	11.76	6.53
On-Site Emissions - Grading	56.54	31.23	6.77	3.63
SCAQMD LST	**182.00**	**1,291.00**	**15.00**	**7.00**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Air Quality Impact Analysis (Urban Crossroads, July 2020).
Note: SRA 17— Central Orange County, 5 acres, receptors at 85 feet (26 meters).
CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance threshold
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SRA = Source Receptor Area

Table 4.3.H shows the operational LST analysis results and indicates that operational emissions rates would not exceed the LSTs for sensitive receptors in the vicinity of the project site. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Table 4.3.H: Operational Localized Emissions

Emissions Sources	Pollutant Emissions (lbs/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	6.49	3.84	0.91	0.36
SCAQMD LST	**182.00**	**1,291.00**	**4.00**	**2.00**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Air Quality Impact Analysis (Urban Crossroads, July 2020).
Note: SRA 17— Central Orange County, 5 acre, receptors at 85 feet, on-site traffic 5 percent of total.
CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SRA = Source Receptor Area

CO "Hot Spot" Analysis. CO hot spots are caused by vehicular emissions, primarily when idling at congested intersections. Based on the analysis presented below, a CO "hot-spot" analysis is not needed to determine whether a change in the level of service (LOS) of an intersection in the vicinity of the project site would have the potential to result in an exceedance of either the CAAQS or the NAAQS.

Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the Basin is now designated as attainment. In addition, CO concentrations in the vicinity of the project site have steadily declined.

The analysis prepared for CO attainment in the Basin by SCAQMD can be used to assist in evaluating the potential for CO exceedances in the Basin. To establish a more accurate record of baseline CO concentrations affecting the Basin, a CO "hot-spot" analysis was conducted by SCAQMD in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. This analysis did not predict any violation of CO standards. Even if the traffic volumes of the proposed project were double or triple that of the traffic volumes generated at the four busy intersections in Los Angeles, coupled with the ongoing improvements in ambient air quality, the project would not be capable of resulting in a CO "hot spot" at any study area intersections.

According to the project's TIA, the proposed project is anticipated to generate a net decrease of 278 average daily trips (ADT). Because the proposed project would decrease traffic volumes, there is no likelihood of the project traffic exceeding CO values. Because the proposed project would not produce the volume of traffic required to generate a CO "hot spot," and due to the lack of traffic impacts and extremely low level of CO at surrounding intersections, CO emissions from operation of

the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Impacts related to CO hot spots would be less than significant, and no mitigation is required.

Mobile Sources Health Risk Assessment. A Mobile Sources Health Risk Assessment (HRA) was conducted to evaluate the project-related impacts to sensitive receptors (residents) and adjacent workers as a result of heavy-duty diesel trucks accessing the site. The mobile source HRA was prepared in accordance with the *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD 2003b) and is comprised of all relevant and appropriate procedures presented by the USEPA, California EPA, and SCAQMD.

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter (DPM) exposure from a project such as the proposed project. This threshold serves to determine whether a given project has a potentially significant development-specific and cumulatively considerable impact.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index of less than one (1.0) means that adverse health effects are not expected. In this HRA, non-carcinogenic exposures of less than 1.0 are considered less than significant.

The residential areas south of the project site have the greatest potential for exposure to project-related DPM emissions. To estimate the potential exposure at these residences, modeling was conducted at the existing residence at 6471 Cantiles Avenue, located approximately 88 ft south of the project site, to approximate exposure for this residential area. The maximum incremental cancer risk attributable to project-related DPM source emissions is estimated at 0.85 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, modelling of non-cancer risks was conducted. The non-cancer risks were estimated to be 0.0003, which would not exceed the applicable significance threshold of 1.0.

Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance than the scenario analyze herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the project site would be exposed to less emissions and, therefore, less risk than the receptor location described above. As such, the project would not cause a significant human health or cancer risk to adjacent residences.

Mitigation Measures: No Mitigation is Required

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. Heavy-duty equipment on the project site during construction would emit odors, primarily from equipment exhaust. In addition, the application of asphalt and

architectural coatings during construction activities may result in odors. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." The proposed project does not contain land uses typically associated with emitting objectionable odors. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant, and no mitigation is required.

Mitigation Measures: No Mitigation is Required

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4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

This section is based on Geographic Information System (GIS) data, the California Natural Diversity Database (CNDDB), and on the City of Cypress' (City) *Inventory of Landmark Trees* (July 1996). The literature review and CNDDB records search results are provided in Appendix B of this IS/MND.

Impacts Analysis

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

No Impact. The project site is currently characterized by several buildings, a paved parking lot, and landscaping. In its existing condition, the project site contains only a small amount of ornamental vegetation near the center of the site, along Katella Avenue, Holder Street, and along the southern

edge of the project site adjacent to the Stanton Storm Channel. The disturbed condition of the project site is generally not suitable to support special-status plant or animal species.

Special-Status Habitat/Vegetation. The United States Fish and Wildlife Service (USFWS) Critical Habitat for Threatened & Endangered Species map does not identify any locations of critical habitat within the project site. The closest known critical habitat is the Bolsa Chica Ecological Reserve, approximately 6.5 miles south of the project site.[1] According to the CNDDB, no sensitive plant species have been documented on the project site or immediately surrounding area.

The Orange County Transportation Authority's (OCTA) 2016 Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), which was adopted for the purpose of permitting freeway capital improvement projects proposed by OCTA and OCTA's habitat preserve, restoration, and monitoring activities, includes a Plan Area that covers the entirety of Orange County, including Cypress. The City is not a party to the OCTA NCCP/HCP, and development activity within the City is not subject to the provisions of the OCTA NCCP/HCP. Therefore, the OCTA NCCP/HCP does not apply to the proposed project. No special-status species are anticipated to be directly affected by the project due to the lack of suitable habitat on the project site. Therefore, no impacts to sensitive or special-status species would result from implementation of the proposed project, and no mitigation is required.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

No Impact. The project site is highly disturbed and developed with several buildings, a paved parking lot, and landscaping, and does not support any special-status or sensitive riparian habitat as identified in regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or USFWS. Therefore, no impacts related to riparian habitat or other sensitive natural communities identified in a local or regional plan would result from project implementation, and no mitigation is required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. According to the National Wetlands Inventory managed by USFWS, the project site does not contain federally protected wetlands. The project site is located entirely outside of streambeds, banks, and riparian habitat. No potential waters of the United States or CDFW jurisdictional areas are located on the project site.

Although construction activities have the potential to result in temporary indirect effects to water quality including a potential increase in erosion and sediment transport into downstream aquatic

[1] USFWS. 2019b. Critical Habitat for Threatened and Endangered Species. GIS Mapping Website: https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77 (accessed June 25 2020).

areas and the contamination of waters from construction equipment, these potential indirect effects to hydrology and water quality would be avoided or substantially minimized through the implementation of Best Management Practices (BMPs) and a Water Quality Management Plan as discussed in Section 4.10, Hydrology and Water Quality. Specifically, adherence to Regulatory Compliance Measure 4.10-1, provided in Section 4.10, Hydrology and Water Quality, would address erosion-related impacts during construction through implementation of construction site BMPs to avoid erosion and sedimentation impacts to downstream aquatic areas and water quality. As such, there would be no impacts on State or federally protected wetlands.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Due to the lack of sensitive or special-status species or their habitats on the project site, the project would not result in impacts on candidate, sensitive, or special-status animal species. The proposed project would avoid impacts on nesting resident and/or migratory birds either by avoiding vegetation removal during the avian nesting season (February 1 through August 31) or by implementing Regulatory Compliance Measure (RCM) 4.4-1. The proposed project has the potential to impact active migratory bird nests if and to the extent that those trees are removed during the avian nesting season and they contain nests. Regulatory Compliance Measure 4.4-1, below, would address any impacts to nesting resident and/or migratory birds should it be necessary to conduct vegetation removal during the nesting season and nests are present. With implementation of Regulatory Compliance Measure 4.4-1, the proposed project's potential impacts on nesting migratory birds would be less than significant.

The proposed project would avoid impacts on the nests of raptors (which are migratory birds) if the existing trees in the ornamental vegetation areas are removed outside the raptor nesting season (February 1 through June 30) and they contain raptor nests. The proposed project has the potential to impact active raptor nests if and to the extent that (1) those ornamental trees are removed during the raptor nesting season, and (2) special-status or common species of raptors establish nests in the future in any of those ornamental trees prior to their removal. Regulatory Compliance Measure 4.4-1, below, would also address any impact to nesting raptors should it be necessary to conduct vegetation removal during the nesting season and raptors are present. With implementation of Regulatory Compliance Measure 4.4-1, the proposed project exhibits no potential to disrupt a wildlife corridor or in any way disrupt movement of native wildlife.

Regulatory Compliance Measure:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to biological resources. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.4-1 **Nesting Bird Survey and Avoidance.** If vegetation removal, construction, or grading activities are planned to occur within the active nesting bird season (February 1

through August 31), the City of Cypress, or designee, shall confirm that the Applicant/Developer has retained a qualified biologist who shall conduct a preconstruction nesting bird survey no more than 3 days prior to the start of such activities. The nesting bird survey shall include the work area and areas adjacent to the site (within 500 feet, as feasible) that could potentially be affected by project-related activities such as noise, vibration, increased human activity, and dust, etc. For any active nest(s) identified, the qualified biologist shall establish an appropriate buffer zone around the active nest(s). The appropriate buffer shall be determined by the qualified biologist based on species, location, and the nature of the proposed activities. Project activities shall be avoided within the buffer zone until the nest is deemed no longer active, as determined by the qualified biologist.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The Landmark Tree Ordinance in the City's Municipal Code protects designated landmark trees, which are specifically identified in the City's *Inventory of Landmark Trees* (July 1996). As shown in this inventory, there are no landmark trees on the project site. The removal of any on-site trees or vegetation would not conflict with the City's Landmark Tree Ordinance.

Per Article IV of the Municipal Code, Street Trees, any tree within the public right-of-way belongs to the City of Cypress. Any work to street trees conducted as part of the proposed project would be done in accordance with the City Council's adopted Parkway Tree Policy.

Therefore, through compliance with the local policies and ordinances relating to tree protection, any impacts to local street trees would be considered less than significant.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. There is no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other habitat conservation plan in the City. As discussed above in the response under checklist Threshold 4.4(a), the OCTA NCCP/HCP includes a Plan Area that covers the entirety of Orange County, including Cypress. The City is not a party to the OCTA NCCP/HCP, and development activity within the City is not subject to the provisions of the OCTA NCCP/HCP. Therefore, the OCTA NCCP/HCP does not apply to the proposed project, and the proposed project would not conflict with any local, regional, or State HCP or NCCP. The proposed project would not result in impacts related to conflict with any provisions of an HCP or NCCP, and no mitigation is required.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Discussion

The following section is based on the *Cultural Resources Study for the 6400 Katella Warehouse Project* conducted by LSA (2020) and provided in Appendix B of this IS/MND.

Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. According to the City of Cypress General Plan (2000), there are no known archaeological resources located in Cypress. Further, the South Central Coastal Information Center (SCCIC) record search results and field survey identified no previously recorded cultural resources on or in soils on the project site. As such, there are no historical resources as defined in Section 15064.5 of the *State CEQA Guidelines* located within the project site. The proposed project will not cause a substantial adverse change in the significance of a historical resource, and no mitigation is required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. The SCCIC record search included the project site and the areas within 0.25 mile of the project site. No archaeological resources have been previously recorded within the project site. Further, the field survey did not identify any cultural resources within the project site. However, a historic-period freshwater source has been identified near the project site; a creek that merges with Anaheim Creek, approximately 0.65 mile west-southwest of the project site was identified on historic maps (LSA 2020). Further, research indicates that surficial deposits of the project site will include Artificial Fill (as a result of previous construction for the existing buildings) underlain by Quaternary alluvium, lake, playa and terrace deposits that date to the Pleistocene and Holocene (ranging from 2.58 million years ago to the present). Because the project site is located in close proximity to the historic-period natural alignment of a freshwater source and native sediments at the project site date to a timeframe that includes precontact human occupation in the region, there is a potential to encounter subsurface archaeological resources from either the precontact or historic periods.

Mitigation Measure:

Mitigation Measure 4.5-1 requires monitoring by a qualified archaeologist. The measure includes procedures for recovering any significant or unique archaeological resource and for preparation of a report that documents any cultural resource recovery at the project site. With implementation of Mitigation Measure 4.5-1, impacts to previously unrecorded cultural resources would be less than significant.

Mitigation Measure 4.5-1 **Cultural Resources Monitoring and Accidental Discovery.** Prior to the issuance of grading permits, and in adherence to the recommendations of the cultural resources survey, the Applicant/ Developer shall retain a qualified archaeological monitor, with approval of the City of Cypress (City) Community Development Director, or designee. A monitoring plan shall be prepared by the archaeologist and implemented upon approval by the City. The monitor shall be present full-time during the first 10 working days when excavation activities will extend below Artificial Fill deposits into native soils. No archaeological monitoring is required during demolition of existing buildings or clearing/grubbing of existing landscape.

If cultural materials are discovered during grading or excavation, the construction contractor shall divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. Project personnel shall not collect or move any archaeological materials or human remains and associated materials. To the extent feasible, project activities shall avoid these deposits. Where avoidance is not feasible, the archaeological deposits shall be evaluated for their eligibility for listing on the California Register of Historical Resources. If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, adverse effects on the deposits must be avoided, or such effects must be mitigated. Mitigation can include, but is not necessarily limited to: excavation of the deposit in accordance with a data recovery plan (see California Code of Regulations [CCR] Title 4(3) Section 5126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; an interpretive display of recovered archaeological materials at a local school, museum, or library; and public lectures at local schools and/or historical societies on the findings and significance of the site and recovered archaeological materials. The City Community

Development Director, or designee, shall be responsible for reviewing any reports produced by the archaeologist to determine the appropriateness and adequacy of the findings and recommendations.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. Although no human remains are known to be on the project site or are anticipated to be discovered during project construction, there is always a possibility of encountering unanticipated cultural resources, including human remains. Disturbing human remains could violate the State's Health and Safety Code as well as destroy the resource. Regulatory Compliance Measure 4.5-1 requires compliance with the State's Health and Safety Code for the treatment of human remains. Adherence to regulatory standards included in Regulatory Compliance Measure 4.5-1 would reduce the impact of the proposed project on human remains to less than significant. No mitigation is required.

Regulatory Compliance Measure:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to cultural resources. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.5-1 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to State Public Resources Code (PRC) Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner would notify the Native American Heritage Commission (NAHC), which would determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated grave goods in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

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4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

The following section is based on the *Katella Avenue High Cube Warehouse Project Energy Analysis* (Energy Analysis) (Urban Crossroads, July 7, 2020), which is provided in Appendix A of this Initial Study/Mitigated Negative Declaration (IS/MND). Annual natural gas and electricity usage for operation of the proposed project was obtained from the California Emissions Estimator Model (CalEEMod) results generated for the Air Quality Impact Analysis and GHG Analysis prepared for the proposed project (also provided in Appendix A). The Energy Analysis provides a detailed explanation of the specific assumptions and methodology used to estimate the fuel consumption related to construction and operation of the proposed project.

Impact Analysis

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Construction Energy Use. Based on CalEEMod defaults, it is anticipated that construction activities would take approximately 12 months. The proposed project would require demolition, site preparation, grading, building construction, paving, and architectural coating activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from non-renewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction of the project would not involve the consumption of natural gas because none of the construction-related equipment would be powered by natural gas.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels. Therefore, the analysis of energy use during construction focuses on fuel consumption. The use of energy resources would fluctuate according to

the phase of construction. The majority of construction equipment during grading would be gasoline- powered or diesel-powered, and the later construction phases would be electricity-powered. Construction trucks and vendor trucks hauling materials to and from the project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the project site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the types and number of trips, vehicle miles traveled (VMT), vehicle fuel efficiency, and travel modes. Diesel fuel usage from construction off-road equipment was calculated using the same CalEEMod assumptions used in the Air Quality Impact Analysis and the GHG Analysis, which are both included in Appendix A.

Total electricity generation in California in 2018 (the most recent data published by the California Energy Commission [CEC]) was 285,488 gigawatt-hours (GWh), down 2.2 percent from 2017's total generation of 292,039 GWh. The project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile area of Central, Coastal, and Southern California (SCE 2019). According to the CEC, total electricity consumption in the SCE service area in 2018 was 83,399.90 GWh. Total electricity consumption in Orange County in 2018 was 20,196.97 GWh (20,196,970,000 kilowatt hours [kWh]) (CEC 2019). According to the Energy Analysis, the total electricity usage from the proposed project's on-site construction-related activities is estimated to be approximately 310,358 kWh. Therefore, the proposed project's construction-related electricity consumption would represent less than 0.002 percent of Orange County's total electricity consumption in 2018.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2018, total gasoline consumption in California was 366,820 thousand barrels (15.4 billion gallons) or 1,853.5 trillion British thermal units (BTUs). Of the total gasoline consumption, 350,604 thousand barrels (14.7 billion gallons) or 1,771.6 trillion BTUs were consumed for transportation (EIA 2019).

Table 4.6.A, below, provides a summary of the annual fuel consumption associated with the operation of the construction equipment, worker trips, vendor trips, and haul trips required to construct the proposed project. As shown in Table 4.6.A, project construction activities would consume an estimated 778,914 gallons of diesel fuel and 52,579 gallons of gasoline fuel. Project construction would represent a "single-event" fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose. Therefore, the proposed project's construction-related fuel consumption would represent a small fraction of the State's overall fuel consumption.

The equipment used for project construction would conform to California Air Resources Board (CARB) regulations and California emissions standards. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the proposed project would therefore not result in inefficient, wasteful, or unnecessary fuel consumption.

Table 4.6.A: Construction-Related Fuel Consumption

Category	Annual VMT	Estimated Annual Fuel Consumption (gallons)
Diesel Fuel		
Construction Equipment		61,577
Construction Vendor and Haul Trips[1]		717,337
Total Diesel Consumption		**778,914**
Construction Worker Trips		40,106
Construction Vendor Trips[2]		12,473
Total Gasoline Consumption		**52,579**

Source: Energy Analysis (Urban Crossroads, July 2020).
[1] Heavy-heavy duty trucks.
[2] Medium-heavy duty trucks.
VMT = vehicle miles traveled

The proposed project would utilize construction contractors who practice compliance with applicable CARB regulations regarding retrofitting, repowering, and replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (TACs). Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations and best available control measures (BACM). More specifically, California Code of Regulations (CCR) Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. To ensure adherence to these regulations, the Applicant/Developer would be required to comply with Regulatory Compliance Measure 4.6-1, provided below, which requires the placement of signage on the project site informing the construction workers that engines must be shut off at or before five minutes of idling.

Indirectly, construction energy efficiencies and energy conservation would be achieved for the proposed development through energy efficiencies realized from bulk purchase, transport, and use of construction materials.

A full analysis related to the energy needed to form construction materials has not been prepared due to a lack of detailed project-specific information on construction materials. At this time, an analysis of the energy needed to create project-related construction materials would be extremely speculative and thus has not been prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with the preparation and transport of construction materials as well as the

transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations. With adherence to Regulatory Compliance Measure 4.6-1, the proposed project would result in less than significant impacts related to energy during construction.

Operational Energy Demands. Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by resident, employee, and/or patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Energy that would be consumed by project-generated traffic is a function of total VMT and estimated vehicle fuel economies of the various types of vehicles accessing the project site. According to the Energy Analysis, the proposed project would result in an estimated annual VMT of 6,605,630 and would result in the consumption of an estimated 527,160 gallons of petroleum fuel (diesel or gasoline) each year.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting (State of California 2019). Non-building energy use, or "plug-in" energy use, can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

Project building operations and site maintenance activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the project by Southern California Gas Company (SoCalGas); electricity would be supplied to the project by SCE. Table 4.6.B provides a summary of the proposed project's annual natural gas and electricity demands, as well as the estimated annual fuel consumption resulting from project-related vehicle trips.

Table 4.6.B: Estimated Annual Energy Use of the Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (kBTU per year)	Fuel Consumption (gallons per year)
Parking Lot	62,020	0	0
High Cube Warehouse	1,647,840	1,346,460	527,160
Total	**1,709,860**	**1,346,460**	**527,160**

Source: Energy Analysis (Urban Crossroads, July 2020).
kBTU = kilo-British Thermal Unit(s)
kWh = kilowatt-hour(s)

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Ed., 2017) and CalEEMod. That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, and hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The project site's location near regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code, the proposed project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. Therefore, the project's transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. As shown in Table 4.6.B, the project's operational energy demands are estimated to be 1,346,460 kBTU/year (13.47 therms/year) of natural gas and 1,709,860 kWh/year of electricity. The project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the project are not inherently energy intensive, and the project energy demands in total would be comparable to, or less than, other projects of similar scale and configuration.

As discussed above, the total electricity consumption in Orange County in 2018 was 20,196.97 GWh (20,196,970,000 kWh). Therefore, the proposed project's operations-related electricity consumption would represent approximately 0.008 percent of Orange County's total electricity consumption in 2018.

SoCalGas is the natural gas service provider for the project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000 square-mile service area throughout Central and Southern California, from Visalia to the Mexican border (SoCalGas 2019). Total natural gas consumption in Orange County in 2018 was 575.13 million therms (CEC 2019). Therefore, the proposed project's operations-related natural gas consumption would represent a very small fraction (less than 0.000002 percent) of Orange County's total natural gas consumption in 2018.

Additionally, the project would be required to comply with the applicable Title 24 standards, which would further ensure that the project's energy demands would not be inefficient, wasteful, or otherwise unnecessary. The proposed project would result in less than significant impacts related to energy during operation.

Mitigation Measures: No mitigation is required.

Regulatory Compliance Measure:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to energy. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.6-1 **Idling Restriction Signage.** Prior to the issuance of grading permits, the City of Cypress Community Development Director, or designee, shall confirm that the grading plans for the project include a requirement that a sign shall be

posted on-site stating that construction workers shall shut off engines at or before five minutes of idling.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The proposed project is subject to California Building Code requirements. New buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements.

The proposed project would provide for, and promote, energy efficiencies equal to or beyond those required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the proposed project would not cause or result in the need for additional energy-producing facilities or energy delivery systems. Therefore, the proposed project would result in less than significant impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency. In addition, the proposed project's buildings will be more energy efficient than the existing older buildings on the project site that they are replacing.

Mitigation Measures: No mitigation is required.

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion

The following section is based on the *Geotechnical Investigation, Two Proposed Warehouses, SWC Katella Avenue and Holder Street, Cypress, California* (Geotechnical Assessment) prepared by Southern California Geotechnical, Inc. (SCG) on October 3, 2019 and the *Paleontological Resources Assessment for the 6400 Katella Warehouse Project, Cypress, Orange County, California* prepared by LSA on July 6, 2020. These reports are provided in Appendices D and E of this IS/MND.

Impact Analysis

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidences of known fault? (Refer to Division of Mines and Geology Special Publication 42)

No Impact. According to the California Department of Conservation 2010 Fault Activity Map, there are no known earthquake faults that run through the project site, nor is there any other evidence of a known fault that runs through the project site. Therefore, although the proposed project is in a seismically active region, it would not result in any impact related to the rupture of a known earthquake fault, and there would be no impact.

ii. Strong seismic ground shaking?

Less Than Significant with Mitigation Incorporated. As with all of Southern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. There are several faults in the vicinity of the project site that are capable of producing strong ground motion, including the Newport-Inglewood Fault, the Puente Hills Blind Thrust Fault, the San Joaquin Hills Thrust Fault, the Palos Verdes Fault, and the Whittier Fault. During an earthquake along any of these faults or other faults in the region, seismically induced ground shaking would be expected to occur. The severity of the shaking would be influenced by the magnitude of the earthquake, the distance of the project site to the seismic source, the soil conditions, the depth to groundwater, and the duration of the seismic event.

Peak ground acceleration (PGA) is a measure of earthquake acceleration on the ground and an important input parameter for earthquake engineering. Based on the Geotechnical Assessment, a design-level PGA of 0.54 acceleration of gravity (g) has been calculated for the project site. This acceleration is consistent with other areas in this region of California that are underlain by similar geologic materials and indicates that strong seismic ground shaking generated by seismic activity is considered a potentially significant impact that may affect people or structures associated with the proposed project.

Mitigation Measure 4.7-1 requires the project Applicant/Developer to comply with the recommendations of the Geotechnical Assessment, which stipulates appropriate seismic design provisions that shall be implemented with project design and construction. The proposed project would adhere to the adopted City's Building Code, including the seismic standards therein, consistent with Regulatory Compliance Measure 4.7-1. With the implementation of Mitigation Measure 4.7-1 and adherence to the regulatory standards described in Regulatory Compliance Measure 4.7-1, potential project impacts related to seismic ground shaking would be reduced to a less than significant level.

Regulatory Compliance Measure:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to geology and soils. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.7-1	**California Building Code Compliance Seismic Standards.** All structures shall be designed in accordance with the seismic parameters presented in the Geotechnical Assessment prepared for this project

(SCG Geotechnical, Inc., 2019) and applicable sections of the most current California Building Code (CBC). Prior to the issuance of building permits for planned structures, the Project Soils Engineer and the City of Cypress Chief Building Official, or designee, shall review building plans to verify that the structural design conforms to the requirements of the Geotechnical Assessment and the City of Cypress Municipal Code.

Mitigation Measure:

Mitigation Measure 4.7-1

Compliance with the Recommendations in the Project Geotechnical Assessment. The Applicant/Developer's construction contractor shall implement the recommendations of the *Geotechnical Investigation, Two Proposed Warehouses, SWC Katella Avenue and Holder Street, Cypress, California* (Geotechnical Assessment) (Southern California Geotechnical, Inc. [SCG], October 3, 2019; Geotechnical Assessment) prepared for the proposed project, as applicable to the satisfaction of the City of Cypress' (City) Chief Building Official or designee.

Additional site testing and final design evaluation shall be conducted by the Project Geotechnical Consultant to refine and enhance these requirements. The Applicant/ Developer shall require the Project Geotechnical Consultant to assess whether the requirements in that report need to be modified or refined to address any changes in the project features that occur prior to the start of grading. If the Project Geotechnical Consultant identifies modifications or refinements to the requirements, the Applicant/Developer shall require appropriate changes to the final project design and specifications. Design, grading, and construction shall be performed in accordance with the requirements of the City of Cypress Municipal Code and the California Building Code (CBC) applicable at the time of grading, appropriate local grading regulations, and the requirements of the Project Geotechnical Consultant as summarized in a final written report, subject to review by the City of Cypress Director of Public Works, or designee, prior to commencement of grading activities.

Grading plan review shall also be conducted by the Director of Public Works, or designee, prior to the start

of grading to verify that the requirements developed during the geotechnical design evaluation have been appropriately incorporated into the project plans. Design, grading, and construction shall be conducted in accordance with the specifications of the Project Geotechnical Consultant as summarized in a final report based on the CBC applicable at the time of grading and building, and the City's Building Code. On-site inspection during grading shall be conducted by the Project Geotechnical Consultant and the City of Cypress Director of Public Works/City Engineer, or designee, to ensure compliance with geotechnical specifications as incorporated into project plans. Prior to the final grading permits, the Project Geotechnical Consultant shall submit a Final Testing and Observation Geotechnical Report for Rough Grading to the City of Cypress Director of Public Works/City Engineer, or designee.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant with Mitigation Incorporated. The secondary effects of seismic activity that are typically considered as potential hazards to a particular site include several types of ground failure. The general types of ground failure that can occur as a consequence of severe ground shaking include landsliding, ground subsidence, ground lurching, and shallow ground rupture, as well as liquefaction-induced vertical settlement, lateral spreading, and surface manifestation of liquefaction. The probability of the occurrence of each type of ground failure depends on the severity of the earthquake, distance from the causative fault, topography, soil and groundwater conditions, and other factors. Of these seismically induced ground failure modes, liquefaction-induced settlement and surface manifestation appear to be the only potential concerns with respect to the proposed project.

Liquefaction can cause settlement of the ground surface, settlement and tilting of engineered structures, flotation of buoyant buried structures, and fissuring of the ground surface. Assessment of liquefaction potential for a particular site requires knowledge of a number of regional and site-specific parameters, including the estimated design earthquake magnitude, the distance to the assumed causative fault, and the associated probable peak horizontal ground acceleration at the site, subsurface stratigraphy, and soil characteristics. Parameters such as distance to causative faults and estimated probable peak horizontal ground acceleration were determined using published references and online computer programs by the United States Geological Survey (USGS). Stratigraphy and soil characteristics were determined by means of a site-specific subsurface investigation combined with appropriate laboratory analysis of representative samples of on-site soils.

The liquefaction potential for the on-site soils was evaluated using data obtained at the four CPT locations. As previously discussed, groundwater was observed at depths of between 4 and

6.5 feet (ft) below the ground surface. For purposes of the liquefaction analysis, the groundwater level was assumed to be 5 ft. Therefore, there is potential for liquefaction on the project site.

Many jurisdictions, including the Counties of Orange and Los Angeles, allow structural fortification of slabs and footings to mitigate the adverse effect of up to 4 inches of liquefaction-induced total settlement. Guidelines published by the California Geological Survey (CGS) also suggest that structural mitigation is acceptable where vertical displacements of less than 4 inches are predicted (CGS Special Publication 117A, page 54). If liquefaction-induced settlement would exceed 4 inches, some form of ground improvement is required to reduce the potential total settlement to 4 inches or less. Typical ground improvement techniques include compaction grouting, installation of stone columns, and construction of reinforced earth zones beneath proposed structural areas.

Based on the results of the Geotechnical Assessment, the maximum estimated vertical settlement was calculated to be approximately 3.6 inches for the CPT locations within the project site. This is within the commonly accepted limitations of structural mitigation described above (i.e., 4 inches).

The proposed project includes the construction of two new warehouse buildings. For construction of foundations and column footings, the guidelines included in the Geotechnical Assessment (Mitigation Measure 4.7-1) will be incorporated and include ground improvement techniques to improve the near surface soils present within the influence of any foundation elements. With the implementation of Mitigation Measure 4.7-1, the potential adverse effects of seismic-related ground failure including liquefaction would be less than significant.

Mitigation Measures: See Mitigation Measure 4.7-1 in the response under Threshold 4.7(a)(ii) above.

iv. Landslides?

No Impact. The project site and vicinity are relatively flat, and the site is not located within a zone of earthquake induced landslide as mapped by the CGS (1998). Historically, there have been no recorded landslides within the City's boundaries (City of Cypress, 2001, page 4.6-7). No landslides are anticipated as the result of the proposed project, and there would be no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The ground surface cover surrounding the existing buildings on the project site generally consists of paved parking lots, drive lanes, and loading dock areas, and landscape planters throughout the site. However, the ground surface cover on the north side of the existing office building along Katella Avenue consists of turf grass and in the southeastern portion of the site, east of the existing warehouse building, the ground surface cover consists of exposed soil with sparse to moderate grass and weed growth. The total surface area of these existing unpaved areas is approximately 2 acres. As discussed in Section 4.10, Hydrology and Water Quality, during project construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. The Construction

General Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) (Regulatory Compliance Measure 4.10.1, in Section 4.10, Hydrology and Water Quality). The SWPPP would detail Erosion Control and Sediment Control BMPs to be implemented during project construction to minimize erosion and retain sediment on site. With compliance with the requirements of the Construction General Permit and with implementation of the construction BMPs, construction impacts related to on-site erosion would be less than significant, and no mitigation is required.

As discussed in Section 4.10, Hydrology and Water Quality, the project would increase the impervious area of the project site by approximately 0.77 acre, which would increase on-site stormwater flows. Although the project would increase impervious surface area, impervious surface areas associated with development of the project site are not prone to erosion or siltation, because no loose soil would be included in these areas. The remaining acreage on the approximately 23-acre project site would consist of pervious surface area, which would contain landscaping that would minimize on-site erosion and siltation by stabilizing the soil. Therefore, on-site erosion impacts would be minimal. For these reasons, operational impacts related to substantial on-site erosion would be less than significant, and no mitigation is required.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant with Mitigation Incorporated. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. Because the project site is located in a relatively flat area, landslides or other forms of natural slope instability do not represent a significant hazard to the project. In addition, as stated above, the site is not within a State-designated hazard zone for an earthquake-induced landslide. Therefore, potential impacts related to landslides would be less than significant, and no mitigation is required.

Lateral spreading often occurs on very gentle slopes or flat terrain. The dominant mode of movement is lateral extension accompanied by shear or tensile fracture. This failure is caused by liquefaction and is usually triggered by rapid ground motion, such as that experienced during an earthquake, but can also be artificially induced. When coherent material, either bedrock or soil, rests on materials that liquefy, the upper units may undergo fracturing and extension and may then subside, translate, rotate, disintegrate, or liquefy and flow. The Geotechnical Assessment indicates that lateral spreading is not a potential concern with respect to the proposed project. Therefore, potential impacts related to lateral spreading would be less than significant, and no mitigation is required.

Subsidence refers to broad-scale changes in the elevation of land. Common causes of land subsidence are pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils (hydrocompaction). Subsidence is also caused by heavy loads generated by large earthmoving equipment. As stated in the Geotechnical Assessment, minor ground subsidence (estimated to be approximately 0.1 ft) is expected to occur in the soils below the zone of removal,

due to settlement and the weight of construction equipment. However, this amount of settlement is considered negligible and the project site is not located within an area of known subsidence that may be associated with groundwater, peat loss, or oil extraction. Therefore, the proposed project would not be subject to potential geotechnical hazards related to subsidence, and no mitigation is required.

As discussed in detail in the response under Threshold 4.7(a)(iv) above, implementation of Mitigation Measure 4.7-1 and adherence to the regulatory standards described in Regulatory Compliance Measure 4.7-1 would be required to address the proposed project's impacts with respect to liquefaction and compressible soils. Provided that design and remedial grading and ground improvement (as necessary) are performed in accordance with the applicable requirements in the CBC (adopted by the City as its Building Code with certain amendments), and current standards of practice in the area, excessive settlement resulting from liquefaction and compression of existing undocumented fill and native alluvial soils on the project site would be reduced to a less than significant level.

Due the presence of shallow groundwater, excavations deeper than 5 to 6 ft are likely to encounter groundwater and/or soft, wet soil. Implementation of Mitigation Measure 4.7-1, which requires that the ground stabilization recommendations in the Geotechnical Assessment be implemented during grading and construction, would address soft ground conditions due to shallow groundwater. With implementation of Mitigation Measure 4.7-1, the proposed project's impacts related to wet soils would be less than significant.

Mitigation Measures: See Mitigation Measure 4.7-1 in the response under Threshold 4.7(a)(ii) above.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?

Less Than Significant Impact. Expansive soils are soils that experience volumetric changes in response to increases or decreases in moisture content. The project site stratigraphy consists of Artificial Fill and Alluvium (SCG 2019). These soil types have low shrink-swell potential and, therefore, are not susceptible to expansion. As stated in the Geotechnical Assessment, based on their very low expansive classification, no design considerations related to expansive soils are considered warranted for the project site. Since the potential for expansive soils is low, the proposed project would not create substantial potential risks to life or property, and there would be less than significant impacts.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project would not include the use of septic tanks or alternative wastewater disposal systems because sanitary sewer and wastewater facilities are available in the vicinity of the project site. Therefore, the project would have no impact with respect to septic tanks or alternative wastewater disposal systems.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. The project site contains Artificial Fill, which has no paleontological sensitivity, and Young Alluvium, Unit 2, which has low paleontological sensitivity from the surface to a depth of 10 ft and high paleontological sensitivity below 10 ft. With a maximum depth of 10 ft, excavation, the proposed project is expected to remain in deposits with no or low paleontological sensitivity. However, in the event that paleontological resources are encountered during construction, Mitigation Measure 4.7-2 would require work in the immediate area of the discovery to be halted and a qualified paleontologist to assess the discovery. These procedures would mitigate potential impacts to scientifically significant nonrenewable paleontological resources.

Mitigation Measure:

Mitigation Measure 4.7-2

Procedures for Unexpected Paleontological Resources Discoveries. In the event that paleontological resources are encountered, work in the immediate area of the discovery shall be halted and the Applicant/Developer shall retain a professional Paleontologist who meets the qualifications established by the Society of Vertebrate Paleontology to assess the discovery. The qualified, professional Paleontologist shall make recommendations regarding the treatment and disposition of the discovered resources, as well as the need for subsequent paleontological mitigation, which may include, but not be limited to, paleontological monitoring, collection of observed resources, preservation, stabilization and identification of collected resources, curation of resources into a museum repository, and preparation of a monitoring report of findings). The City of Cypress shall ensure that the recommendations from the qualified, professional Paleontologist shall be followed by the Applicant/Developer.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

The following section is based on the *Katella Avenue High Cube Warehouse Project Greenhouse Gas Analysis* (GHG Analysis) (Urban Crossroads, July 7, 2020**)** and provided in Appendix A of this Initial Study/Mitigated Negative Declaration (IS/MND). The greenhouse gas emissions estimates presented in this section were obtained from the California Emissions Estimator Model (CalEEMod) results generated for the Air Quality Impact Analysis and the GHG Analysis prepared for the proposed project (also provided in Appendix A). The GHG Analysis provides a detailed explanation of the specific assumptions and methodology used to estimate the greenhouse gas emissions associated with construction and operation of the proposed project.

Background. Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

In October 2008, the South Coast Air Quality Management District (SCAQMD) released a *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* that suggested a tiered approach to analyzing GHG emissions in a project level analysis. In the Draft Guidance Document, the SCAQMD provided numerical thresholds that can be applied to smaller projects (like the proposed project). Although the interim GHG significance thresholds are 10,000 metric tons

(MT) of annual carbon dioxide equivalents (CO_2e) for industrial projects where the SCAQMD is the Lead Agency and 3,000 MT of CO_2e per year for all residential and commercial land uses under the California Environmental Quality Act (CEQA), the City of Cypress (City) has determined that the SCAQMD's draft threshold of 3,000 MT CO_2e per year is more conservative and appropriate for industrial and warehouse land use development projects. If the project emissions are less than the applicable numerical threshold (3,000 MT CO_2e per year), then the project's effects related to GHG emissions would be less than significant and the analysis is complete.

Impact 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. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As indicated above, the SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, Lead Agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD requires the construction GHG emissions to be amortized over the life of the project (defined as 30 years), added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.

Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- ***Construction Activities:*** GHGs would be emitted through the operation of construction equipment and from worker and supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O.

- ***Gas, Electricity and Water Use:*** Natural gas use results in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy intensive. Approximately one-fifth of the electricity and one-third of the non-power plant natural gas consumed in the State are associated with water delivery, treatment, and use (CARB 2010).

- ***Solid Waste Disposal:*** Solid waste (e.g., green waste, trash from receptacles, and construction waste) generated by the proposed project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, resulting in the production of additional GHGs to varying degrees. Landfilling, the most

common waste management practice, results in the release of CH_4 from the anaerobic decomposition of organic materials. CH_4 is 25 times more potent a GHG than CO_2. However, landfill CH_4 can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.

- ***Motor Vehicle Use:*** Transportation associated with the project would result in GHG emissions from the combustion of fossil fuels in daily automobile trips.

Construction GHG Emissions. GHG emissions associated with the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment and vehicle exhaust. The calculation presented below includes construction emissions in terms of CO_2 and annual CO_2e GHG emissions from increased energy consumption, water usage, and solid waste disposal.

GHG emissions generated by the proposed project would predominantly consist of CO_2. In comparison to criteria air pollutants such as O_3 and PM_{10}, CO_2 emissions persist in the atmosphere for a substantially longer period of time. While emissions of other GHGs, such as CH_4, are important with respect to global climate change (GCC), emission levels of other GHGs are less dependent on the land use and circulation patterns associated with the proposed land use development project than are levels of CO_2.

Construction activities produce combustion emissions from various sources such as demolition, site preparation, grading, building construction, architectural coating, paving, on-site construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Table 4.8.A, below, presents the annual construction emissions based on the CalEEMod emissions estimates. Results indicate that project implementation would generate a total of 1,497 MT CO_2e during the construction period. Per SCAQMD guidance, due to the long-term nature of the GHGs in the atmosphere, instead of determining the significance of construction emissions alone, the total construction emissions are amortized over 30 years (an estimate of the life of the proposed project) and included in the operations analysis. Amortized over 30 years, the total construction emissions would generate approximately 49.90 MT CO_2e/yr.

Table 4.8.A: Project Construction Greenhouse Gas Emissions

Emissions	Pollutant Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Total Project Construction Emissions	1,492.54	0.18	0.00	1,497.12
Amortized Construction Emissions	49.75	0.01	0.00	49.90

Source: GHG Analysis (Urban Crossroads, July 2020).
Note: Numbers in table may not appear to add up correctly due to rounding of numbers.
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GHG = Greenhouse Gas
MT/yr = metric tons per year
N_2O = nitrous oxide

Operational GHG Emissions. Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Project-specific energy utilization rates for electricity and natural gas were entered into CalEEMod.

As previously described, the site is currently occupied by the former Mitsubishi Motors Corporation, which includes 150,000 square feet (sf) of warehousing use, a 180,000 sf corporate headquarters office building, and 70,000 sf of research and development buildings. The estimated GHG emissions from the existing development are summarized in Table 4.8.B. As shown in Table 4.8.B, the existing development on the project site is estimated to generate 4,921.79 MT CO_2e/yr.

Table 4.8.B: Existing Greenhouse Gas Emissions

Emission Source	Pollutant Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Area Source	0.01	3.00E-05	0.00	0.01
Energy Source	1,466.59	0.06	1.40E-02	1,472.02
Mobile Source (Passenger Car)	2,024.26	0.05	0.00	2,025.44
Mobile Source (Truck)	701.38	0.05	0.00	702.62
Waste	75.82	4.48	0.00	187.83
Water Usage	449.76	2.60	0.06	533.87
Total CO_2e (All Sources)	**4,921.79**			

Source: GHG Analysis (Urban Crossroads, July 2020).
Note: Numbers in table may not appear to add up correctly due to rounding of numbers.
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GHG = Greenhouse Gas
MT/yr = metric tons per year
N_2O = nitrous oxide

Table 4.8.C, below, provides a comparison of the existing GHG emissions on the project site against those under the proposed project. As shown in Table 4.8.C, the proposed project would generate 6,510.16 MT CO_2e/yr. By subtracting out the existing GHG emissions of 4,921.79 MT CO_2e/yr, the project's net GHG emissions would be 1,588.37 MT CO_2e/yr. As demonstrated in the analysis above, the project's net GHG emissions would be less than the SCAQMD Tier 3 threshold of 3,000 MT CO_2e/yr that applies to commercial projects; thus, project-level and cumulative GHG emissions would be considered less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The City, as a Lead Agency, may assess the significance of GHG emissions by determining a project's consistency with a local GHG reduction plan that qualifies under Section 15183.5 of the *State CEQA Guidelines*. The City of Cypress has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, and goal-setting process required to identify a reduction target and to take advantage of the streamlining provisions contained in the *State CEQA Guidelines* amendments adopted for Senate Bill (SB) 97.

Table 4.8.C: Project Greenhouse Gas Emissions

Emission Source	Pollutant Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
Annual construction-related emissions amortized over 30 years	49.75	0.01	0.00	49.90
Area Source	0.03	<0.01	0.00	0.03
Energy Source	616.65	0.02	0.01	619.03
Mobile Source (Passenger Car)	1,147.72	0.03	0.00	1,148.39
Mobile Source (Truck)	3,732.90	0.26	0.00	3,739.49
On-Site Equipment	101.68	0.03	0.00	102.50
Waste	92.75	5.48	0.00	229.79
Water Usage	502.02	3.68	0.09	621.03
Total CO_2e (All Sources)	**6,510.16**			
Existing Emissions	***4,921.79***			
Net Emissions (Project – Existing)	**1,588.37**			

Source: GHG Analysis (Urban Crossroads, July 2020).
Note: Numbers in table may not appear to add up correctly due to rounding of numbers.
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GHG = Greenhouse Gas
MT/yr = metric tons per year
N_2O = nitrous oxide

Since no other local or regional climate action plan is in place, the project is assessed for its consistency with the California Air Resources Board's (CARB) adopted Scoping Plan. This would be achieved with an assessment of the project's compliance with the elements of the Scoping Plan.

In 2008, CARB approved a Climate Change Scoping Plan as required by Assembly Bill (AB) 32. The Climate Change Scoping Plan proposed a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health." The 2008 Climate Change Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., a cap-and-trade system), and an AB 32 implementation fee to fund the program. In November 2017, CARB released an Update to the Climate Change Scoping Plan. In the 2017 Update, nine key focus areas were identified: energy, transportation, agriculture, water, waste management, natural and working lands, short-lived climate pollutants, green buildings, and the cap-and-trade program. The project would not conflict with any of the provisions of the 2017 Scoping Plan and supports five of the action categories, including: supporting the implementation of SB 350 by 2030, implementing mobile source emission reduction strategies (cleaner technology and fuels), implementing the California Sustainable Freight Action Plan, implementing the Short-Lived Climate Pollution Strategy by 2030, and developing an Integrated Natural and Working Land Implementation Plan by 2018.

In addition, the proposed project is required to comply with Title 24 of the California Code of Regulations established by the California Energy Commission (CEC) regarding energy conservation and green-building standards.

Therefore, the proposed project would result in less than significant impacts, and no mitigation is required.

Mitigation Measures: No mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Discussion

The following section is based on the *Phase I Environmental Site Assessment Report* (2019), prepared by Partner Engineering and Science, Inc. (Partner) (August 2019) and provided in Appendix B of this IS/MND.

Impact Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction of the proposed project would temporarily increase the regional transport, use, and disposal of construction-related hazardous materials and petroleum products (e.g., diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals). These materials are commonly used at construction sites, and the construction activities would be required to comply with applicable State and federal regulations for proper transport, use, storage, and disposal of excess hazardous materials and hazardous construction waste. In addition, Regulatory Compliance Measures 4.10-1 and 4.10-2 (refer to

Section 4.10, Hydrology and Water Quality, of this IS/MND) require compliance with the waste discharge permit requirements to avoid potential impacts to water quality due to spills or runoff from hazardous materials used during construction. Therefore, with adherence to the regulatory standards included in Regulatory Compliance Measures 4.10-1 and 4.10-2, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant.

Operation of the proposed warehouses would involve the use of materials common to all urban developments that are labeled hazardous such as solvents and commercial cleansers and petroleum products and would include the limited use of pesticide and herbicides for landscape maintenance. Trucks accessing the businesses on site would contain oil and gasoline, to power their engines, which could have the potential to result in minor releases of such substances through drips or leaks from truck loading areas. The proposed project's uses are not anticipated to be associated with major hazardous materials and would not create unusually high quantities of hazardous waste.

The Orange County Fire Authority (OCFA) Hazardous Material Division and the Orange County Environmental Health Department both identify types and amounts of waste generated in Orange County and establish programs for managing waste. The OCFA maintains a Hazardous Material Management Plan, which assures that adequate treatment and disposal capacity is available to manage the hazardous waste generated within the County and address issues related to the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products.

The proposed project would be reviewed by the OCFA for hazardous material use, safe handling, and storage of materials. Prior to the issuance of grading permits, conditions of approval would be applied to the proposed project by the OCFA to reduce hazardous material impacts and insure that any hazardous waste that is generated on site would be transported to an appropriate disposal facility by a licensed hauler in accordance with State and federal law. Therefore, due to the type and nature of the proposed project, its implementation would result in less than significant impacts related to the routine transport, use, or disposal of hazardous materials; no mitigation is required.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant with Mitigation Incorporated. As stated in the Phase I ESA, the project site was identified as a Leaking Underground Storage Tank (LUST), UST, California Hazardous Material Incident Report System (CHMIRS), Historical UST, Historical CORTESE, CERS, RCRA-SQG, FINDS and ECHO site in the regulatory database reports. However, the project site does not include any Recognized Environmental Conditions (RECs) or Controlled Recognized Environmental Conditions (CRECs), and only includes historical recognized environmental conditions (HRECs) which refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the project site and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. In addition, two environmental concerns were identified which included the past operation of spray booths, emergency generators, and at least

one in-ground hydraulic lift and two in-ground clarifiers. These environmental concerns are not considered RECs. The Phase I ESA determined that no further investigation of the site is recommended. However, upon redevelopment of the project site, the proper decommissioning of the hydraulic lift(s) and clarifiers, if remaining intact, may be required by local regulatory agencies. A lack of maintenance and proper decommissioning procedures could result in potentially significant impacts related to hazardous conditions on the project site. Therefore, the proposed project is required to implement Mitigation Measure 4.9-1, which requires periodic inspection of hydraulic lift(s) and clarifiers during routine service and adherence to all local regulatory agency requirements related to the proper decommissioning of those facilities, which may include soil sampling. In addition, although the uses of the future warehouses are unknown, it is not anticipated that significant hazards would be created by uses associated with the proposed project. Operation of the proposed project could include the brief storage and transport of traditional consumer products that could contain minimal amounts of hazardous substances such as petroleum products, pesticides, fertilizer, pain products, solvents, and cleaning products. These products and substances could create a potential for explosion or accidental release of hazardous materials into the environment. However, it is anticipated that the length of time in the proposed project would be short and they would be stored consistent with all federal, State, and local regulations.

Therefore, with implementation of Mitigation Measure 4.9-1, the potential for the proposed project to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be reduced to less than significant.

Mitigation Measure:

Mitigation Measure 4.9-1 If the clarifiers are left intact and functional, the Applicant/ Developer shall periodically inspect them during routine service to ensure that they remain in good condition. If the hydraulic lift(s) and/or clarifiers are left remaining intact, the Applicant/Developer shall adhere to all local regulatory agency requirements related to the proper decommissioning of those facilities, which may include soil sampling.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. There are no schools located within 0.25 mile of the project site, Trident University is located approximately 0.5 mile northwest of the project site, Look Who's Learning Preschool is located approximately 0.8 mile southwest of the project site, and Patton Elementary School is located approximately 0.7 mile southeast of the project site. Additionally, Enders Elementary School, Hilton D. Bell Intermediate School, and Pacifica High School are all located more than 1 mile south of the project site. Therefore, impacts on schools would be less than significant; no mitigation is required.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant with Mitigation Incorporated. Database searches of the project site, including a GeoTracker search and a search of Superfund sites, determined that the project site is not included on a list of hazardous materials sites that could create a significant hazard to the public or the environment and is not a recorded Superfund site. On June 26, 2019, as part of the Phase I ESA, a government records database search was conducted to identify any properties of potential environmental concern within a 1-mile radius of the project site. The project site was identified as a LUST, UST, CHMIRS, Historical UST, Historical CORTESE, CERS, RCRA-SQG, FINDS and ECHO site in the regulatory database reports. The Phase I ESA also identified several listings for off-site adjacent or nearby properties on databases potentially indicative of a contamination concern. However, the listings do not include any RECs or CRECs, and only include historical recognized environmental conditions (HRECs) which refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the project site and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

Additionally, the Phase I ESA identified two environmental issues, which are not considered RECs. These environmental issues include:

- The past operation of spray booths, emergency generators, and at least one in-ground hydraulic lift in the training center and research and design buildings, and hydraulic elevators and vehicle display turntables at the office building and warehouse. A groundwater monitoring well was reported installed adjacent for the former in-ground lift and no evidence of releases was reported. No records of maintenance or removal of these features were provided or found in agency files. The hydraulic lift and hydraulic elevators are not suspected to contain PCBs based on the date of construction. In addition, hydraulic fluid is known to have a low mobility and is typically contained within a few feet of the surface. Based on the date of construction, the operation of the vehicle lift and turntable and elevator do not appear to represent a significant environmental concern at this time considering the existing land use. However, upon redevelopment, the proper decommissioning of the hydraulic lift(s) may be required by local regulatory agencies and the collection of soil samples may be required.

- Two in-ground clarifiers located adjacent to the training and design buildings. Records indicating the 2014 removal of one clarifier from 6430 Katella Avenue were found; however, the use and status of the two clarifiers observed during the site reconnaissance are not known. One of these clarifiers was evaluated during previous soil and groundwater investigations and no evidence of a release was found from the unit. It is likely that these features were used to treat mop water and/or storm water prior to entering the municipal sewer system. Significant environmental concerns with the current operations in the vicinity of these features were not observed during the site visit. The clarifiers have the potential to impact the subsurface of the project site should the systems become compromised. The clarifiers do not appear to represent a significant environmental concern at this time; however, as these systems age, the potential for a release

increases. The clarifiers should be periodically inspected for integrity during routine servicing to ensure that they remain in good condition. In addition, upon redevelopment and/or a change in use of the project site, proper decommissioning of the clarifiers may be required by local regulatory agencies and the collection of soil samples may be required.

The Phase I ESA concluded that there is no evidence of RECs in connection with the project site; however, HRECs and environmental issues were identified. Although HRECs and environmental issues were identified, the Phase I ESA did not recommend any further investigation of the project site. However, as stated above, upon redevelopment of the project site the proper decommissioning of the hydraulic lift(s) and clarifiers, if remaining intact, may be required by local regulatory agencies. A lack of maintenance and proper decommissioning procedures could result in potentially significant impacts related to hazardous conditions on the project site. Therefore, the proposed project is required to implement Mitigation Measure 4.9-1, which requires periodic inspection of hydraulic lift(s) and clarifiers during routine service and adherence to all local regulatory agency requirements related to the proper decommissioning of those facilities, which may include soil sampling. With implementation of Mitigation Measure 4.9-1, impacts related to hazardous materials sites would be reduced to less than significant.

Regulatory Compliance Measure: See Regulatory Compliance Measure 4.9-1 in the response under checklist Threshold 4.9(b).

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Less Than Significant Impact. The project site is located approximately 0.6 mile north of the Joint Forces Training Base (JFTB) Los Alamitos. The facilities at JFTB Los Alamitos include two runways and associated taxiways, ramp space, and hangars. According to the Orange County Airport Land Use Commission's 2016 *Airport Environs Land Use Plan* (AELUP) *for Joint Forces Training Base Los Alamitos*, the project site is located in the Federal Aviation Administration's (FAA) Part 77 Notification Area (Exhibit D1) and the AELUP height restriction zone for JFTB Los Alamitos (Exhibit D2).[1] Height limitations are imposed on projects within a height restriction zone so that structures or trees (1) do not obstruct the airspace required for take off, flight, or landing of aircraft at an airport, or (2) are not otherwise hazardous to the landing or taking off of aircraft.

Implementation of the proposed project would not result in a safety hazard for people working in the project area because the project would demolish the existing buildings on the project site and replace them with two warehouses that would not exceed 50 feet in height (the majority of each building would be between 40 and 45 feet). As such, the proposed buildings would be consistent with the height of surrounding land uses and would not penetrate the 100 to 1 imaginary surface that surrounds the runway at JFTB Los Alamitos. Therefore, no mitigation is required.

[1] Orange County Airport Land Use Commission. 2016. *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos*. Website: http://www.ocair.com/commissions/aluc/docs/JFTB-AELUP2016 ProposedFINAL.pdf (accessed June 26, 2020).

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The project site is not located along an emergency evacuation route.[1] Therefore, implementation of the proposed project would not interfere with the adopted emergency response plan and/or the emergency evacuation plan. No impact would occur; no mitigation is required.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is located within a fully urbanized area. There are no wildlands adjacent or in the vicinity of the project site, and the project site is not designated as a Fire Hazard Severity Zone on the Statewide CAL FIRE Map.[2] Therefore, there would be no risk of loss, injury, or death involving wildland fires. No impact would occur, and no mitigation is required.

[1] City of Cypress General Plan, Safety Element, Emergency Evacuation Routes map (Exhibit SAF-5), October 2, 2001.

[2] California Department of Forestry and Fire Protection (CAL FIRE). 2007. Draft Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/media/6737/fhszs_map30.pdf (accessed June 26, 2020).

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
k. Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)	☐	☐	☒	☐
l. Result in significant alteration of receiving water quality during or following construction?	☐	☐	☒	☐
m. Could the proposed project result in increased erosion downstream?	☐	☐	☒	☐
n. Result in increased impervious surfaces and associated increased runoff?	☐	☐	☒	☐
o. Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	☐	☐	☒	☐

p.	Be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	☐	☐	☒	☐
q.	Be tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	☐	☐	☐	☒
r.	Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?	☐	☐	☒	☐
s.	Have a potentially significant adverse impact on groundwater quality?	☐	☐	☒	☐
t.	Cause or contribute to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	☐	☐	☒	☐
u.	Impact aquatic, wetland, or riparian habitat?	☐	☐	☒	☐
v.	Would the project include new or retrofitted stormwater treatment control Best Management Practices (e.g., water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors or odors)?	☐	☐	☒	☐

Discussion

The following section is based on the *Preliminary Water Quality Management Plan* (WQMP) (WestLAND Group Inc., 2020b) and the *Hydrology Study Report* (WestLAND Group Inc., 2020a) provided in Appendices G and H of this IS/MND.

Impact Analysis

a) Would the project violate any water quality standards or waste discharge requirements?

Or

f) Would the project otherwise substantially degrade water quality?

Or

k) Would the project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)

Or

l) Would the project result in significant alteration of receiving water quality during or following construction?

Or

r) Would the project have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?

Less Than Significant Impact.

***Construction*.** Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction, the entirety of the project site would be graded and excavated and 22.3 acres of soil would be disturbed. During construction activities, soil would be exposed and disturbed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters. Sediment from increased soil erosion and chemicals from spills and leaks have the potential to be discharged to downstream receiving waters during storm events, which can affect water quality and impair beneficial uses.

Because construction of the proposed project would disturb greater than 1 acre of soil, the proposed project is subject to the requirements of the Construction General Permit, as specified in Regulatory Compliance Measure 4.10-1. As also specified in Regulatory Compliance Measure 4.10-1, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and construction Best Management Practices (BMPs) detailed in the SWPPP would be implemented during construction, in compliance with the requirements of the Construction General Permit. The SWPPP would detail the BMPs to be implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Compliance with the requirements of the Construction General Permit, including incorporation of construction BMPs to target and reduce pollutants of concern in stormwater runoff, would ensure that construction impacts related to waste discharge requirements, water quality standards, degradation of water quality, increased pollutant discharge, and alteration of receiving water quality, or impacts on surface water quality to marine, fresh, or wetland waters, would be less than significant.

According to the Geotechnical Investigation (Appendix D), borings encountered groundwater at depths of 5 to 6.5 feet below ground surface (bgs). Because of the presence of shallow groundwater, it is likely that groundwater dewatering would be required during excavation activities. Groundwater may contain high levels of total dissolved solids, nitrate, salinity, or other constituents, or high or low pH levels that could be introduced to surface waters when dewatered groundwater is discharged to receiving waters. If groundwater dewatering is necessary, groundwater would be discharged to either the sanitary sewer system or stormdrain system. If discharged to the sanitary sewer system, a permit from the City of Cypress Public Works Department would be required, as specified in Regulatory Compliance Measure 4.10-2, to ensure that there is sufficient capacity available to accommodate the discharge to prevent sanitary sewer overflow, which can result in a discharge of pollutants to surface waters. If groundwater is discharged to the storm drain system, coverage under the Santa Ana RWQCB's NPDES Permit *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality* (Order

No. R8-2020-0006, NPDES No. CAG998001) would be required, as also specified in Regulatory Compliance Measure 4.10-2. This permit requires testing and treatment (as necessary) of groundwater encountered during groundwater dewatering prior to release to the stormdrain system. As a result, groundwater dewatering would not introduce pollutants to receiving waters at levels that would violate water quality standards or waste discharge requirements, degrade water quality, increase pollutant discharge, or alter the quality of the receiving water. Impacts to surface water quality from groundwater dewatering would be less than significant.

Operation. Expected pollutants of concern from long-term operation of the proposed project include suspended solids/sediment, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris. According to the *Water Quality Management Plan* prepared for the project, potential sources of these pollutants include the following:

- **Suspended Solids/Sediment:** driveways, rooftops, sidewalks, paved areas, and landscaping
- **Nutrients:** fertilizers, waste, and garbage
- **Heavy Metals:** cars, trucks, and parking areas
- **Pathogens (Bacteria/Virus):** wild bird and pet waste, garbage
- **Pesticides:** Landscaping
- **Oil and Grease:** leaking vehicles and parking areas
- **Toxic Organic Compounds:** cars and trucks
- **Trash and Debris:** poorly managed trash container and parking area

The project would comply with the requirements of the Santa Ana RWQCB's NPDES Permit Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County (Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit). The North Orange County MS4 Permit requires that a WQMP be prepared for priority new development and redevelopment projects. The preparation of a WQMP and compliance with the North Orange County MS4 Permit is specified in Regulatory Compliance Measure 4.10-3.

If the proposed on-site activities or uses include vehicle maintenance shops, equipment cleaning operations, or any type of vehicle maintenance (including vehicle rehabilitation, mechanical repairs, painting, fueling, and lubrication), the project would also comply with the provisions of the State Water Resource Control Board *General Permit for Stormwater Discharges Associated with Industrial Activities* (Order WQ 2014-0057-DWQ, as amended by Orders 2015-0122-DWQ and the 2018 Amendment documents) (Industrial General Permit). As specified in Regulatory Compliance Measure 4.9-4, the proposed project would comply with all applicable requirements as specified in the Industrial General Permit, including the preparation of a SWPPP and implementation of BMPs to control and minimize the impacts of industrial-related activities, materials, and pollutants on the watershed.

WQMPs specify the BMPs that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff. The *Preliminary Water Quality Management Plan* (WQMP) prepared

for the project specifies the Source Control, LID BMPs, and Treatment Control BMPs proposed for the project. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into stormwater. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in stormwater runoff prior to releasing it to receiving waters.

The BMPs specified in the Preliminary WQMP would be implemented and maintained, as specified in Regulatory Compliance Measure 4.10-3. The proposed project BMPs are detailed below.

Proposed Structural Source Control BMPs include storm drain stenciling and signage; design and construct trash and waste storage areas to reduce pollution introduction; use efficient irrigation system and landscape design, water conservation, and smart controllers; and dock areas. Proposed Non-structural Source Control BMPs include education for property owners, tenants, and occupants; activity restrictions (e.g., no discharges of fertilizer, pesticides, and wastes to streets or storm drains; no hosing down of paved surfaces; no vehicle washing or maintenance); common area landscape maintenance; BMP maintenance; Title 22 CCR Compliance; local industrial permit compliance; uniform fire code implementation; common area litter control; employee training; housekeeping of loading docks; common area catch basin inspection; and street sweeping private streets and parking lots. Proposed Hydrologic Source Control BMPs include impervious area dispersion (e.g., roof top disconnection); impervious area reduction (e.g., permeable pavers, site design); revegetation of disturbed areas (including planting and preservation of drought tolerant vegetation and site design); maximizing natural infiltration capacity, including improvement and maintenance of soil; and minimizing impervious surface areas.

Proposed LID BMPs include catch basins with filter inserts (also utilized as treatment BMPs) and an Underground Detention System and a Modular Wetland System (also utilized as hydromodification control/biotreatment BMPs). The Preliminary WQMP identifies seven drainage sub-areas on-site, each containing catch basins with filter inserts where runoff would sheet flow to for pre-treatment. Once the runoff is pre-treated via filter inserts within each drainage sub-area, the runoff would be routed to an Underground Detention System in the southwest portion of the project site. Runoff would then be pumped to the Underground Detention System to a Modular Wetland System for biotreatment. Treated water would finally be routed to the existing 42-inch storm drain towards the southwest portion of the project site, which discharges into the Stanton Channel. In the event of high flows, an emergency overflow would route the water directly to the existing 42-inch storm drain. Stormwater runoff from Stanton Channel continues to Bolsa Chica Channel, and is ultimately discharged to the Anaheim Bay.

The proposed BMPs would target and reduce pollutants of concern from runoff from the project site in compliance with the North Orange County MS4 Permit requirements. Compliance with the requirements of the North Orange County MS4 Permit as well as the Industrial General Permit, including incorporation of operational BMPs to target pollutants of concern (as specified in Regulatory Compliance Measures 4.10-3 and 4.10-4), would ensure that water quality impacts related to waste discharge requirements, water quality standards, degradation of water quality,

increased pollutant discharge, alteration of receiving water quality, or impacts on surface water quality to marine, fresh, or wetland waters during project operation would be less than significant.

Regulatory Compliance Measures:

The following regulatory compliance measures are existing regulations that are applicable to the proposed project and are considered in the analysis of potential impacts related to hydrology and water quality. The City of Cypress considers these requirement to be mandatory; therefore, they are not considered mitigation measures.

Regulatory Compliance Measure 4.10-1

Construction General Permit. Prior to commencement of construction activities, the Applicant/Developer shall obtain coverage under the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit),* NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Stormwater Pollution Prevention Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained for the project from the SMARTS and provided to the Director of the City of Cypress Community Development Department, or designee, to demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including, but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and shall include BMPs (e.g., Sediment Control, Erosion

Control, and Good Housekeeping BMPs) to control the pollutants in stormwater runoff. Construction Site BMPs shall also conform to the requirements specified in the latest edition of the Orange County Stormwater Program *Construction Runoff Guidance Manual for Contractors, Project Owners, and Developers* to control and minimize the impacts of construction and construction-related activities, materials, and pollutants on the watershed. Upon completion of construction activities and stabilization of the project site, a Notice of Termination shall be submitted via SMARTS.

Regulatory Compliance Measure 4.10-2

Groundwater Dewatering Permit. If groundwater dewatering is required during construction or excavation activities and the dewatered groundwater is discharged to the sanitary sewer system, the Applicant/ Developer shall obtain a discharge permit from the Director of the City of Cypress Public Works Department. If the dewatered groundwater is discharged to the stormdrain system, the Applicant/ Developer shall obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality (*Order No. R8-2020-0006, NPDES No. CAG998001) which covers discharges to surface waters that pose an insignificant (de minimis) threat to water quality within. This shall include submission of a Notice of Intent for coverage under the permit to the RWQCB at least 45 days prior to the start of dewatering. The Applicant/Developer shall provide the Waste Discharge Identification Number (WDID) to the Director of the City's Public Works Department, or designee, to demonstrate proof of coverage under the *De Minimis* Permit. Groundwater dewatering shall not be initiated until a WDID is received from the Santa Ana Regional Water Quality Control Board (RWQCB) and is provided to the Director of the City's Public Works Department, or designee. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB.

Regulatory Compliance Measure 4.10-3

Water Quality Management Plan. Prior to the issuance of grading or building permits, the Applicant/Developer shall submit a Final Water Quality Management Plan (WQMP) to the City of Cypress Engineer, or designee, for review and approval in compliance with the requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County (Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit)*. The Final WQMP shall be prepared consistent with the requirements of the *Technical Guidance Document for Water Quality Management Plans* (December 2013) and the Water Quality Management Plan template, or subsequent guidance manuals. The Final WQMP shall specify the BMPs to be incorporated into the project design to target pollutants of concern in runoff from the project area. The City shall ensure that the BMPs specified in the Final WQMP are incorporated into the final project design.

Regulatory Compliance Measure 4.10-4

Industrial General Permit. Prior to commencement of industrial activities and issuance of a Certificate of Occupancy, the Applicant/Developer shall obtain coverage under the State Water Resources Control Board Industrial General Permit (Order WQ 2014-0057-DWQ as amended by Orders 2015-0122-DWQ and the 2018 Amendment documents) (Industrial General Permit) if the proposed on-site activities include transportation uses that require compliance with the Industrial General Permit (e.g., vehicle maintenance shops, equipment cleaning operations, or any type of vehicle maintenance [including vehicle rehabilitation, mechanical repairs, painting, fueling, and lubrication]). The Industrial General Permit regulates the discharge of storm water associated with industrial activity as defined by the U. S. Environmental Protection Agency. The proposed industrial activity at the project site falls under the Standard Industrial Code 4214 (Local Trucking With Storage), which is regulated under the Industrial General Permit. The proposed project shall comply with all applicable requirements specified in the Industrial General Permit, including the preparation of a SWPPP

and implementation of BMPs to control and minimize the impacts of industrial-related activities, materials, and pollutants on the watershed.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. According to the Geotechnical Investigation (Appendix D) prepared for the project, borings encountered groundwater at depths of 5 to 6.5 feet below ground surface (bgs). Because of the presence of shallow groundwater, it is likely that groundwater dewatering would be required during construction activities. However, groundwater dewatering would be localized and temporary, and the volume of groundwater removed would not be substantial. In addition, any volume of water removed during groundwater dewatering would be minimal compared to the size of the Coastal Plain of the Orange County Groundwater Basin, which has a surface area of 350 sq mi and a storage capacity of 38,000,000 acre-feet.[1] Construction and operation of the proposed project would not involve direct groundwater extraction. Increased water use would not substantially affect groundwater supplies because the groundwater basin has been sustainably managed by Orange County Water District (OCWD) over the last 10 years, and it is anticipated that the Coastal Plain of the Orange County Groundwater Basin will continue to be sustainably managed with implementation of the Basin 8-1 Alternative. The Basin 8-1 Alternative establishes objectives and criteria for groundwater management within the Coastal Plain of the Orange County Groundwater Basin.[2] Therefore, construction and operational impacts related to a decrease in groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Or

m) Could the proposed project result in increased erosion downstream?

Less Than Significant Impact.

Construction. During project construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate.

1 California Department of Water Resources (DWR). 2004. California's Groundwater Bulletin 118. Coastal Plains of Orange County Groundwater Basin.

2 Orange County Water District. 2017. Basin 8-1 Alternative – OCWD Management Area. January 1, 2017.

Project construction would not alter the course of a stream or river. As discussed above, the Construction General Permit requires preparation of a SWPPP (Regulatory Compliance Measure 4.10-1). The SWPPP would detail Erosion Control and Sediment Control BMPs to be implemented during project construction to minimize erosion and retain sediment on site. With compliance with the requirements of the Construction General Permit and with implementation of the construction BMPs, construction impacts related to on-site, off-site, or downstream erosion or siltation would be less than significant, and no mitigation is required.

Operation. According to the Preliminary WQMP prepared for the project, impervious surface area on-site would increase by approximately 3.15 acres (a 14 percent increase), which would increase on-site stormwater flows. Although the project would increase impervious surface area, impervious surface areas associated with development of the project site are not prone to erosion or siltation, because no loose soil would be included in these areas. The remaining acreage of the approximately 22.3-acre project site would consist of pervious surface area, which would contain landscaping that would minimize on-site erosion and siltation by stabilizing the soil. Therefore, on-site erosion and siltation impacts would be minimal.

As a result of the 3.15-acre increase in impervious surface area, the proposed project would increase runoff from the site during storm events, which can increase off-site erosion and siltation. As discussed previously, the proposed BMPs include an Underground Detention System and a Modular Wetland System, which would be designed to retain and reduce the volume of stormwater discharged to the local storm drain system off-site.

Significant redevelopment projects are subject to specific hydromodification[1] requirements of the North Orange County MS4 Permit and must implement measures for site design, source control, runoff reduction, stormwater treatment, and baseline hydromodification management. According to the Preliminary WQMP, the project site is located in an area of hydrologic condition of concern (HCOC).[2] However, as specified in Regulatory Compliance Measure 4.10-3, the proposed project would be required to comply with the following hydromodification requirements of the North Orange County MS4 Permit:

- Post-development runoff volume for the 2-year frequency storm does not exceed that of the predevelopment condition by more than 5 percent; and

- Time of concentration of post-development runoff for the two-year storm event is not less than that for the predevelopment condition by more than 5 percent.

Additionally, according to the Hydrology Study prepared for the project, the downstream storm drain system is over-capacity. As a result, the City restricts peak discharges from the project site to 41.83 cubic feet per second (cfs), as determined by the Master Plan of Drainage. As specified in the

[1] Hydromodification is defined as hydrologic changes resulting from increased runoff from increases in impervious surfaces. Hydromodification impacts can included changes in downstream erosion and sedimentation.

[2] Areas designated as hydrologic conditions of concern are watersheds of unarmored or soft-armored drainages that are vulnerable to geomorphology changes due to hydromodification.

Hydrology Study, the pre-development flow rate for the 25-year storm is 41.83 cfs. As a result of the 3.15-acre increase in impervious surface, the post-development flow rate would increase to 76.77 cfs for the 25-year storm. However, with incorporation of the Underground Detention System, stormwater flows would be attenuated and would be reduced to 35.84 cfs, which is below the pre-development flow rate for the 25-year storm and below the maximum allowable discharge rate of 41.83 cfs. As the Underground Detention System would reduce stormwater flows to below the existing condition and would meet both the City's drainage requirement and the hydromodification requirement, the proposed project would not contribute to the downstream capacity exceedences or existing flooding. Because the stormwater runoff from the project site would not exceed the North Orange County MS4 Permit hydromodification requirements or the City's drainage requirements, an analysis of flooding impacts and erosion and slope stability for project receiving waters is not required. Compliance with the hydromodification requirements of the North Orange County MS4 Permit and the City's drainage requirements, as determined by the Master Plan of Drainage, are specified in Regulatory Compliance Measures 4.10-3 and 4.10-5. Implementation of Regulatory Compliance Measures 4.10-3 and 4.10-5 would ensure that the proposed project would not increase downstream erosion or siltation impacts. For these reasons, operation impacts related to substantial on- or off-site and downstream erosion or siltation would be less than significant, and no mitigation is required.

Regulatory Compliance Measures:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to hydrology and water quality. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.10-5

Final Hydrology and Hydraulic Analysis. The Applicant/ Developer shall submit a Final Hydrology Study to the City of Cypress Director of Engineering, or his/her designee, for review and approval prior to issuance of grading and building permits. The Final Hydrology Study shall be prepared consistent with the requirements of the *Orange County Hydrology Manual* (Orange County Environment Agency 1986) and *Orange County Hydrology Manual Addendum No. 1* (Orange County Environment Agency 1996), or subsequent guidance manuals. The Final Hydrology Study shall demonstrate that the on-site drainage facilities and on-site underground detention systems are designed in compliance with the hydromodification requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County (Order No. R8-2009-0030, NPDES No.*

CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit) and the City peak flow restrictions from the City of Cypress Master Plan of Drainage. Final Hydrology Study shall also demonstrate that the n-site drainage facilities and on-site underground detention systems are adequately sized to accommodate stormwater runoff from the design storm so that post-development runoff volume for the 25-year, 24 hour frequency storm does not exceed the pre-development flow rate, does not exceed the hydromodification requirements, and does not exceed the maximum allowable discharge for the project site ($Q_{allowable}$). The City Director of Engineering, or designee, shall ensure that the drainage facilities specified in the Final Hydrology Study are incorporated into the final project design.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Or

o) Would the project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?

Less Than Significant Impact.

Construction. As discussed above, project construction would comply with the requirements of the Construction General Permit and would include the preparation and implementation of a SWPPP. The SWPPP would include construction BMPs to control and direct on-site surface runoff and would include detention facilities, if required, to ensure that stormwater runoff from the construction site does not exceed the capacity of the stormwater drainage systems. With implementation of construction BMPs as specified in Regulatory Compliance Measure 4.10-1, construction impacts related to a substantial increase in the rate or amount of surface runoff, flow, and volume that would result in flooding would be less than significant, and no mitigation is required.

Operation. Although the project would increase the amount of impervious surface at the project site by approximately 3.15 acres, the proposed project would not alter the existing on-site drainage patterns or alter the course of a stream or river. However, the increase in impervious surface area would increase stormwater runoff compared to existing conditions. As discussed in the response under Threshold 4.10(a), the proposed project includes an Underground Detention System in conjunction with a Modular Wetland System to detain and reduce stormwater runoff from the entire site.

As demonstrated by the hydraulic modeling conducted as part of the *Hydrology Study Report*, the Underground Detention System would be designed to accommodate the Design Capture Volume of 54,757 cf. The Underground Detention System would retain and restrict runoff from the project site to the maximum allowable discharge rate of 41.83 cfs for the project site. Furthermore, with implementation of the Underground Detention System, stormwater flows would be reduced to 35.84 cfs for the 25-year storm, which is below the existing condition. As specified in Regulatory Compliance Measure 4.10-5, a Final Hydrology Study would be prepared based on final project plans and would be approved by the City. The Hydrology Study would confirm that the project drainage facilities comply with City and County requirements to ensure that stormwater runoff is reduced to meet the hydromodification requirements and the allowable City discharge requirements for the project site. Furthermore, as runoff from the site would be reduced compared to the existing condition, the project would not contribute to the downstream capacity exceedences or existing flooding. With implementation of the proposed BMPs, operational impacts related to a substantial increase in the rate or amount of surface runoff, flow, and volume that would result in flooding would be less than significant, and no mitigation is required.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact.

Construction. As discussed above, construction of the proposed project has the potential to introduce pollutants to the stormdrain system from erosion, siltation, and accidental spills. However, as specified in Regulatory Compliance Measure 4.10-1, the Construction General Permit requires preparation of a SWPPP, which would identify the construction BMPs to be implemented during construction to reduce impacts to water quality, including those impacts associated with soil erosion, siltation, and spills. In addition, any groundwater extracted during groundwater dewatering activities that is discharged to surface waters would be tested and treated (if necessary) to ensure that any discharges meet the water quality limits specified in the applicable NPDES permit (as specified in Regulatory Compliance Measure 4.10-2). Regulatory Compliance Measures 4.10-1 and 4.10-2 are existing NPDES requirements with which the project is required to comply. These measures would prevent substantial additional sources of polluted runoff being discharged to the stormdrain system through implementation of construction BMPs that target pollutants of concern in runoff from the project site as well as testing and treatment (if required) of groundwater prior to its discharge to surface waters.

Additionally, the SWPPP would include construction BMPs to control and direct surface runoff on site and would include detention measures if required to ensure that stormwater runoff from the construction site does not exceed the capacity of the stormwater drainage systems. For these reasons, construction impacts related to creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

Operation. As discussed above, operation of the project has the potential to introduce pollutants to the stormdrain system from the proposed on-site uses. However, as specified in Regulatory

Compliance Measures 4.10-3 and 4.10-4, permanent operational BMPs that target and reduce pollutants of concern in stormwater runoff would be implemented and maintained throughout the life of the project. Regulatory Compliance Measures 4.10-3 and 4.10-4 are existing NPDES requirements with which the project is required to comply. These measures would prevent substantial additional sources of polluted runoff being discharged to the stormdrain system through implementation of operational BMPs to target pollutants of concern in runoff from the project site. Additionally, the proposed Underground Detention System would be designed to accommodate a 25-year storm event, and would retain and restrict runoff from the project site to the maximum allowable discharge of 41.83 cfs for the project site. As specified in Regulatory Compliance Measure 4.10-5, the Final Hydrology Report would demonstrate compliance with these City and County requirements, and would verify the maximum allowable discharge rate for the project site to ensure that downstream stormdrain capacity is not exceeded. For these reasons, operational impacts related to creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Or

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is not located within a 100-year floodplain. According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) No. 06059C0117J (December 3, 2009), the project site is located within Zone X, which comprises areas of 0.2 percent annual chance flood (500-year flood). Additionally, the project does not include construction of housing. As the project is not located within a 100-year floodplain, the project would not place housing or structures within a 100-year flood hazard area. No impact would occur, and no mitigation is required.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. The levee inundation zone of Coyote Creek/Carbon Creek is located west of the project site; however, the project site is not located within this inundation area.[1] Therefore, the project site is not located within the inundation zone of a levee. Additionally, the project is not located in an area subject to flooding from a 100-year storm. However, according to the Safety Element of the City of Cypress General Plan, the project site is located within the inundation zone of Prado Dam.[2]

[1] U.S. Army Corps of Engineers. 2015. Periodic Inspection Report No. 1, Generalized Executive Summary. June 4.

[2] City of Cypress. 2001. City of Cypress General Plan Safety Element. October 5.

Prado Dam was designed in the 1930s, but increased its functioning capability due to Seven Oaks Dam, which was completed in November 1999, and is approximately 40 miles upstream on the Santa Ana River. During a flood, Seven Oaks Dam stores water destined for Prado Dam for as long as the reservoir pool at Prado Dam is rising. When the flood threat at Prado Dam has passed, Seven Oaks Dam begins to release its stored flood water at a rate that does not exceed the downstream channel capacity. Working in tandem, the Prado and Seven Oaks Dams provide increased flood protection to Orange County.

Prado Dam is maintained and inspected to ensure its integrity and to ensure that risks are minimized. In addition, construction of the Santa Ana River Mainstem Project was initiated in 1989, and is scheduled for completion in 2021. The Santa Ana River Mainstem Project will increase levels of flood protection to more than 3.35 million people in Orange, San Bernardino, and Riverside Counties. Improvements to 23 miles of the Lower Santa Ana River channel, from Prado Dam to the Pacific Ocean, are 95 percent complete, with the remaining bank protection improvements in Yorba Linda currently under construction. Improvements to the Santa Ana River channel include construction of new levees and dikes. In addition, the Santa Ana River Mainstem Project includes improvements to Prado Dam that are currently underway and are estimated to be completed in 2021. The Prado Dam embankment has been raised and the outlet works have been reconstructed to convey additional discharges. Remaining improvements to Prado Dam include acquisition of additional land for the expansion of the Prado Reservoir, construction of protective dikes, and raising of the spillway.[1]

Although the project would construct new structures in an inundation zone, the proposed project would not increase the chance of inundation from failure of Prado Dam. Additionally, the entire City of Cypress is within a dam inundation zone. The potential for dam failure is remote and the City's emergency evacuation plans would be implemented if these dams were susceptible to rupture during heavy rains or other events. Therefore, project impacts related to the exposure of people and structures to significant risk associated with flooding as a result of dam failure would be less than significant. No mitigation is required.

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?

No Impact. According to the Safety Element of the City's General Plan, the project site is located within the inundation zone of Prado Dam.[2] There are no open bodies of water in the vicinity of the project site and the project is therefore not located within an inundation zone of a seiche. The project site is located approximately 6 miles northeast of the Pacific Ocean and is not located within a tsunami inundation zone, according to the Orange County Tsunami Inundation Maps.[3] The levee inundation zone of Coyote Creek/Carbon Creek is located west of the project site; however, the project site is not located within this inundation area. Therefore, no impact from inundation by seiche, tsunami, or mudflow would occur, and no mitigation is required.

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1 Orange County Public Works. 2019. Orange County Flood Division. Santa Ana River Project. Website: http://www.ocflood. com/sarp (accessed July 6, 2019).

2 City of Cypress. 2001. City of Cypress General Plan Safety Element. October 5.

3 California Department of Conservation. 2019. Orange County Tsunami Inundation Maps. Website: https://www.conservation.ca.gov/cgs/tsunami/maps/orange (accessed on July 1, 2020).

n) Would the project result in increased impervious surfaces and associated increased runoff?

Less Than Significant Impact. The proposed project would increase the impervious surface area on-site by approximately 3.15 acres. As a result of the 3.15-acre increase in impervious surface area, the proposed project would increase stormwater runoff from the site during storm events. As discussed previously, the proposed BMPs include Underground Detention Systems, which would be designed to retain stormwater runoff from the project site and would reduce the volume of polluted stormwater discharged to the local storm drain system off-site. Additionally, as stated in the *Preliminary Hydrology and Hydraulics Study* (2020) prepared for the project, post-development runoff volume for the 25-year frequency storm would meet City and County stormwater requirements by restricting runoff from the project site to the maximum allowable discharge of 41.83 cfs for the project site. As specified in Regulatory Compliance Measure 4.10-5, a Final Hydrology Study would also be required to demonstrate that the final design of the project meets these requirements. With implementation of Regulatory Compliance Measure 4.10-5, impacts related to the increase of impervious surfaces and associated increased runoff would be less than significant, and no mitigation is required.

p) Would the project be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?

Less Than Significant Impact. After entering the stormdrain system in Katella Avenue, runoff from the project site is eventually discharged to the Bolsa Chica Channel, and ultimately, Anaheim Bay. Anaheim Bay is impaired for nickel, Polychlorinated biphenyls (PCBs), and toxicity. Bolsa Chica Channel is impaired for ammonia (unionized), indicator bacteria, and pH.

As discussed above, construction of the proposed project has the potential to introduce pollutants to the stormdrain system from erosion, siltation, and accidental spills. During construction activities, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked. Therefore, construction has the potential to contribute to pH impairments. Grading and earthmoving equipment are sources of chemicals, liquid products, and petroleum products if the equipment leaks and could contribute to the metals (nickel), and pH impairments in downstream receiving waters. If concrete-related wastes are spilled or leaked, they could affect the pH of downstream receiving waters. Temporary or portable sanitary facilities provided for construction workers could be a source of sanitary waste and contribute to downstream indicator bacteria impairments. However, sanitary waste generated from temporary or portable sanitary facilities would be disposed of in compliance with all applicable regulations. Project construction would not involve the use of PCBs, which were banned in the U.S. in 1979. Therefore, project construction would not contribute to the PCBs impairment. The CWA 303(d) list does not specify the source of toxicity in Anaheim Bay. However, project construction is not anticipated to contribute to the toxicity impairment as construction activities would be required to comply with applicable State and federal regulations for proper transport, use, storage, and disposal of excess hazardous materials and hazardous construction waste. Additionally, project construction is not anticipated to involve the use of ammonia, which in urban environments, is most commonly used in household cleaning products and fertilizers. As specified in Regulatory Compliance Measure 4.10-1, compliance with the Construction General Permit requires preparation of a SWPPP to

identify construction BMPs to be implemented during project construction to reduce impacts to water quality. Construction BMPs would include, but not be limited to, Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site, as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Implementation of construction BMPs would reduce pollutants of concern in stormwater runoff, and would reduce the potential of contributing to receiving water impairments. In addition, during groundwater dewatering, Regulatory Compliance Measure 4.10-2 would ensure that pollutants are not introduced to receiving waters and that water quality standards and waste discharge requirements are met.

During operation, expected pollutants of concern include suspended solids/sediment, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris. Pets utilizing the landscaped areas would be a potential source of bacteria (e.g., fecal matter) which could contribute to the indicator bacteria impairment. Vehicles operating within the project site and metal roofs could be a source of heavy metals (nickel). Household cleaning agents and fertilizers used during operation could be a source of ammonia. Therefore, there is the potential for operational pollutants to contribute to the nickel, toxicity, ammonia (unionized), indicator bacteria, and pH impairments in receiving waters. Project operation would not involve the use of PCBs. Therefore, the project would not contribute to PCBs impairment.

As specified in Regulatory Compliance Measures 4.10-3 and 4.10-4, post-construction BMPs would be implemented and maintained during operation to target and reduce pollutants in stormwater runoff from the project site during operation. The Source Control and LID BMPs specified in the WQMP would target and reduce pollutants of concern in stormwater runoff from the project site, including those contributing to downstream water quality impairments. Therefore, with implementation of Regulatory Compliance Measures 4.10-3 and 4.10-4, impacts related to an increase in pollutants for which the receiving waterbody is already impaired as listed on the CWA Section 303(d) list would be less than significant, and no mitigation is required.

q) Would the project be tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?

No Impact. According to the North Orange County MS4 Permit, Environmentally Sensitive Areas are areas such as those designated in the Ocean Plan as Areas of Special Biological Significance (ASBS) or waterbodies listed on the CWA Section 303(d) list of impaired waters. The project site is not tributary to an ASBS.[1] In addition, the proposed project does not meet the priority development project definition of "a development of 2,500 sf of impervious surface or more, adjacent to (within 200 ft) or discharging directly into Environmentally Sensitive Areas." The nearest CWA Section 303(d) impaired waterbody is the Bolsa Chica Channel, which is located approximately 2.3 miles downstream of the project site. In addition, the project would not discharge directly into this CWA Section 303(d) impaired water. Therefore, implementation of the proposed project would not result in any impacts to environmentally sensitive areas. No mitigation is required.

[1] State Water Resources Control Board (SWRCB). 2019. California's Areas of Special Biological Significance. Website: https://www.Water boards.ca.gov/water_issues/programs/ocean/asbs_map.shtml (accessed July 6, 2020).

s) Would the project have a potentially significant adverse impact on groundwater quality?

Or

t) Would the project cause or contribute to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

Less Than Significant Impact. Although groundwater dewatering may be required, dewatered groundwater would not be discharged back to groundwater and instead would be discharged to either the sanitary sewer system or stormdrain system. As a result, groundwater dewatering would not substantially degrade groundwater quality or result in the exceedance of water quality objectives or degradation of beneficial uses.

Infiltration of stormwater has the potential to affect groundwater quality in areas of shallow groundwater. As stated previously, groundwater table is considered to be present at a depth of 5 to 6.5 feet. Therefore, due to the shallow groundwater table, stormwater may infiltrate during project construction and operation, and has a potential to affect groundwater quality because there is a direct path for pollutants to reach the groundwater table. Proposed construction BMPs, as required by the Construction General Permit and as specified in Regulatory Compliance Measure 4.10-1, would reduce infiltration of pollutants to groundwater during construction. Proposed LID BMPs include an Underground Detention System and Modular Wetland System, which would capture and treat stormwater runoff on-site, and would reduce the volume of stormwater and the infiltration of pollutants into groundwater during operation. Therefore, minimal infiltration would occur on-site during operation. Project construction and operation would not involve groundwater injection. Additionally, infiltration BMPs are not proposed. Because minimal infiltration would occur and no groundwater injection would occur, project construction and operation would not substantially degrade groundwater quality or result in the exceedance of water quality objectives or degradation of beneficial uses. Impacts would be less than significant, and no mitigation would be required.

u) Would the project impact aquatic, wetland, or riparian habitat?

Less Than Significant Impact. The project site is currently developed and located in an urban area. As discussed further in Section 4.3, Biological Resources, no natural streams, federally protected wetlands, or riparian habitat are located on the project site. Bolsa Chica Channel, a downstream receiving water, is a rock-lined trapezoidal channel, and does not provide aquatic, wetland, or riparian habitat. Anaheim Bay, the ultimate receiving water, is a wetland that supports aquatic and riparian habitat. However, the proposed project would not directly discharge into Anaheim Bay, and would implement construction and operational BMPs, as specified in Regulatory Compliance Measures 4.10-1 and 4.10-3, to reduce pollutant loading to receiving waters. With implementation of Regulatory Compliance Measures 4.10-1 and 4.10-3, development of the proposed project would have a less than significant impact on aquatic, wetland, or riparian habitat. No mitigation is required.

v) Would the project include new or retrofitted stormwater treatment control Best Management Practices (e.g., water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors or odors)?

Less Than Significant Impact. As discussed above, the project would include implementation of post-construction BMPs (an Underground Detention System and a Modular Wetland System) to reduce impacts related to hydrology and water quality. These post-construction BMPs would not result in additional impacts not already evaluated throughout this IS/MND. The post-construction BMPs would be underground and would be designed and routinely inspected and maintained to reduce impacts related to vectors and odors. Additionally, as specified in the Preliminary WQMP, BMP maintenance would include inspections 48 hours following a storm event to verify no standing water exists and to minimize stagnation, which would minimize odors and vectors. Therefore, impacts related to BMPs would be less than significant, and no mitigation is required.

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4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact Analysis

a) Would the project physically divide an established community?

No Impact. The project site is currently developed with several buildings that were recently vacated by Mitsubishi Motors of America. The project site is located in a largely developed portion of the City of Cypress. The area surrounding the project site is developed with a variety of commercial, warehouse, office, and residential uses. The existing buildings would be demolished and replaced with two two-story warehouses: a north building and a south building. The proposed project would provide parking for automobiles around the perimeter of the two buildings, parking for trucks between the two buildings, and 27 dock doors per building. Primary access to the project site would be provided via three driveways on Holder Street, with a fourth right-in/right-out driveway on Katella Avenue. Additionally, the proposed project would improve the existing concrete sidewalk on the northern edge of the project site and the adjacent pavement along Katella Avenue.

Although implementation of the proposed project would result in changes on the project site (demolition of the existing buildings and construction of the proposed warehouse buildings and associated improvements), the proposed project would not result in changes to the existing parcel configuration of adjacent parcels. As such, the proposed project would not divide or separate any existing land uses or neighborhoods. Therefore, construction and implementation of the project would not result in the physical division of an established community. No mitigation would be required.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Less Than Significant Impact. The main documents regulating land use on the project site and the immediate vicinity are the City of Cypress (City) General Plan, Zoning Code, and the Cypress Corporate Center Amended Specific Plan (Specific Plan). The proposed project's relationship to these planning documents is provided below. The proposed project's relationship to these planning documents and the proposed project's consistency with the 2020–2045 RTP/SCS are provided below.

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2020–2045 RTP/SCS is a long-range planning document that provides a common foundation for regional and local planning, policymaking, and infrastructure goals in the Southern California Association of Governments (SCAG) region. The core vision for the 2020–2045 RTP/SCS is to increase mobility options and achieve a more sustainable growth pattern. Table 4.11.A provides a consistency analysis of the goals from the 2020–2045 RTP/SCS that are relevant to the proposed project. In order to eliminate repetitive goals and focus on key issues, goals that are not relevant to the proposed project are not included in Table 4.11.A. As stated in Table 4.11.A, the proposed project would be consistent with applicable goals in the 2020–2045 RTP/SCS, and no mitigation is required.

City of Cypress General Plan. The General Plan is a comprehensive plan intended to guide the physical development of the City and it serves as a blueprint for future growth and development. As a blueprint for the future, the plan contains policies and programs designed to provide decision-makers with a solid basis for decisions related to land use and development. The Cypress General Plan Land Use Policy Map designates the project site as "Specific Plan Area" in recognition that the project site is subject to the Cypress Corporate Center Amended Specific Plan (Specific Plan). Therefore, the Specific Plan largely governs the permitted uses and development standards associated with the project site.

Table 4.11.B provides a consistency analysis of the goals and policies from the City's General Plan that are relevant to the proposed project. As stated in Table 4.11.B, the proposed project would be consistent with all of the applicable General Plan goals and policies.

Cypress Corporate Center Specific Plan. The project site is within the boundaries of the Cypress Corporate Center Specific Plan, which covers an approximately 110-acre area in the southeastern portion of the City. The Specific Plan designates the project site for Business Park uses. The proposed project consists of warehouses uses, which is identified as a permitted use under the Specific Plan. Permitted uses in the Specific Plan area include all general administrative, and professional uses, general research facilities, and laboratories, service industries, industries engaged in storage and warehousing, and construction industries. The proposed project would be consistent with the land use designations, development, standards, design guidelines, parking requirements, and other applicable standards of the Specific Plan. The Specific Plan does not include any applicable goals or policies. Therefore, the proposed project would be consistent with the Specific Plan.

Zoning Ordinance. The City's Zoning Ordinance is the primary implementation tool for its General Plan Land Use Element (2001) and the goals and policies therein. For this reason, the Zoning Map must be consistent with the General Plan Land Use Map. The General Plan Land Use Map indicates the general location and extent of future land use in Cypress. The Zoning Ordinance, which includes the Zoning Map, contains more detailed information about permitted land uses, building intensities, and required development standards.

The Cypress Corporate Center Specific Plan is the regulatory plan that constitutes the zoning for the project site. The project site currently has the zoning designation Cypress Corporate Center (PC-2), which is consistent with the proposed project's intended warehouse uses. The project does not propose any amendments to the City's General Plan, the Specific Plan, or the City's Zoning Ordinance. Therefore, the proposed project is consistent with the City's Zoning Ordinance.

Table 4.11.A: RTP/SCS Consistency Analysis

Relevant RTP/SCS Goals	Consistency Analysis
RTP/SCS Goal 1: Encourage regional economic prosperity and global competitiveness	**Consistent.** The proposed project would result in the development of a warehouse facility, which would reactivate the recently vacated project site. The proposed project would also result in employment on the site. Therefore, the proposed project would be consistent with Goal 1 in the 2020–2045 RTP/SCS.
RTP/SCS Goal 5: Reduce greenhouse gas emissions and improve air quality	**Consistent**. As described in Section 4.3, Air Quality, of this IS/MND, construction and operation of the proposed project would result in less than significant air quality impacts. As described in Section 4.8, Greenhouse Gas Emissions, of this IS/MND, construction and operation of the proposed project would result in less than significant impacts related to greenhouse gas emissions. Because the proposed project would not degrade air quality or result in significant impacts related to greenhouse gas emissions, the proposed project would be consistent with Goal 5 in the 2020–2045 RTP/SCS.
RTP/SCS Goal 6: Support healthy and equitable communities	**Consistent.** As described in Section 4.3, Air Quality, of this IS/MND, construction and operation of the proposed project would result in less than significant air quality impacts. Additionally, the health risk report prepared for the proposed project determined that the proposed project would not cause a significant human health or cancer risk to adjacent residences or workers. Because the proposed project would not degrade air quality or result in mobile source health risk impacts, the proposed project would be consistent with Goal 6 in the 2020–2045 RTP/SCS.

Source: Southern California Association of Governments. 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy.
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

Table 4.11.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Land Use Element	
Goal LU-1: Create a well balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/ recreation uses, while providing adequate community services to City residents.	**Consistent.** The proposed project would develop a warehouse project in an area of the City that is currently characterized by a mix of commercial, warehouse, office, and residential uses. As discussed further in Section 4.15, Public Services, and Section 4.19, Utilities and Service Systems, the affected public and utility service providers were contacted during preparation of this IS/MND to determine potential project-related impacts to affected public and utility service provider. As described in Sections 4.15 and 4.19, the project's impacts to utilities and other public services would be less than significant. Therefore, project implementation would contribute to a well-balanced land use pattern that accommodates the City's existing and future needs for commercial uses, while providing adequate community services to City residents. Therefore, the proposed project would be consistent with General Plan Land Use Element Goal LU-1.
Goal LU-2: Ensure that new development is compatible with surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.	**Consistent.** As demonstrated in Section 4.3, Air Quality, and Section 4.13, Noise, the project is designed to be compatible with surrounding land uses. As discussed further in Section 4.17, Transportation, the proposed project would have less than significant impacts on the local circulation network. According to Section 4.15, Public Services, and Section 4.19, Utilities and Service Systems, the proposed project would not have a significant impact on public facilities in light of existing development constraints. Therefore, the proposed project would be consistent with General Plan Land Use Element Goal LU-2.
Policy LU-2.1: Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards with such techniques as buffering, landscaping, and setbacks.	**Consistent.** The proposed project would comply with all applicable development standards as outlined in the Specific Plan, which would ensure a sensitive transition between the proposed project and the residential uses south of the drainage channel. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-2.1.
Policy LU-2.4: Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, where feasible.	**Consistent.** As discussed in Section 4.17, Transportation, the proposed project would not generate significant adverse impacts related to traffic and transportation. As discussed in Section 4.1, Aesthetics, Section 4.3, Air Quality, and Section 4.13, Noise, sensitive receptors at nearby residential neighborhoods would not experience unacceptable levels of noise, odors, dust, light, or glare as a result of project implementation. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-2.4.
Goal LU-10: Carefully regulate future development in the Business Park to ensure the current high quality environment is maintained.	**Consistent.** The proposed project would comply with all applicable development standards in the Specific Plan and as detailed throughout this IS/MND, the proposed project would include mitigation measures and regulatory compliance measures that would minimize environmental impacts to the extent feasible. Therefore, the proposed project would be consistent with General Plan Land Use Element Goal LU-10.

Table 4.11.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Policy LU-10.1: As a condition of development approval in the Business Park, consider the impacts of site utilization, access, and occupancy on traffic generation.	**Consistent.** The proposed project would utilize a recently vacated site and would result in the development of a warehouse facility. The proposed project would provide access to the project site via three driveways from Holder Street and a fourth employee right-in/right-out driveway on Katella Avenue. As discussed in Section 4.17, Transportation, the proposed project would result in less than significant traffic impacts. Consistent with the referenced policy, this information will be provided to City decision-makers prior to considering approval of the proposed project. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-10.1
Goal LU-15: Retain and facilitate the expansion of businesses throughout the City.	**Consistent.** The proposed project would result in the development of a warehouse facility on a currently vacant parcel, which would potentially introduce a new business to the City and would facilitate the expansion of businesses throughout the City. Therefore, the proposed project would be consistent with General Plan Land Use Element Goal LU-15.
Circulation Element	
Goal CIR-1: Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Cypress.	**Consistent.** As discussed in Section 4.17, Transportation, the proposed project would result in less than significant impacts related to traffic at all study area intersections. Therefore, the proposed project would be consistent with General Plan Circulation Element Goal CIR-1.
Policy CIR-1.4: Require new development to conform to the standards and criteria of the City of Cypress and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.	**Consistent.** As discussed in Section 4.17, Transportation, the proposed project would comply with all applicable standards related to transportation and would incorporate mitigation measures to mitigate traffic impacts. Therefore, the proposed project would be consistent with General Plan Circulation Element Policy CIR-1.4.
Policy CIR-2.8: Enhance the sidewalk environment to encourage pedestrian activities through streetscape and transit enhancement programs.	**Consistent.** The proposed project would improve the existing concrete sidewalk on the northern edge of the project site along Katella Avenue. Therefore, the proposed project would be consistent with General Plan Circulation Element Policy CIR-2.8.
Conservation/Open Space/Recreation Element	
Goal COSR-3: Conserve energy resources through the use of available technology and conservation practices.	**Consistent.** As described in Section 4.6, Energy, the proposed project would comply with the energy efficiency standards included in Title 24 (Regulatory Compliance Measure 4.6-1), which would significantly reduce energy usage. Therefore, the proposed project would be consistent with General Plan Conservation/Open Space/Recreation Element Goal COSR-3.
Goal COSR-5: Preserve Cypress' archaeologic and paleontologic resources.	**Consistent.** As described in Section 4.7, Geology and Soils, the proposed project would implement Mitigation Measure GEO-3, which would require that a qualified paleontologist be contacted in the event that any paleontological resources are discovered during ground-disturbing activities so the discovery can be assessed for scientific importance. The qualified paleontologist shall then make recommendations regarding treatment and disposition of the discovery, the need for paleontological monitoring, and preparation of the appropriate report. Implementation of Mitigation Measure 4.7-3 would ensure that impacts to paleontological resources are reduced to a level that is less than significant.

Table 4.11.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
	As described in Section 4.5, Cultural Resources, the proposed project would implement Mitigation Measure 4.5-1, which requires monitoring by a qualified archaeologist. The measure includes procedures for recovering any significant or unique archaeological resource and for preparation of a report that documents any cultural resource recovery at the project site. Implementation of Mitigation Measure 4.5-1 would ensure that impacts to archaeological resources are reduced to a level that is less than significant. Therefore, the proposed project would be consistent with General Plan Conservation/Open Space/Recreation Element Goal COSR-5.
Policy COSR-5.2: Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.	**Consistent.** Refer to Mitigation Measure 4.5-1 in Section 4.5, Cultural Resources, and Mitigation Measure 4.7-2 in Section 4.7, Geology and Soils. The proposed project has the potential to affect unknown archaeological and paleontological resources. The proposed project would adhere to the *State CEQA Guidelines* for environmental documentation and mitigation measures where development could affect these resources. Mitigation Measures 4.5-1 and 4.7-2 would ensure project compliance with CEQA, the California Code of Regulations, the State Health and Safety Code, and the California Public Resources Code as they relate to archaeological and paleontological resources, respectively. Therefore, the proposed project would be consistent with General Plan Conservation/Open Space/Recreation Element Policy COSR-5.2.
Safety Element	
Goal SAF-1: Protect residents, workers, and visitors from flood hazards, including dam inundation.	**Consistent.** As described in further detail in Section 4.9, Hydrology and Water Quality, the proposed project would not result in significant impacts related to flooding. Additionally, the project site has a low likelihood of flooding and the proposed on-site stormdrain system would be adequately sized to accommodate stormwater runoff so that on-site flooding would not occur. Therefore, the proposed project would be consistent with General Plan Safety Element Goal SAF-1.
Goal SAF-2: Protect life and property in Cypress from seismic events and resulting hazards.	**Consistent.** As discussed in further detail in Section 4.7, Geology and Soils, with the implementation of Mitigation Measure 4.7-1, which requires compliance with the recommendations in the project Geotechnical Assessment, all impacts related to geological hazards would be less than significant. As such, the proposed project would be consistent with General Plan Safety Element Goal SAF-2.
Goal SAF-3: Minimize risks to life and property associated with the handling, transporting, treating, generating, and storing of hazardous materials.	**Consistent.** As discussed in further detail in Section 4.9, Hazards and Hazardous Materials, the proposed project would not result in any significant impacts related to the routine transport, use, or disposal of hazardous materials. Therefore, the proposed project would be consistent with General Plan Safety Element Goal SAF-3**.**
Goal SAF-5: Protect life and property in Cypress from urban fires. Maintain the Orange County Fire Authority's high level of service to community businesses and residents.	**Consistent.** As discussed in further detail in Section 4.15, Public Services, the proposed project requires the implementation of Mitigation Measure 4.15-1, which requires the Applicant/Developer to enter into a Secured Fire Protection Agreement with the Orange County Fire Authority. The Secured Fire Protection Agreement with the Orange County Fire Authority would ensure adequate service to the project site. As such, the proposed project would be consistent with General Plan Safety Element Goal SAF-5.

Table 4.11.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Goal SAF-6: Maintain the police department's high quality of service to the City.	**Consistent.** As discussed in further detail in Section 4.15, Public Services, the proposed project is expected to be adequately served by existing police facilities. Additionally, the Cypress Police Department would review the site plan during the project approval phase and would impose standard conditions of approval. As such, the proposed project would be consistent with General Plan Safety Element Goal SAF-6.
Goal SAF-8: Protect Cypress residents from air operation accidents.	**Consistent.** As discussed in further detail in Section 4.9, Hazards and Hazardous Materials, the proposed project would not result in a safety hazard for people in the project area because the proposed project would comply with all appropriate Federal Aviation Administration (FAA) standards and requirements, including compliance with Federal Aviation Regulations [FAR] Part 77 requirements. As such, the proposed project would be consistent with General Plan Safety Element Goal SAF-8.
Noise Element	
Goal N-2: Incorporate noise considerations into land use planning decisions.	**Consistent.** As discussed in further detail in Section 4.13, Noise, the proposed uses on the project site would be compatible with surrounding uses based on noise standards established by the City. Therefore, the proposed project would result in the development of land uses consistent with the City's noise standards and the proposed project would be consistent with General Plan Noise Element Goal N-2.
Goal N-3: Minimize noise spillover from commercial uses into nearby residential neighborhoods.	**Consistent.** As discussed in further detail in Section 4.13, Noise, with the implementation of mitigation measures, which include measures to reduce noise impacts to surrounding residential areas, noise impacts would be less than significant. As such, the proposed project would be consistent with General Plan Noise Element Goal N-3.
Air Quality Element	
Goal AQ-1: Reduce air pollution through proper land use and transportation planning.	**Consistent**. As discussed in further detail in Section 4.3, Air Quality, the proposed project would not result in significant air quality impacts. Additionally, the proposed project would result in the development of a warehouse facility located directly adjacent to Katella Avenue, which is one of the City's major travel corridors. As such, the proposed project would be consistent with General Plan Air Quality Element Goal AQ-1.
Goal AQ-2: Improve air quality by reducing the amount of vehicular emissions in Cypress.	**Consistent**. As discussed in further detail in Section 4.3, Air Quality, the proposed project would not result in significant air quality impacts related to vehicular emissions. As such, the proposed project would be consistent with General Plan Air Quality Element Goal AQ-2.
Growth Management Element	
Goal GM-1: Reduce traffic congestion.	**Consistent.** As discussed in Section 4.17, Transportation, the proposed project would result in less than significant impacts related to traffic at all study area intersections. Therefore, the proposed project would be consistent with General Plan Growth Management Element Goal GM-1.

Source: City of Cypress General Plan (2001).

Summary. Approval of the proposed project would not introduce any inconsistences with the 2020–2045 RTP/SCS, the City's General Plan, the Specific Plan, or the Cypress Municipal Code. Therefore, the proposed project would result in less than significant impacts related to potential conflicts with applicable land use plans, policies, and regulations. No mitigation is required.

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact Analysis

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Surface Mining and Reclamation Act (SMARA) enacted by the California Legislature in 1975 provides guidelines to assist with the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land uses and ownership. SMARA categorizes areas into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits of which their significance cannot be properly evaluated.
- **MRZ-4:** An area where information is not adequate enough to be able to assign to any other MRZ zone.

Of these four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being "regionally significant." Such designations require that a Lead Agency's land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it consider the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency's jurisdiction.

The project site has been classified by the California Division of Mines and Geology (CDMG) as MRZ-4, indicating that the project site is in an area where information is inadequate for assignment

to any other mineral resource zone.[1] The City of Cypress (City) is not within the proximity of any MRZ-2 zones, and is surrounded by an MRZ-1 zone, indicating the absence of significant mineral deposits in the area.[2] Furthermore, according to the City's General Plan Conservation/Open Space/ Recreation Element (2001), there are no mineral resources as defined by the CDMG within the City. Therefore, no significant impacts related to the loss of availability of a known mineral resource that would be of value to the region and to the residents of the State would result from project implementation, and no mitigation is required.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As stated in Response 4.12(a), no known valuable mineral resources exist on or near the project site. In addition, the project site is not identified on a local General Plan, Specific Plan, or other land use plan as the location of a locally important mineral resource. Therefore, no significant impacts related to mineral resources would result from project implementation, and no mitigation is required.

1 California Department of Conservation (DOC). Division of Mines and Geology. 1981. Mineral Land Classification Map. Los Alamitos Quadrangle. Special Report 143, Plate 3.17.

2 Ibid.

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Discussion

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise-sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also account for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels. CNEL is the time-weighted average noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for

events occurring during the relaxation. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable.

In addition to the *State CEQA Guidelines Appendix G* thresholds above, the quantitative noise and vibration standards described below are used in this analysis to evaluate construction and operational impacts related to noise and vibration.

A project would have a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of Cypress.

The City of Cypress addresses noise in the Noise Element (2001) of the General Plan and in the Municipal Code. The Noise Element provides the City's goals and policies related to noise, which work to reduce noise impacts from transportation noise sources, incorporate noise considerations into land use planning decisions, minimize noise spillover from commercial uses into nearby residential neighborhoods, and control non-transportation noise impacts. The noise standards specified in Tables N-2 and N-3 of the City's General Plan Noise Element are used as a guideline to evaluate the acceptable limits of noise for various land uses. The Noise and Land Use Compatibility Matrix (included below as Figure 4.13.1, Noise and Land Use Compatibility Matrix) describes categories of compatibility, but not specific noise standards. The City's noise standards (Table N-3 of the City's General Plan Noise Element) require that exterior active use areas not exceed 60 dBA CNEL for outdoor living areas associated with single-family residential land uses and 45 dBA CNEL for interior areas of single-family residences, hotels, and movie theaters. Other short-term and long-term noise impacts (e.g., construction activities or on-site stationary sources) are regulated by the noise ordinance.

In addition, to analyze noise impacts originating from a designated fixed location or private property such as the proposed project, stationary-source (operational) noise such as loading dock activity, truck movements, rooftop air conditioning units, and trash compactor activity are typically evaluated against standards established under a City's Municipal Code. The noise regulations included in the City of Cypress Municipal Code, Article VII *Noise Control*, provide standards for determining and mitigating non-transportation or stationary-source noise impacts from operations at private properties. The noise standards identified in the Municipal Code are based on noise zones specified in Section 13-67 *Designated noise zone,* which establishes Noise Zone 1 for all residential properties zoned RS-15000 or RS-6000, and Noise Zone 2 for all other residential properties.

All the nearby noise-sensitive receiver locations near the project site are located within Noise Zone 1. For noise-sensitive residential land uses in Noise Zone 1, Section 13-68, *Exterior Noise Standards*, identifies a daytime (7:00 a.m. to 10:00 p.m.) noise level standard of 55 dBA L_{50} and a nighttime (10:00 p.m. to 7:00 a.m.) noise level standard of 50 dBA L_{50}. The City of Cypress Municipal Code, Section 13-68, identifies operational noise level limits using the percentile noise descriptors.

Land Use Category	Community Noise Exposure			
	L_{dn} or CNEL, dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density	50–60	60–65	65–75	75–95
Residential-Multiple Family	50–60	60–65	65–75	75–95
Transient Lodging-Motel, Hotels	50–65	65–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–60	60–65	65–80	80–85
Auditoriums, Concert Halls, Amphitheaters	N/A	50–65	N/A	65–85
Sports Arenas, Outdoor Spectator Sports	N/A	50–70	N/A	70–85
Playgrounds Neighborhood Parks	50–70	N/A	70–75	75–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–70	N/A	70–80	80–85
Office Buildings, Business Commercial and Professional	50–67.5	67.5–75	75–85	N/A
Industrial, Manufacturing, Utilities, Agriculture	50–70	70–75	75–85	N/A

Sources: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards; *City of Cypress General Plan Noise Element,* Table N-2 (2001).

Notes: **NORMALLY ACCEPTABLE**
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without an special noise insulation requirements.
CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
NORMALLY UNACCEPTABLE
Now Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.
N/A = Not Applicable

Figure 4.13.1: Noise and Land Use Compatibility Matrix

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The L_{50} percentile noise descriptor identifies the noise levels occurring 50 percent of the time. These standards shall not exceed:

- The noise standard for a cumulative period of more than 30 minutes in any hour (L_{50})
- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour (L_{25})
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour (L_8)
- The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour (L_2)
- The noise standard plus 20 dBA for any period of time (L_{max})

In the event the ambient noise level exceeds any of the four noise limit categories listed above; the cumulative period applicable to said category shall be increased to reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. The City of Cypress Municipal Code exterior noise standards are shown on Table 4.13.A

Table 4.13.A: City of Cypress Operational Exterior Noise Standards

Receiving Land Use	Time Period	Exterior Noise Level Standards (dBA)[1]				
		L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
Noise Zone 1 (Residential)	Daytime	55	60	65	70	75
	Nighttime	50	55	60	65	70

Source: City of Cypress Municipal Code Section 13-68. Exterior Noise Standards (Appendix 3.1).

[1] The percent noise level is the level exceeded "n" percent of the time. L50 is the noise level exceeded 50% of the time. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels

L_{eq} = Equivalent continuous sound level

L_{max} = Maximum noise level

To analyze noise impacts originating from the construction of the proposed project, noise from construction activities are typically evaluated against standards established under a City's Municipal Code. The City of Cypress Municipal Code, Section 13-70, states that construction activities are limited to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, 9:00 a.m. to 8:00 p.m. on Saturdays and prohibited on Sundays and federal holidays. While the City establishes limits to the hours during which construction activity may take place, neither the City's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. Therefore, a numerical construction threshold based on Federal Transit Administration's (FTA) 2018 *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise-sensitive residential land use.

To analyze ground-borne vibration impacts due to operation of the proposed project, Section 3.10.120 of the City of Cypress Municipal Code was used and included in Appendix 3.2 requires that uses shall not generate inherent and recurrent ground vibrations that are perceptible, without the aid of instruments, at the boundary of the parcel on which a use is located. This restriction shall not apply to temporary construction activity. According to the FTA *Transit Noise and Vibration Impact Assessment Manual* the threshold of perception is approximately 65 VdB. Although the

perceptibility threshold is approximately 65 VdB, human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. Therefore, to ensure that the project operational vibration levels are not perceptible consistent with Section 3.10.120 of the City of Cypress Municipal Code (15), a threshold of 65 VdB is used to assess the potential Project operational vibration levels.

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. To analyze vibration impacts originating from the construction of the proposed project, vibration generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Cypress does not identify specific construction vibration level limits. Therefore, to describe the potential Project construction vibration levels, this analysis relies on the FTA *Transit Noise and Vibration Impact Assessment Manual* guidelines for the maximum-acceptable vibration levels for different types of land uses. These acceptable guidelines allow for vibration levels of 90 VdB for industrial (workshop) use, 84 VdB for office use, 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep. Ground-borne vibration levels associated with various types of construction equipment are summarized in Table 4.13.B. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential project construction vibration levels using the following vibration assessment methods defined by the FTA.

Table 4.13.B: Ground-Borne Vibration Source Levels for Construction Equipment

Equipment	Vibration Decibels (VdB) at 25 feet
Small Bulldozer	58
Jackhammer	79
Loaded Trucks	86
Large Bulldozer	87
Pile Driver	93

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
FTA = Federal Transit Administration
VdB = vibration velocity decibels

Noise level increases resulting from the proposed project are evaluated based on the *Appendix G State CEQA Guidelines* at the nearest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise level increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one

has adapted—the so-called ambient environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged.

Since neither the City of Cypress General Plan Noise Element or Municipal Code identify any noise level increase thresholds, the substantial permanent noise level increase criteria is derived from the FTA *Transit Noise and Vibration Impact Assessment Manual.* To describe the amount to which a given noise level increase is considered acceptable, the FTA criteria is used to evaluate the incremental noise level increase and establishes a method for comparing future project noise with existing ambient conditions under CEQA Significance Threshold 4.13(a). In effect, the amount to which a given noise level increase is considered acceptable is reduced based on existing ambient noise conditions. Table 4.13.C below provides a summary of the allowable criteria used to identify potentially significant incremental noise level increases.

Table 4.13.C: Significance of Permanent Noise Level Increases

Without Project Noise Level	Potential Significant Impact (dBA CNEL)
< 50 dBA	7 dBA or more
50 - 55 dBA	5 dBA or more
55 – 60 dBA	3 dBA or more
60 – 65 dBA	2 dBA or more
65-75 dBA	1 dBA or more
>75 dBA	0 dBA

Source: FTA *Transit Noise and Vibration Impact Assessment Manual*, Table 4-6 (FTA 2018).
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
FTA = Federal Transit Administration

Table 4.13.D below provides a summary of the standards/significance criteria used in this analysis to evaluate construction and operational impacts related to noise and vibration.

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Noise-sensitive land uses include residences, hospitals, school classrooms, churches, libraries, and parks. Noise-sensitive land uses in the vicinity of the project site include residences to the north and south and a hotel to the northeast of the project site. Other land uses immediately adjacent to the project site include commercial/office uses to the north, warehouse uses to the east and west and single-family residences to the south. To assess existing noise levels, long-term (24-hour) noise level measurements were conducted on May 14, 2020 at five locations positioned as close to the nearest sensitive receiver locations as possible. Table 4.13.E shows the hourly equivalent continuous sound level (L_{eq}) results from the long-term measurements, as well as the calculated CNEL. As shown in Table 4.13.E, the calculated CNELs range from 50.7 dBA CNEL to 61.7 dBA CNEL. Noise measurement sheets are provided in Appendix I of this IS/MND.

Table 4.13.D: Summary of Noise and Vibration Standards/Significance Criteria

Noise Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site	Noise-Sensitive[1]	If ambient is <50 dBA CNEL	≥ 7 dBA CNEL Project increase	
		If ambient is 50-55 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 55-60 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is 60-65 dBA CNEL	≥ 2 dBA CNEL Project increase	
		If ambient is 65-75 dBA CNEL	≥ 1 dBA CNEL Project increase	
		If ambient is >75 dBA CNEL	0 dBA CNEL Project increase	
	Office[2]	if ambient is > 67.5 dBA CNEL	≥ 3 dBA CNEL Project increase	
	Industrial[2]	if ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Residential	Noise Zone 1[3]	See Table 4.13.A	
	Noise-Sensitive[1]	If ambient is < 50 dBA L_{eq}	≥ 7 dBA L_{eq} Project increase	
		If ambient is 50 - 55 dBA L_{eq}	≥ 5 dBA L_{eq} Project increase	
		If ambient is 55 - 60 dBA L_{eq}	≥ 3 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA L_{eq}	≥ 2 dBA L_{eq} Project increase	
		If ambient is 65 - 75 dBA L_{eq}	≥ 1 dBA L_{eq} Project increase	
		If ambient is > 75 dBA L_{eq}	0 dBA L_{eq} Project increase	
		Vibration Level Threshold[1]	65	
Construction	Noise-Sensitive	Permitted hours of construction of 7:00 a.m. to 8:00 p.m. on weekdays, 9:00 a.m. to 8:00 p.m. on Saturdays except Sundays or a federal holiday[4]		
		Noise Level Threshold[1]	80 dBA L_{eq}	N/A
	Residential	Vibration Level Threshold	78 VdB	72 VdB
	Office		84 VdB	
	Industrial		90 VdB	

Source: *Katella Avenue Amazon Facility Noise Impact Analysis* (Urban Crossroads 2020).
Note: "Daytime" = 7:00 a.m.–10:00 p.m.; "Nighttime" = 10:00 p.m.–7:00 a.m.
[1] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual
[2] City of Cypress General Plan Noise Element Noise and Land Use Compatibility Matrix
[3] City of Cypress Municipal Code Section 13-68 (Appendix 3.1)
[4] City of Cypress Municipal Code, Section 13-70 (Appendix 3.2)
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
L_{eq} = Equivalent continuous sound level
N/A = Not applicable. Construction during nighttime hours is not permitted. Therefore, no nighttime construction noise level threshold is identified.
VdB = vibration velocity decibels

Table 4.13.E: 24-Hour Ambient Noise Level Measurements

Monitor No.	Location Description	Date	Energy Average Noise Level (dBA L_{eq})[1]		CNEL
			Daytime	Nighttime	
L1	Located north of the project site by Holder Street near existing single-family residential home at 10753 Maple Street	5/14/20	56.3	50.5	58.7
L2	Located northeast of the project site by the Hampton Inn at 10900 Yamaha Way	5/14/20	57.0	54.6	61.7
L3	Located southeast of the project site on Capers Way near existing multi-family residential homes	5/14/20	48.2	46.3	53.3
L4	Located south of the project site on Holder Street near existing single-family residential home at 6471 Cantiles Avenue	5/14/20	51.9	49.1	50.7
L5	Located southwest of the project site by Barbados Avenue by existing single-family home at 11250 Providencia Street	5/14/20	52.4	45.0	54.0

Source: Compiled by LSA (2020).

Noise contours were used to assess the existing traffic noise levels. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. Because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the project study area. Existing noise levels are expected to range from 60.6 to 74.2 dBA CNEL. The existing traffic noise levels along roadway segments within the vicinity of the project site are presented in Table 4.13.F. These traffic noise levels are representative of a worst-case scenario that assumes a flat terrain and no shielding between the traffic and the noise contours. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix G.

Table 4.13.F: Existing (2020) Traffic Noise Levels

Roadway Segment	ADT	CNEL at Receiving Land Use (dBA)[1]	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)
Holder St. north of Katella Ave.	8,546	66.3	RW	52	111
Holder St. south of Katella Ave.	2,274	60.6	RW	RW	46
Katella Ave. west of Driveway 1	35,430	73.9	109	236	508
Katella Ave. west of Holder St.	35,430	73.9	109	236	508
Katella Ave. east of Holder St.	37,516	74.2	114	245	528

Source: Compiled by LSA (2020).

[1] The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = foot/feet
RW = location of respective noise contour falls within the right-of-way of the road

Impact Analysis

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction Noise Impacts. Using sample reference noise levels to represent the planned construction activities of the project site, the noise analysis estimated the project-related construction noise levels at nearby sensitive receiver locations. While the City establishes limits to the hours during which construction activity may take place, neither the City's General Plan nor the Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. Therefore, a numerical construction threshold based on the FTA *Transit Noise and Vibration Impact Assessment Manual* was used for analysis of daytime construction impacts. As shown in Table 4.13.G, the highest project-related short-term construction noise levels are expected to range from 52.0 to 65.3 dBA L_{eq} and will satisfy the reasonable daytime 80 dBA L_{eq} exterior noise level threshold identified by the FTA at all receiver locations. Although temporary construction noise level impacts would be below the threshold of 80 dBA L_{eq}, the proposed project would comply with the permitted construction hours from 7:00 a.m. to 8:00 p.m. on weekdays and Saturdays specified in the Specific Plan. No construction shall be permitted outside of these hours or on Sundays or federal holidays (Regulatory Compliance Measure 4.13-1). Therefore, the noise impacts due to project construction are considered less than significant at all receiver locations, and no mitigation is required.

Table 4.13.G: Temporary Construction Noise Level Increases (L_{eq})

Receiver Location	Distance to Receiver	Highest Construction Noise Levels	Reference Ambient Noise Levels[1]	Combined Project and Ambient[2]	Temporary Worst-Case Project Contribution[3]	Threshold Exceeded?[4]
R1	1,449 ft	52.0	56.3	57.7	1.4	No
R2	1,378 ft	57.0	57.0	60.0	3.0	No
R3	122 ft	63.5	48.2	63.6	15.4	No
R4	88 ft	65.3	51.9	65.5	13.6	No
R5	408 ft	59.0	52.4	59.9	7.5	No

Source: *Katella Avenue High Cube Warehouse Noise Impact Analysis* (Urban Crossroads 2020).
[1] Observed daytime ambient noise levels
[2] Represents the combined daytime ambient noise conditions plus the Project construction activities
[3] The temporary noise level increase expected with the addition of the proposed Project activities
[4] Based on the significance criteria in Table 4.11.D
ft = foot/feet
L_{eq} = equivalent continuous sound level

Operational Noise.

Off-Site Traffic Noise Impacts. Traffic generated by the operation of the proposed project would influence the traffic noise levels in surrounding off-site areas. To quantify the off-site traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on five study-area roadway segments were calculated using the transportation related twenty-four hour CNEL based on the change in the average daily traffic (ADT) volumes. The traffic noise levels are based on the traffic forecasts conducted for the proposed project. To assess the off-site noise level impacts associated with the proposed project, noise contour boundaries were developed for Existing 2020 and Opening Year (2021) conditions.

As shown in Table 4.13.H, existing without project exterior noise levels are expected to range from 60.6 to 74.2 dBA CNEL and existing with project conditions would range from 62.2 to 74.5 dBA CNEL. Table 4.13.H shows that the project off-site traffic noise level impacts would range from 0.0 to 1.6 dBA CNEL.

Table 4.13.H: Existing (2020) Without and With Project Traffic Noise Level Increases

Roadway Segment	CNEL at Receiving Land Use (dBA)[2]				Noise-Sensitive Land Use?	Exterior Noise Standard	Incremental Noise Level Increase Threshold[3]	
	Receiving Land Use[1]	No Project	With Project	Project Addition			Limit	Exceeded?
Holder St. north of Katella Ave.	I	66.3	66.3	0.0	No	70	N/A	No
Holder St. south of Katella Ave.	I	60.6	62.2	1.6	No	70	N/A	No
Katella Ave. west of Driveway[1]	A/BC	73.9	74.3	0.4	No	70	3.0	No
Katella Ave. west of Holder St.	I	73.9	74.3	0.4	No	70	3.0	No
Katella Ave. east of Holder St.	I	74.2	74.5	0.3	No	70	3.0	No

Source: *Katella Avenue High Cube Warehouse Noise Impact Analysis* (Urban Crossroads 2020).
[1] Source: Warland/Cypress Business Center Specific Plan Exhibit 3
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the project create an incremental noise level increase exceeding the significance criteria (Table 4.13.D)?
A = Agriculture
BC = Business Center
I = Industrial

As shown in Table 4.13.I, opening year without project exterior noise levels are expected to range from 62.5 to 74.4 dBA CNEL and opening year with project conditions would range from 63.6 to 74.8 dBA CNEL. Table 4.13.I shows that the project off-site traffic noise level increases would range from 0.0 to 1.1 dBA CNEL.

Based on the significance criteria for off-site traffic noise presented in Table 4.13.D, project-related traffic noise level increases under all with project traffic scenarios are considered less than significant at receiving land uses adjacent to the study area roadway segments.

Table 4.13.I: Opening Year (2021) Without and With Project Traffic Noise Level Increases

Roadway Segment	CNEL at Receiving Land Use (dBA)[2]				Noise-Sensitive Land Use?	Exterior Noise Standard	Incremental Noise Level Increase Threshold[3]	
	Receiving Land Use[1]	No Project	With Project	Project Addition			Limit	Exceeded?
Holder St. north of Katella Ave.	I	66.5	66.5	0.0	No	70	N/A	No
Holder St. south of Katella Ave.	I	62.5	63.6	1.1	No	70	N/A	No
Katella Ave. west of Driveway[1]	A/BC	74.2	74.6	0.4	No	70	3.0	No
Katella Ave. west of Holder St.	I	74.2	74.6	0.4	No	70	3.0	No
Katella Ave. east of Holder St.	I	74.4	74.8	0.4	No	70	3.0	No

Source: *Katella Avenue High Cube Warehouse Noise Impact Analysis* (Urban Crossroads 2020).
[1] Source: Warland/Cypress Business Center Specific Plan Exhibit 3
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4.13.D)?
A = Agriculture
BC = Business Center
I = Industrial

Long-Term Stationary-Source Noise Impacts. Using reference noise levels to represent the expected noise source activity from the proposed project, the operational analysis estimated the project-related stationary-source noise levels at nearby sensitive receiver locations as depicted on Figure 4.13.2, Sensitive Receiver Locations. The typical activities associated with the proposed project are anticipated to include loading dock activity, truck movements, rooftop air conditioning units, and trash compactor activity. Project operational daytime noise levels (7:00 a.m. to 10 p.m.) for the anticipated operational activities are as follows:

- Loading Dock Activity – between 17.4 and 29.3 dBA L_{eq}
- Truck Movements – between 14.2 and 28.7 dBA L_{eq}
- Roof-Top Air Conditioning Units – between 20.8 and 36.2 dBA L_{eq}
- Trash Compactors – between 0.0 and 13.9 dBA L_{eq}

Project operational nighttime noise levels (10 p.m. to 7:00 a.m.) for the anticipated operational activities are as follows:

- Loading Dock Activity – between 17.4 and 29.3 dBA L_{eq}
- Truck Movements – between 5.1 and 19.6 dBA L_{eq}
- Roof-Top Air Conditioning Units – between 18.4 and 33.8 dBA L_{eq}
- Trash Compactors – between 0.0 and 13.0 dBA L_{eq}

LSA

FIGURE 4.13.2

6400 Katella Warehouse Project
Sensitive Receiver Locations

SOURCE: Urban Crossroads

I:\CCP1603.05B\G\Sensitive Receiver Locations.cdr (7/14/2020)

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To demonstrate compliance with local noise regulations, the project-only operational noise levels were evaluated against exterior noise level thresholds based on the City of Cypress exterior noise level standards at nearby noise-sensitive receiver locations. Table 4.13.J shows that the operational noise levels associated with proposed project will satisfy the City of Cypress 55 dBA L_{eq} daytime and 50 dBA L_{eq} nighttime exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations and no mitigation is required.

Table 4.13.J: Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})[1]		Noise Level Standards Exceeded?[2]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	23.7	21.2	55	50	No	No
R2	31.8	30.3	55	50	No	No
R3	34.5	31.5	55	50	No	No
R4	36.6	34.4	55	50	No	No
R5	32.2	31.0	55	50	No	No

Source: *Katella Avenue High Cube Warehouse Noise Impact Analysis* ((Urban Crossroads 2020).
[1] Exterior noise level standards for noise as shown on Table 4.13.D
[2] Do the estimated Project operational noise source activities exceed the noise level standards? "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

To describe the project operational noise level increases, the project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by project operational noise sources. The difference between the combined project and ambient noise levels describe the project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when project source noise is added to the daytime and nighttime ambient conditions are presented in Tables 4.13.K and 4.13.L. As indicated on Tables 4.13.K and 4.13.L, the proposed project will generate daytime and nighttime operational noise level increases ranging from 0.0 to 3.6 dBA L_{eq} at the nearby receiver locations. Project-related operational noise level increases will satisfy the noise level increase significance criteria presented in Table 4.13.D. Therefore, the incremental project operational noise level increase is considered less than significant at all receiver locations and no mitigation is required.

Table 4.13.K: Daytime Project Operational Noise Level Increases

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Noise-Sensitive Land Use?	Increase Criteria[1]	Increase Criteria Exceeded?[1]
R1	23.7	L1	56.3	56.3	0.0	Yes	3.0	No
R2	31.8	L2	57.0	57.0	0.0	Yes	3.0	No
R3	34.5	L3	48.2	48.4	0.2	Yes	7.0	No
R4	36.6	L4	51.9	52.0	0.1	Yes	5.0	No
R5	32.2	L5	52.4	52.4	0.0	Yes	5.0	No

Source: *Katella Avenue High Cube Warehouse Noise Impact Analysis* (Urban Crossroads 2020).
[1] Significance increase criteria as shown on Table 4.13.D

Table 4.13.L: Nighttime Project Operational Noise Level Increases

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Noise-Sensitive Land Use?	Increase Criteria[1]	Increase Criteria Exceeded?[1]
R1	21.2	L1	50.5	50.5	0.0	Yes	5.0	No
R2	30.3	L2	54.6	54.6	0.0	Yes	5.0	No
R3	31.5	L3	46.3	46.4	0.1	Yes	7.0	No
R4	34.4	L4	49.1	49.2	0.1	Yes	7.0	No
R5	31.0	L5	45.0	45.2	0.2	Yes	7.0	No

Source: *Katella Avenue High Cube Warehouse Noise Impact Analysis* (Urban Crossroads 2020).
[1] Significance increase criteria as shown on Table 4.13.D

Regulatory Compliance Measure:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to noise. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.13-1 The construction contractor shall limit all construction-related activities to between the hours of 7:00 a.m. and 8:00 p.m. on weekdays and Saturdays. No construction shall be permitted outside of these hours or on Sundays or a federal holiday.

Mitigation Measures

Mitigation measures are not applicable to the proposed project.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion created by heavy construction equipment and trucks. The vibration source level of construction equipment in Table 4.13.B was used to estimate the project vibration impact during construction. At distances ranging from 56 feet to 1,449 feet from typical project construction activities (the project site boundary), construction ground-borne vibration levels are estimated to range from 5.1 to 76.5 VdB, and the highest expected construction vibration levels are estimated to range from 34.1 to 76.5 VdB and will remain below the FTA *Transit Noise and Vibration Impact Assessment Manual* maximum acceptable vibration criteria at all receiver locations. Therefore, the project-related ground-borne vibration impacts are considered less than significant during typical construction activities at the project site.

Operational ground-borne vibration impacts as a result of the proposed project would include heavy trucks moving on site to and from the loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA *Transit Noise Impact and Vibration Assessment*, trucks rarely create vibration that exceed 70 VdB (unless there are bumps due to frequent potholes in the road). Since the trucks transiting on site will be travelling at very low speeds on smooth surfaces, it is expected that delivery truck ground-borne vibration impacts at nearby receiver locations depicted in Figure 4.13.2 will satisfy the vibration perceptibility threshold of 65 VdB and therefore, will be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The closest airport to the project site is the Los Alamitos Joint Forces Training Base (JFTB), Los Alamitos airfield. The project site is located approximately 0.6 mile northeast of the JFTB. The noise contour boundaries of JFTB show that the project is located outside of the 65 dBA CNEL noise contour boundary. Therefore, since industrial land use is considered normally acceptable with exterior noise levels of 50–70 dBA CNEL, the JFTB noise impacts are considered less than significant, and no mitigation is required.

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4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact.

Construction. The project site encompasses an approximately 22.9-acre developed lot currently occupied by several buildings recently vacated by Mitsubishi Motors of America. The proposed project would involve the development of two new warehouse buildings and the demolition of the existing structures on the project site.

Construction of the proposed project would provide short-term construction jobs over an approximately 12-month period. Many of the construction jobs would be temporary and would be specific to the variety of construction activities. The workforce would include a variety of construction trade workers, such as cement finishers, ironworkers, welders, carpenters, electricians, painters, and laborers. Generally, construction workers are only at a job site for the timeframe in which their specific skills are needed to complete that phase of construction. Although the proposed project would increase the number of employees at the project site during construction activities, it is expected that local and regional construction workers would be available to serve the proposed project's construction needs.

Project-related construction workers would not be expected to relocate their household's place of residence as a consequence of working on the proposed project; therefore, the proposed project would result in a less than significant impact associated with inducing substantial population growth or demand for housing through increased construction employment, and no mitigation would be required.

Operation. The proposed project would not cause or result in direct population growth because the proposed project would not provide or remove housing on the project site. The proposed

warehouses are anticipated to provide employment for up 529 people at full capacity.[1,2] It is estimated that Mitsubishi Motors of America historically employed approximately 931 people on the project site when the facility was operating at full capacity. However, to provide an existing employment estimate that takes into account the fact that Mitsubishi Motors of America slowly drew down its workforce on the project site over the past year while also acknowledging the large, long-term employment base that existed on the project site since the company established its corporate headquarters there in 1983, the comparative analysis that follows assumes that 50 percent of the historical employment estimate (465 people) continued to work on the project site even though the facility was recently vacated in March 2020.[3] Based on this assumption, the proposed project would employ a net increase of 64 persons over existing conditions.

As of May 2020, the City had a labor force of 24,200, and the County had a labor force of 1,548,900, with approximately 3,700 and 224,500 people unemployed, respectively.[4] The May 2020 unemployment rate was 15.4 percent for the City and 14.5 percent for the County.[5] These elevated unemployment figures reflect the sudden economic slowdown associated with the widespread shelter-in-place orders in effect throughout much of March and April 2020 due to the ongoing COVID-19 pandemic. Although there is a great deal of uncertainty regarding the pandemic's effect on the economy, it is reasonable to assume that the Southern California region will experience a protracted period of high unemployment until a vaccine or effective therapeutic treatment for COVID-19 is made widely available. Until that time, current social distancing requirements are anticipated to remain in place, resulting in reduced business activity and related employment. This suggests an available local and regional labor pool to serve the long-term employment opportunities offered by the proposed project. It is unlikely that a substantial number of employees would need to be relocated from outside the region to meet the need for employees resulting from implementation of the proposed project. Furthermore, the proposed project would be located within a developed area of Cypress that is already served by all utilities. The existing regional infrastructure and the established roadway network would be utilized by employees accessing the proposed project site and would not indirectly or directly induce population or growth.

Operation of the proposed project would not induce substantial population growth or accelerate development in an underdeveloped area, and any impacts to population growth would be less than significant. No mitigation is required.

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1 The proposed project would generate approximately 529 jobs, based on 979 square feet per employee for warehouse space and 287 square feet per employee for office space.

2 The Natelson Company, Inc. Prepared for Southern California Association of Governments (SCAG). Employment Density Study, Summary Report. October 31, 2001.

3 The existing uses generated approximately 465 jobs, based on 50 percent of 979 square feet per employee for warehouse space, 287 square feet per employee for office space, and 466 square feet per employee for Research & Development space.

4 State of California Employment Development Department. 2020. *Monthly Labor Force Data for Cities and Census Designated Places, May 2020*. June 19, 2020.

5 Ibid.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. As previously stated, the project proposes the development of two new warehouse buildings on a site recently vacated by Mitsubishi Motors of America. There are no existing housing units or people living on the project site. Therefore, the project would not displace housing or persons, nor require or necessitate the development of replacement housing elsewhere. No mitigation would be required.

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4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☒	☐	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Discussion

The following section is based on multiple data sources, including: written correspondence and coordination with public service providers (Appendix J).

Impact Analysis

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for *fire protection*?

Less Than Significant with Mitigation Incorporated. The City of Cypress (City) is under contract with the Orange County Fire Authority (OCFA) for fire protection and paramedic services. The OCFA is a Joint Powers Authority responsible for reducing loss of life and property due to fire, medical, and environmental emergencies. OCFA is also the regional fire service agency that serves 22 other cities in Orange County and all unincorporated areas. Under OCFA's protection services, 1.9 million residents are served by 77 fire stations located throughout the County.[1]

The City is located within OCFA's Operations Division VII, which includes Battalion 8, and serves the Cities of Cypress, Buena Park, La Palma, and Stanton.[2] There is one fire station, Station 84, located within its jurisdiction. OCFA Fire Station No. 84 is located at 12191 Valley View Street in the City of Garden Grove under OCFA's Operations Division I. Fire Station No. 84 is located approximately 1.8 miles southwest of the project site, and would be the first to the project site in the event of an

1 Orange County Fire Authority (OCFA). 2020a. Response to Fire Service Questionnaire. Received July 6, 2020.

2 OCFA. 2020b. Operations Division 7. Website: https://www.ocfa.org/AboutUs/Departments/Operations Directory/Division7.aspx (accessed July 7, 2020).

emergency. Additionally, Fire Station No. 84 is staffed by three fire captains, three engineers, and twelve firefighters. The station's apparatus includes a fire engine and ambulance vehicle.[1]

OCFA's goal is to have the first responding company for a fire call reach the emergency scene 90 percent of the time within 8 minutes and to respond to 90 percent of calls for paramedics within 5 minutes (from receipt of the call to arriving on the scene of the call).[2] In 2019, the OCFA responded to 40 fires, 2,695 emergency medical service calls, and 652 other incidents in the City of Cypress.[3]

The proposed project would be required to comply with all OCFA access requirements and California Fire Code requirements. Therefore, the proposed project would not delay arrival times for any emergency response vehicles, and average response times in the area would remain within acceptable response time limits. Written correspondence with the OCFA indicated that all development projects submitted for review by OCFA must use a fair share approach to mitigate fire service response impacts and facility/equipment needs. To further address any potential impacts to fire services, Mitigation Measure 4.15-1 requires the Applicant/Developer to enter into a Secured Fire Protection Agreement prior to the issuance of any building permits. The Secured Fire Protection Agreement with the OCFA would ensure adequate service to the project site. The OCFA would review and comment on the site plan prior to project approval. As part of the review, the OCFA would impose standard conditions of approval, which would ensure that all impacts regarding fire protection would be less than significant. Therefore, the proposed project would not require the construction of new fire protection facilities or the upgrade of existing facilities, which could cause significant environmental impacts, in order to maintain acceptable service ratio, response times, or other performance objectives for fire protection. Impacts would be less than significant with the implementation of Mitigation Measure 4.15-1.

Mitigation Measure:

Mitigation Measure 4.15-1 **Secured Fire Protection Agreement.** Prior to the issuance of any building permits, the Applicant/Developer shall enter into a Secured Fire Protection Agreement with the Orange County Fire Authority (OCFA). This Agreement shall specify the Applicant/Developer's pro-rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel. Said agreement shall be reached as early as possible in the planning process.

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental

1 OCFA. 2020c. Operations Division 1. Website: https://www.ocfa.org/AboutUs/Departments/Operations Directory/Division1.aspx (accessed July 13, 2020).

2 OCFA. 2020a. Response to Fire Service Questionnaire. Received July 6, 2020.

3 OCFA. 2019. 2019 Statistical Report. Website: https://www.ocfa.org/Uploads/Transparency/OCFA%20 Annual%20Report%202019.pdf (accessed July 13, 2020).

impacts, in order to maintain acceptable service ratios, response times or other performance objectives for *police protection*?

Less Than Significant Impact. The City of Cypress' police protection services are provided by the Cypress Police Department (CPD). The CPD station is located at 5275 Orange Avenue, approximately 2.8 miles northwest of the project site. The CPD maintains a patrol bureau, a traffic safety team, a mobile command unit, K-9 teams, and a SWAT team.[1] The CPD employs a total of 78 sworn and non-sworn personnel and is comprised of three divisions: Administration, Field Operations, and Investigations.[2] Information provided by the CPD indicates that a remodeling project is planned for the CPD station in November 2020.[3] However, the remodeling project will not expand the current facility's size.

West Cities Police Communications Center (West-Comm) is a consolidated police communications center formed by a Joint Powers Authority (JPA) between the Cities of Cypress, Los Alamitos, and Seal Beach. West-Comm provides services to a combined population of approximately 90,000 people and receives approximately 100,000 calls for service annually.[4]

The nature of the project would not introduce any new residents, as there are no present or future residential land uses associated with the project site. Employees of this proposed warehouse facility are anticipated to be members of the existing population. Captain Chris Revere of the CPD has also indicated from their informational questionnaire that the CPD believes they will be able to adequately serve the proposed project.[5] As further explained in Section 4.14, Population and Housing, the proposed project would not cause or result in direct population growth due to no residential component being introduced or removed from the existing project site. Therefore, the project is not anticipated to result in a significant increase in the demands for police services, nor would the project adversely affect emergency response times. Impacts to police protection services would be less than significant, and no mitigation is required.

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for *schools*?

Less Than Significant Impact. The City is served by the Cypress School District and the Anaheim Union High School District. The population of students in kindergarten through sixth grade is served

1 City of Cypress. Police Department Operations. Website: https://www.cypressca.org/government/departments/police/inside-cypress-pd/operations (accessed July 7, 2020).
2 City of Cypress Annual Budget. Fiscal Year 2019 – 2020.
3 Cypress Police Department. 2020. Response to Police Service Questionnaire. Received July 9, 2020.
4 City of Cypress. Police. Operations. Website: https://www.cypressca.org/government/departments/police/inside-cypress-pd/operations (accessed July 7, 2020).
5 Cypress Police Department. 2020. Response to Police Service Questionnaire. Received July 9, 2020.

by the Cypress School District. The Anaheim Union High School District (AUHSD) serves the City's junior high and high school students (grades 7 through 12).

The Cypress School District currently operates six elementary schools; five are located within Cypress and one is located within the City of La Palma. Total enrollment for the 2018–2019 school year was approximately 3,923.[1] The AUHSD encompasses 46 square miles and has schools in the Cities of Anaheim, Cypress, Buena Park, La Palma, and Stanton. AUHSD is comprised of 10 junior high and 12 high schools. Enrollment for the 2018–2019 school year was approximately 30,292 students.[2]

The proposed project does not include any residential uses and would not increase the City's overall population. Moreover, the project would not result in an increased demand for any school facilities or require the construction of new school facilities. Nevertheless, the Applicant/Developer would be required to pay school development fees at the time a building permit is issued (refer to Regulatory Compliance Measure 4.15-1, below). With adherence to the regulatory standards included in Regulatory Compliance Measure 4.15-1, project implementation would result in less than significant impacts related to school services, and no mitigation is required.

Regulatory Compliance Measure:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to public services. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.15-1 **Payment of School Fees.** Prior to any issuance of building permits, the Applicant/Developer shall provide proof to the Director of the City of Cypress Community Development Department, or designee, that payment of school fees to the Anaheim Union High School District has been made in compliance with Section 65995 of the California Government Code.

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for *parks*?

No Impact. According to the City's Conservation/Open Space/Recreation Element of the General Plan (2001), the City aims to provide a total of 3 acres of parkland per 1,000 residents and currently has a total supply of approximately 84.9 acres. Referencing the City's 2019 population of 49,833

[1] California Department of Education. DataQuest. Enrollment Data 2018–2019. Website: https://dq.cde.ca.gov/dataquest/ (accessed July 8, 2020).

[2] Ibid.

residents,[1] a total of 149.5[2] acres of park space (including public school facilities) would be needed to meet the current goal of providing 3 acres per 1,000 persons. Therefore, the City of Cypress currently possesses a 64.6-acre deficiency[3] to be able to meet this goal.

Development of the proposed project would not increase or decrease the usage and size of City park space and recreation facilities because the nature of the project does not involve or have any relation to any park space uses. Local park uses associated with the project would be minimal and may include local park visits from warehouse employees during work shifts or on breaks. Therefore, the proposed project would result in no impact or change from the existing park space and park facility conditions of the City, and no mitigation is required.

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for *other public facilities*?

No Impact. The Orange County Public Library (OCPL) system provides library services for many of the County's cities, including Cypress, and all of the unincorporated areas within the County.[4] The OCPL serves the City with its Cypress Branch, located within the Cypress Civic Center at 5331 Orange Avenue, approximately 2.8 miles northwest of the project site. The Cypress Branch is the sole facility providing library services for the City, such as library materials, computer access, meeting room space, and study areas to its approximately 49,833 residents.

Because the proposed project includes warehouse uses, it is not expected to induce a significant population growth that would generate an increased need for libraries or any additional public facilities. Therefore, the project will not impact libraries or other public facilities within the City, and no mitigation is required.

1 California Department of Finance. E-5 Population and Housing Estimates for Cities Counties, and the State 2011-2019 with 2010 Census Benchmark. Available at: http://dof.ca.gov/Forecasting/.
2 49,833 residents*3.0 acres/1,000 residents.
3 149.5 acres – 84.9 acres = 64.6 acre deficit.
4 Orange County Public Libraries (OCPL). About OCPL. Website: http://www.ocpl.org/services/about (accessed July 8, 2020).

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4.16 RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Impact Analysis

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. There are currently a total of 20 developed public parks within the City of Cypress (City), which range in size from the approximately 0.17-acre Laurel Park to the 22-acre Oak Knoll Park.[1] According to the Conservation/Open Space/Recreation Element of the City's General Plan (2001), the City had a total of approximately 82 acres of parks and recreational facilities. Subsequently, the City added 2.9 acres of park space at the former Mackay School site, which increased its park space to 84.9 acres.[2] The City recently approved plans for a new approximately 9-acre sports park at the southeastern corner of Lexington Drive and Cerritos Avenue, with an expected opening date of 2021.[3]

Section 25-43 of the City's Municipal Code establishes a standard of 3.0 acres of land per 1,000 residents for park and recreational purposes, and an additional 1.5 acres of land per 1,000 residents for such purposes that are made available at K–12 schools through a cooperative arrangement between the City and local school districts and local park and recreation districts. This results in a total of 4.5 acres of land per 1,000 residents. The closest park to the project site is Maple Grove Park, which is located 900 feet southwest of the project site.

The project does not propose any residential uses and, therefore, would not increase the population or demand related to parks. Although the project is anticipated to increase employment by 64 jobs compared to existing conditions, the number of employees is minor compared to the amount of parks and recreational space within the City. While it is possible that employees may visit parks and recreational facilities in the City during lunch breaks or after-work hours, it is unlikely that the use of

1 City of Cypress. 2020a. Facility and Park Locations. Website: https://www.cypressca.org/government/departments/recreation-community-services/facility-park-locations (accessed July 11, 2020).

2 City of Cypress 2020b. Facility & Park Locations: Mackay Park Webpage. Website: https://www.cypressca.org/Home/Components/FacilityDirectory/FacilityDirectory/66/240 (accessed July 11, 2020).

3 City of Cypress. 2019. City Council Meeting Minutes. October 28, 2019.

parks by project employees would increase the use of those parks to a level that would contribute to substantial physical deterioration of those facilities. Therefore, the impact is less than significant, and no mitigation would be required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The project site encompasses an approximately 22.9-acre developed site currently occupied by several buildings recently vacated by Mitsubishi Motors of America. The proposed project would involve the development of two new warehouse buildings and the demolition of the existing structures on the project site.

The proposed project would not include recreational facilities nor develop residential uses that would require the construction or expansion of recreational facilities that might have an adverse effect on the environment. The project does not propose any recreational uses which might have an adverse physical effect on the environment. Therefore, there would be no impacts related to the construction or expansion of recreational facilities, and no mitigation would be required.

4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

The following section is based on the *Katella Avenue High Cube Warehouse Traffic Impact Analysis* (TIA) (Urban Crossroads, June 30, 2020) and *Vehicle Miles Travelled Assessment* (VMT Assessment) (Urban Crossroads, June 12, 2020), both of which are provided in Appendix K of this IS/MND.

Impact Analysis

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. A TIA was prepared in support of this IS/MND. The TIA was prepared in accordance with direction provided by the City's Traffic Engineer and satisfied the TIA requirements of the County of Orange Congestion Management Program (CMP). The analysis focused on the proposed project's trip generation and off-site traffic impacts and addressed the proposed project's daily peak hour impact on the following five area intersections:

1. Driveway 1/Katella Avenue (future unsignalized intersection)
2. Holder Street/Katella Avenue (signalized)
3. Holder Street/Driveway 2 (unsignalized)
4. Holder Street/Driveway 3 (unsignalized)
5. Holder Street/Driveway 4 (unsignalized)

The TIA analyzed peak hour traffic operations under the following scenarios:

- Existing Conditions.
- Existing Plus Project Conditions.
- Opening Year Cumulative (2021) Conditions.
- Opening Year Cumulative (2021) Plus Project Conditions.

Existing turn movement counts were conducted for the study area intersections in March 2020 around the time when uses began to close due to the currently on-going Coronavirus (COVID-19) pandemic. The 2020 traffic counts were adjusted to take into account the effects to local traffic associated with the on-going pandemic. Historic traffic counts were obtained from 2018 for the intersection of Holder Street/Katella Avenue. The historic counts were then compared to the current March 2020 traffic counts that had recently been collected. The adjusted 2020 traffic volumes utilized for traffic analysis purposes were developed by utilizing the higher volume between the March 2020 traffic counts or the 2018 historic count plus two years of growth (at 2 percent per year, compounded over 2 years): Maximum (March 2020 or [2018 x 1.0404]).

In other words, on a movement by movement basis, the 2018 count plus growth was compared to the 2020 traffic counts to utilize the higher of the two numbers. Through volumes along Holder Street were then flow conserved and distributed proportionally to the driveways for the user on the east. More specifically, the traffic volumes were adjusted (balanced) so that all through, right-turn, and left-turn volumes are accounted for at each driveway along Holder Street.

The existing Mitsubishi buildings were not currently in use at the time of the counts, therefore, trips generated by the existing buildings are not captured in the baseline traffic counts conducted in 2020. However, to account for the potential occupancy of the buildings (by right), the site could be occupied with a warehouse use at any time (without additional environmental review). As such, conservatively, 50 percent of trips associated with warehousing use (consistent with the existing trip credit applied to the project trip generation) was added to the baseline volumes to represent traffic that could potentially be generated by the site if occupied. The trips associated with the warehousing use have been allocated to study area intersections using trip distribution patterns that are similar to the proposed project.

The Existing Plus Project Conditions represents the addition of project-related traffic volumes to the existing roadway system with existing traffic volumes. No growth rate and no changes to intersection lane geometry were assumed for that analysis.

The Opening Year Cumulative Conditions represents the project opening year (2021). An ambient growth rate of 2 percent was applied to the existing traffic counts, and trips for 27 cumulative projects (in Cypress, Stanton, Los Alamitos, and Garden Grove) were then added. The Opening Year Cumulative Plus Project Conditions represents the addition of project-related net traffic volumes to the existing roadway system with the project opening year traffic volumes at the study area intersections.

In accordance with the City of Cypress and the Orange County CMP, signalized intersection operation was analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a per-lane capacity of 1,700 vehicles per hour with a clearance interval of 0.05.

The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow operation and LOS F represents overcapacity operation. Table 4.17.A, Level of Service Capacities, identifies each LOS category, and the corresponding ICU value (i.e., v/c ratio).

Table 4.17.A: ICU Level of Service Capacities

Level of Service	Volume-to-Capacity (ICU Methodology)
A	≤0.60
B	>0.60 and ≤0.70
C	>0.70 and ≤0.80
D	>0.80 and ≤0.90
E	>0.90 and ≤1.00
F	>1.00

ICU = Intersection Capacity Utilization

In addition to the ICU methodology of calculating signalized intersection LOS, the *Highway Capacity Manual* (HCM), 6th Edition (Transportation Research Board 2016) methodology is used to determine the LOS of the unsignalized intersections at the project driveways. Table 4.17.B illustrates the relationship of delay to LOS for unsignalized intersections.

Table 4.17.B: Relationship of Delay to LOS for Unsignalized Intersections

Level of Service	Unsignalized Intersection Delay (seconds)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source: *Highway Capacity Manual*, 6th Edition (Transportation Research Board 2016).

The City of Cypress considers LOS D as the upper limit of satisfactory operations for intersections, except at intersections along Valley View Street, Lincoln Avenue, and Katella Avenue. The City has adopted LOS E as the standard for intersections along these three arterials, as they carry significant amounts of traffic. None of the study area intersections for the proposed project are located along these arterials.

Based on City of Cypress standards, a project traffic impact occurs at an intersection if the project causes an intersection operating at an acceptable LOS to deteriorate to an unacceptable LOS, or if an intersection is already operating at an unacceptable LOS and the project adds 0.01 or more to the peak-hour ICU.

The project site is currently occupied by the former Mitsubishi Motors Corporation, which includes 150,000 sf of warehousing use, 180,000 sf corporate headquarters office building, and 70,000 sf of

research and development buildings. The proposed project would demolish all of the existing buildings on the project site and redevelop the site with two two-story warehouses: a north building (263,274 sf) and a south building (222,814 sf).

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* is a nationally recognized source for estimating site-specific trip generation. The trip generation rates used for the project are based upon data collected by ITE in its *Trip Generation Manual*, 10th Edition, 2017. The ITE trip generation rates for Land Use 150 (Warehousing) have been applied to the existing warehousing use and the proposed project. The ITE trip generation rates for Land Use 714 (Corporate Headquarters) have been utilized for the existing corporate headquarters office building.

The vehicle mix for the warehouse use was obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). This supplement provides the following vehicle mix: AM Peak Hour: 87.0 percent passenger cars and 13.0 percent trucks, PM Peak Hour: 85.0 percent passenger cars and 15.0 percent trucks, and Weekday Daily: 73.0 percent passenger cars and 27.0 percent trucks. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014) recommended truck mix: 2-Axle = 16.7 percent, 3-Axle = 20.7 percent, and 4+-Axle = 62.6 percent.

To represent the effects of large vehicles on traffic flow, all trucks were converted into passenger car equivalents (PCEs). By their size alone, these trucks occupy more space than a passenger car. In addition, the time it takes for these trucks to accelerate and slow-down is also much longer than a passenger car and varies depending on the type of truck and number of axles. A PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks. It should be noted that Orange County and the Southern California Association of Governments (SCAG) do not have readily available PCE factor recommendations. As such, the PCE factors are based on recommendations from San Bernardino County Transportation Authority (SBCTA), which is consistent with standard engineering practice throughout the southern California region and is approved by the City of Cypress.

Table 4.17.C summarizes the trip generation rates used to estimate traffic generated by the existing use in terms of vehicles and PCEs.

Since there are existing buildings (Mitsubishi Motors Corporation) that were previously occupied, credit has been taken for the previous uses in the trip generation. Field observations indicate the existing uses were not fully occupied. Given this condition, pursuant to discussions with City staff, the trip generation has applied a 50 percent credit to account for existing uses on the site that would be replaced by the proposed project (50 percent was also manually added to the existing baseline) for the purposes of this analysis.

Table 4.17.D summarizes the trip generation for the existing uses and shows the 50 percent reduction, in terms of actual vehicles and PCEs. As shown in Table 4.17.D, 50 percent of the existing uses currently generate a total of 1,182 average daily trips (ADT), including 107 trips (98 inbound and nine outbound) in the a.m. peak hour and 95 trips (nine inbound and 87 outbound) in the p.m. peak hour, in PCE.

Table 4.17.C: Project Trip Generation Rates

Land Use[1]	ITE LU Code	Units[2]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Actual Vehicles									
Warehousing	150	TSF	1.740	0.131	0.039	0.170	0.051	0.139	0.190
Passenger Cars (Daily: 73.00%, AM: 87.00%, PM: 5.00%)			1.270	0.114	1.270	0.114	0.034	0.148	0.044
2-Axle Trucks (Daily: 4.51%, AM: 2.17%, PM: 2.51%)			0.078	0.003	0.078	0.003	0.001	0.004	0.001
3-Axle Trucks (Daily: 5.59%, AM: 2.69%, PM: 3.11%)			0.097	0.004	0.097	0.004	0.001	0.005	0.002
4-Axle Trucks (Daily: 16.90%, AM: 8.14%, PM: 9.39%)			0.294	0.011	0.294	0.011	0.003	0.014	0.005
Corporate Headquarters	714	TSF	7.950	0.684	0.036	0.720	0.018	0.582	0.600
Passenger Car Equivalent (PCE)									
Warehousing	714	TSF	1.740	0.131	0.039	0.170	0.051	0.139	0.190
Passenger Cars			1.270	0.114	0.034	0.148	0.044	0.118	0.162
2-Axle Trucks (PCE = 1.5)			0.118	0.004	0.001	0.006	0.002	0.005	0.007
3-Axle Trucks (PCE =2.0)			0.194	0.007	0.002	0.009	0.003	0.009	0.012
4-Axle Trucks (PCE = 3.0)			0.882	0.032	0.010	0.042	0.014	0.039	0.054

Source: *Traffic Impact Analysis* (Urban Crossroads, June 2020).

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition (2017).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: ITE's *Trip Generation Handbook Supplement* (2020), Appendix C.
Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-axle trucks, 20.7% 3-axle trucks, 62.6% 4-axle trucks.

[4] PCE factors: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.

Table 4.17.D: Existing Trip Generation Summary

Existing Use	Quantity	Units[1]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Actual Vehicles									
Warehousing	150.000	TSF							
Passenger Car Trips			192	17	5	22	7	18	25
Truck Trips									
2-Axle Trucks			12	1	1	2	1	1	2
3-Axle Trucks			16	1	1	2	1	1	2
4-Axle Trucks			46	2	1	3	1	2	3
Total Truck Trips (Actual)			74	4	3	7	3	4	7
Corporate Headquarters	250.000	TSF	1,988	171	9	180	5	146	151
Existing Trips (Actual)[2]			***2,254***	***192***	***17***	***209***	***15***	***168***	***183***
50% of Existing Trips (Actual)			***1,128***	***96***	***9***	***105***	***8***	***84***	***92***
Passenger Car Equivalent (PCE)									
Warehousing	150.000	TSF							
Passenger Car Trips			192	17	5	22	7	18	25
Truck Trips									
2-Axle Trucks			18	1	1	2	1	1	2
3-Axle Trucks			30	2	1	3	1	2	3
4-Axle Trucks			134	5	2	7	3	6	9
Truck Trips (PCE)			182	8	4	12	5	9	14
Corporate Headquarters	250.000	TSF	1,988	171	9	180	5	146	151
Existing Trips (PCE)[2]			***2,362***	***196***	***18***	***214***	***17***	***173***	***190***
50% of Existing Trips (PCE)			***1,182***	***98***	***9***	***107***	***9***	***87***	***95***

Source: *Traffic Impact Analysis* (Urban Crossroads, June 2020).

[1] TSF = thousand square feet

[2] Total Trips = Passenger Car Trips + Truck Trips

Table 4.17.E provides a summary of the project trip generation, including the existing uses and trips to be removed, in terms of actual vehicles and PCE. As shown in Table 4.17.E, the project has the potential to generate approximately 1,202 ADT, including 104 trips (79 inbound and 25 outbound) in the a.m. peak hour and 118 trips (33 inbound and 85 outbound) in the p.m. peak hour, in PCE. With reduction of the trip generation for 50 percent of the existing uses, the net change in trips is 20 ADT, including a reduction of three trips (-19 inbound and three outbound) in the a.m. peak hour and the addition of 23 trips (25 inbound and -2 outbound) in the p.m. peak hour, in PCE.

Table 4.17.E: Project Trip Generation Summary

Proposed Use	Quantity	Units[1]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Actual Vehicles									
Warehousing	486.088	TSF							
Passenger Car Trips			618	56	17	73	22	58	80
Truck Trips									
2-Axle Trucks			40	2	1	3	1	2	3
3-Axle Trucks			48	2	1	3	1	3	4
4+-Axle Trucks			144	6	2	8	3	7	10
Total Truck Trips (Actual)			*232*	*10*	*4*	*14*	*5*	*12*	*17*
Total Project Trips (Actual)[2]			**850**	**66**	**21**	**87**	**27**	**70**	**97**
50% of Existing Trips (Actual)			***1,128***	***96***	***9***	***105***	***8***	***84***	***92***
Change in Trips			***-278***	***-30***	***13***	***-18***	***20***	***-14***	***6***
Passenger Car Equivalent (PCE)									
Warehousing	486.088	TSF							
Passenger Car Trips			618	56	17	73	22	58	80
Truck Trips									
2-Axle Trucks			58	3	1	4	1	3	4
3-Axle Trucks			96	4	2	6	2	5	7
4+-Axle Trucks			430	16	5	21	8	19	27
Total Truck Trips (PCE)			*584*	*23*	*8*	*31*	*11*	*27*	*38*
Total Project Trips (PCE)[2]			**1,202**	**79**	**25**	**104**	**33**	**85**	**118**
50% of Existing Trips (PCE) from Table 4.17.D			***1,182***	***98***	***9***	***107***	***9***	***87***	***95***
Change in Trips			***20***	***-19***	***16***	***-3***	***25***	***-2***	***23***

Source: *Traffic Impact Analysis* (Urban Crossroads, June 2020).

[1] TSF = thousand square feet

[2] Total Trips = Passenger Car Trips + Truck Trips

Existing Plus Proposed Project Conditions. Table 4.17.F summarizes the peak-hour LOS results in the Existing Plus Project traffic conditions scenario at each of the study intersections using the City's ICU methodology at signalized intersections an HCM methodology at unsignalized intersections. Table 4.17.F indicates that traffic associated with the proposed project under this scenario would not result in any significant impacts related to a conflict with the City's adopted goals and policies (LOS standards and significance impact criteria) for the circulation system.

Table 4.17.F: Existing Plus Project Intersection Level of Service Summary

Intersection		Control	Peak Hour	Existing		Existing Plus Project		Project Impact	
				ICU/ Delay	LOS	ICU/ Delay	LOS	Δ ICU/ Delay	Yes/No
1	Driveway 1/Katella Avenue (future intersection)	CSS (Delay)	AM	N/A	N/A	15.8	C	15.8	No
			PM	N/A	N/A	21.7	C	21.7	No
2	Holder Street/Katella Avenue	Signal	AM	0.589	A	0.602	B	0.013	No
			PM	0.634	B	0.671	B	0.037	No
3	Holder Street/Driveway 2	CSS (Delay)	AM	12.1	B	12.9	B	0.8	No
			PM	11.9	B	11.9	B	0.0	No
4	Holder Street/Driveway 3	CSS (Delay)	AM	13.3	B	14.0	B	0.7	No
			PM	10.9	B	11.6	C	0.7	No
5	Holder Street/Driveway 4	CSS (Delay)	AM	0.0	A	9.2	A	9.2	No
			PM	0.0	A	8.6	A	8.6	No

Note: Delay is reported in seconds.
CSS = cross-street stop control
N/A = not applicable
ICU = Intersection Capacity Utilization
LOS = level of service

For existing plus project traffic conditions, there are no study area intersections anticipated to meet peak hour volume-based traffic signal warrants.

Opening Year Cumulative (2021) Plus Project Conditions. Table 4.17.G summarizes the peak-hour LOS results in the Opening Year Cumulative (2021) Plus Project traffic conditions scenario at each of the study area intersections. Table 4.17.G indicates that traffic associated with the proposed project under this scenario would not result in any significant impacts related to a conflict with the City's goals and policies for the circulation system.

Table 4.17.G: Opening Year Plus Project Intersection Level of Service Summary

Intersection		Control	Peak Hour	Opening Year		Opening Year Plus Project		Project Impact	
				ICU/ Delay	LOS	ICU/ Delay	LOS	Δ ICU/ Delay	Yes/No
1	Driveway 1/Katella Avenue (future intersection)	CSS (Delay)	AM	N/A	N/A	16.8	C	16.8	No
			PM	N/A	N/A	22.8	C	22.8	No
2	Holder Street/Katella Avenue	Signal	AM	0.606	B	0.619	B	0.013	No
			PM	0.654	B	0.691	B	0.037	No
3	Holder Street/Driveway 2	CSS (Delay)	AM	12.2	B	12.3	B	0.1	No
			PM	12.0	B	12.0	B	0.0	No
4	Holder Street/Driveway 3	CSS (Delay)	AM	13.5	B	14.2	B	0.7	No
			PM	11.0	B	11.6	C	0.6	No
5	Holder Street/Driveway 4	CSS (Delay)	AM	0.0	A	9.2	A	9.2	No
			PM	0.0	A	8.6	A	8.6	No

Source: *Traffic Impact Analysis* (Urban Crossroads, June 2020).
Note: Delay is reported in seconds.
CSS = cross-street stop control
N/A = not applicable
ICU = Intersection Capacity Utilization
LOS = level of service

There are no study area intersections that are anticipated to meet peak hour volume-based traffic signal warrants for opening year cumulative 2021 conditions without or with the project.

Regional access to the project site is provided by Katella Avenue. Katella Avenue is a six-lane divided roadway located directly north of the project site. According to the City of Cypress General Plan Circulation Element (City of Cypress 2000), Katella Avenue is designated as a Major Arterial. Katella Avenue is designated on the Orange County CMP as a CMP facility. The posted speed limit is 40 to 45 miles per hour (mph). Sidewalks are provided on both sides of the street. On-street parking is permitted in select locations.

Nonmotorized access to the project site would be provided via public sidewalks along both sides of Katella Avenue and Holder Street and crosswalks at all intersection approaches of Holder Street/ Katella Avenue. Holder Street is proposed as a future local bikeway. There is an existing Class I off-road bike path on the south side of the project along the Stanton Storm Channel. Although the City's Municipal Code does not contain any bicycle parking requirements that apply to the proposed project, the project would provide bicycle racks. Therefore, the proposed project would not conflict with adopted plans, programs, ordinances, or policies regarding public transit, bicycle, or pedestrian facilities.

The City's General Plan Circulation Element (2001) sets forth the plan for all means of mobility in Cypress. The Circulation Element outlines specific goals and policies to meet current and future travel demand throughout the City and influence planning, development, and enhancement of the circulation system based on existing and anticipated land uses. Table 4.11.B in Section 4.11, Land Use and Planning, of this IS/MND provides an evaluation of the proposed project's consistency with relevant goals and policies in the City's General Plan, including those related to transit, roadway, bicycle, and pedestrian facilities. As described in Table 4.11.B, the project would improve the existing concrete sidewalk on the northern edge of the project site along Katella Avenue. Therefore, the proposed project would be consistent with General Plan Circulation Element Policy CIR-2.8, which encourages the enhancement of the sidewalk environment to encourage pedestrian activities. Therefore, the proposed project would not conflict with any of the goals and policies outlined in the Circulation Element.

The 2019 Orange County Congestion Management Program (CMP) (OCTA 2019) implements federal Congestion Management Program requirements, which is a systematic and regionally accepted approach for managing congestion. Appendix B-1 of the 2019 CMP provides criteria for projects not requiring additional analysis of traffic impacts to CMP-monitored facilities. According to the criteria, projects generating fewer than 2,400 daily trips are below the threshold for a CMP analysis. The reason given is that below this threshold, project traffic could not trigger a significant impact, which is defined as using 3 percent or more of existing capacity. As stated previously, the development of the proposed project is anticipated to generate approximately 1,202 daily trips, which is significantly less than the 2,400 daily trips given as the threshold for a CMP analysis. Because the proposed project's trip generation is below the threshold established for analyzing potential impacts to CMP facilities, its impacts to CMP facilities would be less than significant.

The proposed project would be required to adhere to policies in the City of Cypress's General Plan Circulation Element, as well as regulations outlined in the Municipal Code. In addition, the project

does not meet the established threshold for analyzing CMP facilities because it generates fewer than 2,400 daily trips. Further, final design of the proposed project would be subject to review by the City's Traffic Engineer, or designee. Therefore, the proposed project would result in a less than significant impact related to conflicts with an applicable plan, program, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No mitigation would be required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. According to *State CEQA Guidelines* Section 15064.3(a), project-related transportation impacts are generally best measured by evaluating the project's vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project. *State CEQA Guidelines* Section 15064.3(b) sets forth criteria for analyzing transportation impacts, breaking down the methodology based on project type and specifying other criteria for conducting VMT analysis.

For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects located within 0.5 mile of an existing high-quality transit corridor should be considered to have a less than significant impact. *State CEQA Guidelines* Section 15064.3(b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) of the *State CEQA Guidelines*, Section 15064.3, acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. The regulation goes on to state that Lead Agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT. (*State CEQA Guidelines* Section 15064.3(b)(4)). It is important to note that *State CEQA Guidelines* Section 15064.3(c) states that while an agency may elect to be governed by the provisions of this section immediately, the State-wide implementation date is July 1, 2020.

At this time, the City has not adopted a methodology to analyze VMT impacts within its jurisdiction. In addition, the City does not currently have thresholds or standards in place for assessing potential VMT impacts. However, a VMT analysis was prepared based on guidance provided in the OPR Technical Advisory. Therefore, VMT impacts in this IS/MND are based on the following analysis prepared using the OPR Technical Advisory.

As noted in OPR's Technical Advisory… "*absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.*"[1] The City of Anaheim's Draft TIA Guidelines (April 2020), pg. 8, note [5] interprets the OPR's Technical Advisory 110 trip threshold as an 'addition of 110 or fewer trips'. Although the City has not formally adopted a VMT analysis methodology, based on direction from the City's Traffic Engineer, this VMT

[1] Governor's Office of Planning and Research (OPR). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

assessment uses the Daily Trip Screening Threshold of 110 or fewer additional trips as a screening criterion.

As previously described, the site is currently occupied by existing office and warehouse buildings. Since there are existing buildings (Mitsubishi Motors Corporation) that were previously occupied, credit has been taken for the previous uses. However, field observations indicate the existing uses were not fully occupied. As such, pursuant to discussions with City staff, the trip generation for purposes of this analysis has applied a 50 percent credit to account for existing uses on the site that would be replaced by the proposed project.

As shown in Table 4.17.E, the existing use currently generates 1,128 daily trips (actual vehicles)and the proposed project is anticipated to generate 850 daily trips (actual vehicles), resulting in a net decrease of 278 trips per day.

Because the project's net change in daily trips (-278 daily trips) falls below the recommended screening threshold of 110 additional daily vehicle trips or less in the Technical Advisory, the project is presumed to result in a less than significant impact. Therefore, no further VMT analysis is required for the proposed project.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that serve the project area. Access to the project site would be provided via a new right-in/right-out (RIRO) driveway on Katella Avenue and three existing full-access driveways on Holder Street. The design of the proposed project, including the internal private roadway, ingress, egress, and other streetscape changes, would be subject to review by the City's Department of Public Works. Also, as demonstrated in Tables 4.17.E above, the vehicle mix associated with the proposed project is similar to the no project condition and adjacent arterials, such as Katella Avenue. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses (e.g., farm equipment), and no mitigation would be required.

The proposed project will be implementing the following site access and site adjacent improvements that would be in place prior to project building occupancy:

- Both Katella Avenue and Holder Street are currently constructed to their ultimate cross-sections. However, the proposed project would modify curb and gutter, sidewalk, and landscaping improvements to accommodate the proposed driveways.

- Driveway 1 on Katella Avenue is proposed to be controlled by a stop sign on the northbound approach and a single egress and ingress lane on the driveway. The driveway would be restricted to RIRO access only to be controlled by the existing raised median. This driveway will serve passenger cars only.

- Driveway 2 on Holder Street is proposed to be controlled by a stop sign on the eastbound approach and a single egress and ingress lane on the driveway. The existing painted median (two-way-left-turn-lane) will be utilized for accommodating left turns into and out of Driveway 2. This driveway will serve passenger cars only. It should be noted that this driveway will align with the existing driveway to the east.

- Driveway 3 on Holder Street is proposed to be controlled by a stop sign on the eastbound approach and a single egress and ingress lane on the driveway. The existing painted median (two-way-left-turn-lane) will be utilized for accommodating left turns into and out of Driveway 3. This driveway will serve passenger cars and all heavy trucks. It should be noted that this driveway will align with the existing driveway to the east.

- Driveway 4 on Holder Street is proposed to be controlled by a stop sign on the eastbound approach and a single egress and ingress lane on the driveway. This driveway will serve passenger cars only. It should be noted that this driveway will align with the existing driveway to the east.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The project site would be accessed via a new RIRO driveway on Katella Avenue and three existing full-access driveways on Holder Street. As discussed above under 4.17.c), the project driveways would be designed and improved to conform to the City's standards. In addition, the proposed project's ingress and egress would be subject to review by the City's Department of Public Works and the Orange County Fire Authority. Therefore, the project's impacts associated with emergency access would be less than significant. No mitigation is required.

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4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? Or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The following responses address Thresholds 4.18(a)(i) and 4.18(a)(ii).

Less Than Significant with Mitigation Incorporated. Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural

resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources (Public Resources Code [PRC] Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside of the definition stated above nonetheless qualifies as a "tribal cultural resource."

Also, per AB 52 (specifically, PRC 21080.3.1), a California Environmental Quality Act (CEQA) Lead Agency must consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project and have previously requested that the Lead Agency provide the tribe with notice of such projects.

The Native American Heritage Commission (NAHC) was contacted on June 1, 2020, and a Sacred Lands File (SLF) search was requested for the project, as well as a list of Native American contacts for consultation (copies of this correspondence are included in Appendix L of this Initial Study/Mitigated Negative Declaration (IS/MND). According to NAHC correspondence dated June 2, 2020, no tribal cultural resources were noted in the database. In compliance with AB 52, letters were distributed to the following local Native American tribes as recommended by the NAHC or to those who had requested to be notified of projects during AB 52 consultation (and were not listed by the NAHC):

- Campo Band of Diegueño Mission Indians, Ralph Goff, Chairperson.
- Ewiiaapaayp Band of Kumeyaay Indians, Michael Garcia, Vice Chairperson.
- Ewiiaapaayp Band of Kumeyaay Indians, Robert Pinto, Chairperson.
- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson.
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson.
- Gabrielino/Tongva Nation, Sam Dunlap, Cultural Resources Director.
- Gabrielino/Tongva Nation, Sandonne Goad, Chairperson.
- Gabrielino Tonga Indians of California Tribal Council, Robert Dorame, Chairperson.
- Gabrielino-Tongva Tribe, Charles Alvarez.
- Juaneño Band of Mission Indians Acjachemen Nation – Belardes, Matias Belardes, Chairperson.
- La Posta Band of Diegueño Mission Indians, Gwendolyn Parada, Chairperson.
- La Posted Band of Diegueño Mission Indians, Javaughn Miller, Tribal Administrator.
- Manzanita Band of Kumeyaay Nation, Angela Elliott Santos, Chairperson.
- Mesa Grande Band of Diegueño Mission Indians, Michael Linton, Chairperson.
- Soboba Band of Luiseño Indians, Joseph Ontiveros, Cultural Resource Director.
- Soboba Band of Luiseño Indians, Scott Cozart, Chairperson.
- Sycuan Band of the Kumeyaay Nation, Cody Martinez, Chairperson.

The letters (distributed on June 12, 2020, and provided in Appendix L of this IS/MND) provided each tribe with the opportunity to request consultation with the City of Cypress (City) regarding the project. In compliance with AB 52, tribes had 30 days from the date of receipt of notification to request, in writing, consultation on the project. Information provided through tribal consultation will inform the assessment as to whether the tribes believe any tribal cultural resources are present on the project site. During the AB 52 process, the Gabrieleno Band of Mission Indians – Kizh Nation

(Tribe) stated that the project site is within its tribal territory and requested consultation with the City.

An AB 52 consultation call regarding the proposed project was held on August 20, 2020. Call attendees included members from the Tribe, a planner from the City of Cypress, the Applicant/ Developer's representative, and a planner and an archaeologist from LSA, the City's environmental consultant. The City planner summarized the proposed development plans, and the archaeological environmental consultant presented a summary of the archaeological study and management recommendations. Andrew Salas, the Tribe's Chairperson, and Matt Teutimez, Tribal biologist, presented a background of the Tribe's history in Cypress, Los Alamitos, Long Beach, and other areas in the proposed project vicinity and explained why the project site is sensitive for tribal cultural resources. Although the top few feet of sediments on the project site have been documented to consist of fill materials, Mr. Salas and Mr. Teutimez expressed concern that the fill may not be engineered and could contain sensitive tribal cultural resources. During the consultation call, Mr. Salas indicated that the Tribe would provide the City with recommendations with respect to mitigation for potential impacts to unknown tribal cultural resources on the project site; the Tribe's mitigation recommendations were received by the City and incorporated into Mitigation Measure 4.18-1 and Regulatory Compliance Measure 4.15-1 provided in Section 4.5, Cultural Resources.

No information regarding specific known tribal cultural resources on the project site was provided by the Tribe. Therefore, no tribal cultural resources listed or eligible for listing in the California Register or in a local register exist within the project area, and there are no known tribal cultural resources on the project site. The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource defined as a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register or in a local register of historical resources as defined in PRC Section 5020.1(k), and no mitigation is required to reduce impacts under Threshold 4.18(a)(i).

Regulatory Compliance Measure 4.5-1, provided in Section 4.5, Cultural Resources, addresses treatment of human remains discovered during construction activities. The project site is not likely to contain any human remains due to the fact that soils on the site have been previously disturbed from past grading activities on the project site and surrounding area. Although the project site is not likely to contain any human remains, adherence to regulatory standards included in Regulatory Compliance Measure 4.5-1 would reduce the impact of the proposed project on human remains to less than significant and addresses tribal concerns regarding the treatment of human remains. Additionally, Mitigation Measure 4.18-1 provided below would protect any potentially unknown tribal cultural resources on the project site. Mitigation Measure 4.18-1 requires tribal monitoring of ground disturbing activities. Additionally, Mitigation Measure 4.5-1, provided in Section 4.5, Cultural Resources, requires that a qualified archaeologist be retained to monitor ground disturbing activities and addresses treatment of non-tribal cultural resources discovered during construction. In the unlikely event that ground-disturbing construction activities uncover a yet-to-be-discovered tribal cultural resource, implementation of Mitigation Measure 4.18-1 and Mitigation Measure 4.5-1 and adherence to Regulatory Compliance Measure 4.5-1 would reduce any potential impacts to

previously undiscovered tribal cultural resources to a less than significant level under Threshold 4.18(a)(ii). No additional mitigation is required.

As discussed in Section 4.5, Cultural Resources, the project site does not contain any buildings or structures that meet any California Register criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k).

Mitigation Measures:

Mitigation Measure 4.18-1 below describes tribal monitoring of ground disturbing activities. Additionally, Mitigation Measure 4.5-1 requires that a qualified archaeologist be retained to monitor ground disturbing activities and addresses treatment of non-tribal cultural resources discovered during construction. Regulatory Compliance Measure 4.5-1 addresses treatment of human remains discovered during construction activities.

Mitigation Measure 4.18-1 **Tribal Cultural Resources.** Prior to the issuance of a grading permit, the Applicant/Developer shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe") to provide a tribal monitor for all ground-disturbing construction activities on the project site. A copy of the executed contract shall be provided to the City of Cypress (City) Community Development Director, or designee, prior to the issuance of a grading permit. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. If tribal cultural resources (as defined in Public Resources Code (PRC) Section 21074) are discovered during construction activities, ground-disturbing activities in the immediate vicinity of the find (not less than the surrounding 100 feet) shall be halted until the find is assessed. Ground-disturbing construction activities shall be allowed to continue in other portions of the project while the find is being evaluated and, if necessary, further mitigation takes place.

All Tribal Cultural Resources unearthed by project activities shall be evaluated by the project archaeologist (identified in Mitigation Measure 4.5-1) and Tribal monitor. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.

Ground disturbing activities are defined as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation,

drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The tribal monitor shall also provide appropriate insurance certificates. Tribal monitoring shall not be conducted after initial project excavation soil has occurred (i.e., no tribal monitoring shall be required for landscaping activities occurring after completion of project grading and trenching, as this soil will have been previously monitored). On-site tribal monitoring shall be considered complete after project grading and trenching are completed, and only disturbance to previously monitored soil is anticipated.

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4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water. Golden State Water Company (GSWC) provides domestic water service to the project site through its West Orange System. The project site is within the GSWC's Los Alamitos service area. GSWC's Los Alamitos service area includes the Cities of Cypress, Los Alamitos, and Stanton; additionally, small portions of the Cities of Buena Park, Garden Grove, La Palma, Seal Beach, and the unincorporated community of Rossmoor are included in the Los Alamitos service area. There are approximately 27,200 customers within GSWC's Los Alamitos service area.[1]

The 2015 West Orange Urban Water Management Plan (UWMP) demonstrates that GSWC has adequate domestic water supply for future water demands through 2040. GSWC obtains its water supply for the West Orange System from two primary sources: imported groundwater and GSWC-operated groundwater wells. Imported water is purchased from the Municipal Water District of

[1] Golden State Water Company (GSWC). Los Alamitos Customer Service Area. Website: https://www.gswater.com/los-alamitos/ (accessed July 9, 2020).

Orange County (MWDOC). MWDOC is largely a pass-through provider of imported water, obtaining its water supply from the Metropolitan Water District of Southern California (MWD).[1] According to the UWMP, MWD intends to provide 100-percent supply reliability to MWDOC, which in turn provides 100-percent supply reliability to the West Orange System. Groundwater is extracted from 17 active, GSWC-owned wells in the Orange County Groundwater Basin.[2] The UWMP includes a water supply and demand assessment that demonstrates that adequate water supply, including both imported groundwater and groundwater from GSWC-owned wells, will be available to GSWC through 2040.[3]

As of 2015, recycled water was not used within the West Orange System. However, an existing agreement would allow GSWC to purchase recycled water from the Los Angeles County Sanitation District and provide the recycled water to Forest Lawn Memorial-Park in Cypress.[4] Therefore, projected water supply information in the UWMP includes recycled water as a source.

The total projected water demand for customers served by GSWC is approximately 16,722 acre-feet per year (afy) in 2020; the projected water demand increases every 5-year period, totaling 17,701 afy by 2040.[5] GSWC's planned water supplies for 2020 total 16,722 afy, which consists of 1,644 afy (9.8 percent) of imported water, 14,798 afy (88.5 percent) of groundwater from GSWC-owned wells, and 280 afy (1.7 percent) of recycled water.[6] Imported water from MWDOC is provided to the GSWC West Orange System through three connections, which have supply capacities of 4,500 gallons per minute (gpm), 11,200 gpm, and 9,000 gpm. These three connections together account for a total supply capacity of 24,700 gpm.[7] Over the next 20 years, imported water supplies are anticipated to comprise the same proportion of GSWC's water supply as under current conditions.

Short term demand for water may occur during excavation, grading, and construction activities on site. Construction activities would require water primarily for dust mitigation purposes. Water from the existing potable water lines in the vicinity of the project site would be used. Overall, short-term construction activities would require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. The proposed project would not require the construction of new or expanded water conveyance, treatment, or collection facilities with respect to construction activities. Therefore, the impacts on water facilities during construction would be less than significant, and no mitigation is required**.**

According to water demand factors included in the CalEEMod emissions model, the proposed project is estimated to demand approximately 307,967 gallons per day (gpd) or 344.97 acre-feet per year (afy) of potable water, approximately 16,585 gpd or 18.58 afy more than the existing uses on the project site (291,382 gpd or 326.39 afy). Therefore, the estimated increase in water demand associated with new development proposed as part of the project would represent approximately

1 GSWC. 2016. *2015 Urban Water Management Plan, West Orange.* Section 6.1. July.
2 GSWC. 2016. *2015 Urban Water Management Plan, West Orange.* Section 6.2. July.
3 GSWC. 2016. *2015 Urban Water Management Plan, West Orange*. Section 7.3.
4 Ibid.
5 GSWC. 2016. *2015 Urban Water Management Plan, West Orange*. Section 4.2.1.
6 Ibid. 2016. Section 6.9.
7 Ibid. 2016. Section 6.1.

0.11 percent of the West Orange System's current annual water demand, based on the system's projected demand of 16,722 afy in 2020. The project-generated increase in water demand would be negligible and would fall within GSWC's existing capacity and available supply. As such, the proposed project would not necessitate new or expanded water entitlements, and the GSWC would be able to accommodate the increased demand for potable water.

The project site has an existing private water system connected to a 10-inch water main in Katella Avenue. The existing on-site water distribution system would be removed and replaced with new water lines that would use the existing water connection to Katella Avenue to serve the proposed project. The on-site system would be constructed in compliance with the City's building and plumbing codes in the Municipal Code. Extension of the water infrastructure from the adjacent streets into the project site would be a routine part of the construction process analyzed in this IS/MND and would not have a material environmental impact. The water facility improvements would be limited to the project site and connection points to the adjacent, existing GSWC facilities. Therefore, the proposed project would not require or result in the construction of new water facilities, or the expansion of existing facilities, which could cause a significant environmental impact and the impact would be less than significant. No mitigation is required.

Wastewater. The City's Public Works Department's Maintenance Division is responsible for maintaining the City's sanitary sewer system. The City operates and maintains a sanitary sewer collection and conveyance system that includes a network of gravity sewers, one pump station, and one sewer force main. Approximately 108 miles of sewers are included within the City's gravity system.[1]

Orange County Sanitation District (OCSD) facilities would receive wastewater generated from the proposed project. The OCSD provides wastewater collection, treatment, and recycling for approximately 2.6 million people living within a 479-square-mile (sq mi) area of central and northwestern Orange County.[2] The OCSD's facilities include 396 miles of sewer pipes and 15 pump stations located throughout the county. The OCSD treats approximately 185 million gallons of wastewater from residential, commercial, and industrial sources per day that is sent to two treatment plants: Plant No. 1 and Plant No. 2. Treatment Plant No. 1, at 10844 Ellis Avenue in Fountain Valley, is located approximately 9 miles southeast of the project site. Treatment Plant No. 2, at 22212 Brookhurst Street in Huntington Beach, is located approximately 12 miles southeast of the project site.

The OCSD is responsible for the provision of wastewater treatment facilities that serve the project site. Sewage from the City of Cypress is diverted to either Reclamation Plant No. 1 or Reclamation Plant No. 2. Excess wastewater from any of six trunk sewers tributary to Plant No. 1 is diverted to Plant No. 2 to not overload the capacity of Plant No. 1 and to provide for maintenance or

[1] City of Cypress. Maintenance. Website: http://www.cypressca.org/government/departments/public-works/maintenance (accessed July 8, 2020).

[2] Orange County Sanitation District (OCSD). 2018. *2018-2019 Annual Report.* https://www.ocsd.com/Home/ShowDocument?id=29415 (accessed July 8, 2020).

construction activities.[1] Reclamation Plant No. 1 has a primary treatment capacity of 208 mgd, and is running under capacity at approximately 120 mgd.[2] Reclamation Plant No. 2 has a primary treatment capacity of 168[3] mgd and currently receives 65 mgd. [4] Therefore, considering Plant Nos. 1 and 2's combined average flows of 376 mgd, the facilities are operating at approximately 49 percent capacity.[5] Additionally, through its Capital Improvement Program, the OCSD strives to continue maintaining its facilities at optimal levels by planning, designing, and preparing for future demand by developing Facilities and Biosolids Master Plans that address 20-year planning horizons.[6]

No significant increase in wastewater flows is anticipated as a result of construction activities on the project site. Sanitary services during construction would be provided by portable toilet facilities, which transport waste off-site for treatment and disposal. Therefore, during construction, potential impacts to wastewater treatment and wastewater conveyance infrastructure would be less than significant, and no mitigation would be required.

According to wastewater generation factors included in the CalEEMod emissions model, the proposed project is anticipated to generate approximately 307,967 gpd of wastewater, approximately 91,198 gpd more than the existing uses on the project site (216,770 gpd). The proposed project would remove the existing sewer lines on the project site and replace them with new sewer lines that would connect with the existing 12-inch sewer main in Katella Avenue. As discussed above, the proposed project is anticipated to generate approximately 91,198 gpd of wastewater over existing uses, which is approximately 0.04 percent of the available daily treatment capacity at Plant No. 1[7] and 0.05 percent of the available daily treatment capacity at Plant No. 2.[8] Both plants are in compliance with the Santa Ana RWQCB's wastewater treatment requirements and have the capacity to accommodate the increased wastewater flows from the proposed project. The project would be adequately served by the capacity and the existing wastewater conveyance system.

The City's sewer network connects to the OCSD network of sewer trunks and eventually discharges to OCSD's Reclamation Plant No. 1 or Reclamation Plant No. 2. Sewer improvements associated with the proposed project would be designed and constructed to City and OCSD standards. The proposed project's site plans would be accompanied by adequate plans for sewer improvements prepared by a registered professional engineer and facilities would be dedicated to the City and/or OCSD at the completion of construction. Regulatory Compliance Measure 4.19-1 requires all sewer improvements to comply with City and OCSD sewage standards. With the implementation of

1 OCSD. 2019a. 2018–2019 Annual Report Resource Protection Division Pretreatment Program. Website: https://www.ocsd.com/Home/ShowDocument?id=29255 (accessed July 8, 2020).
2 Ibid.
3 Ibid.
4 OCSD. 2020a. Facts and Key Statistics Webpage. Website: https://www.ocsd.com/services/regional-sewer-service (accessed July 8, 2020).
5 Calculation: 185 mgd demand / 376 mgd capacity = 49.20 percent operational capacity.
6 OCSD. 2020b. Capital Improvement Program Fiscal Year 2018/2019. Website: https://www.ocsd.com/Home/ShowDocument?id=29208 (accessed July 8, 2020).
7 91,198 gpd / 120 mgd =approximately 0.0044 or 0.04 percent.
8 91,198 gpd / 65 mgd =approximately 0.0054 or 0.05 percent.

Regulatory Compliance Measure 4.19-1, the proposed project would result in less than significant impacts related to the construction or expansion of wastewater treatment facilities. Therefore, the proposed project would not require or result in the construction of new water treatment or collection facilities, or the expansion of existing facilities, which could cause a significant environmental impact, and the impact would be less than significant. No mitigation is required.

Regulatory Compliance Measures:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to utilities and service systems. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.19-1 **Sewer Improvement Standards.** All required sewer improvements shall be designed and constructed to City of Cypress (City) and Orange County Sanitation District (OCSD) standards and shall be approved by the City Engineer prior to development. These improvements may be constructed in a phased sequence depending upon the development process. Facilities shall be dedicated to the City and/or OCSD at the completion of construction.

Stormwater and Drainage Facilities. As discussed in Section 4.10, Hydrology and Water Quality, in its existing condition, In the existing condition, stormwater runoff sheet flows to inlet drains on-site and drains to a 45-inch diameter storm drain located on the west side of the site. Runoff flows from the 45-inch storm drain from south of Katella Avenue to the Stanton Channel, which continues to the Bolsa Chica Channel, and is ultimately discharged into Anaheim Bay.

Grading and construction activities would disturb soils and temporarily modify the stormwater flow patterns on the construction site. As described under the analysis of Thresholds 4.10(a), 4.10(f), 4.10(k), 4.10(i), and 4.10® in Section 4.10, Hydrology and Water Quality, the proposed project would be subject to the requirements of the Construction General Permit (Regulatory Compliance Measure 4.10-1), which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and identification of construction Best Management Practices (BMPs) that must be implemented during project construction to address potential impacts to hydrology and stormwater drainage, including soil erosion, siltation, spills, and runoff. Adherence to the regulatory standards described in Regulatory Compliance Measure 4.10-1 would ensure that any changes in stormwater drainage from the project site are controlled during construction. Therefore, the proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts, and the impact would be less than significant. No mitigation is required.

Refer to Section 4.10, Hydrology and Water Quality, for additional information regarding the proposed project's impacts related to hydrology during operation. The proposed project includes seven drainage sub-areas are proposed, each containing catch basins with filter inserts to which

runoff would sheet flow to and be collected. Once the runoff is collected via catch basin, the runoff would be routed to an Underground Detention System in the southwest portion of the project site. Runoff would then be pumped from the Underground Detention System to a Modular Wetland System for biotreatment. Treated water would then be routed to the existing 42-inch storm drain towards the southwest portion of the site, which discharges into the Stanton Channel. In the event of high flows, an emergency overflow would route the water directly to the existing 42-inch storm drain. Stormwater runoff from Stanton Channel continues to Bolsa Chica Channel, and is ultimately discharged to Anaheim Bay.

According to the Hydrology Study Report (2020) prepared for the project, the downstream stormdrain system is over-capacity. As a result, the City restricts peak discharges from the project site to 41.83 cubic feet per second (cfs) for the project site. As demonstrated by the hydraulic modeling conducted as part of the Hydrology Study Report, the underground detention system would be designed to accommodate a 25-year storm event, and would retain and restrict runoff from the project site to the maximum allowable discharge of 41.83 cfs for the project site. In addition, as specified in Regulatory Compliance Measure 4.10-4, a Final Hydrology Study would be prepared based on final project plans and would be approved by the City. The Hydrology Study would confirm that the project drainage facilities comply with City and County requirements to ensure that sufficient capacity in the downstream drain systems is available to accommodate any increase in storm runoff from the project site so that on- and off-site flooding does not occur.

With the adherence to Regulatory Compliance Measure 4.10-4, the proposed project would result in less than significant impacts related to the construction or expansion of stormwater drainage facilities. No mitigation is required.

Regulatory Compliance Measures:

Refer to Regulatory Compliance Measure 4.10-4, Final Hydrology and Hydraulic Analysis, in Section 4.10, Hydrology and Water Quality.

Electric Power. Electrical power would be supplied to the proposed project site by Southern California Edison (SCE). SCE provides services through a grid of transmission lines and related facilities. SCE provides electricity to more than 15 million people in a 50,000 sq mi area of Central, Coastal, and Southern California.[1] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2018 was 85,000 GWh.[2] Total electricity consumption in Orange County in 2018 was 20,197 GWh (7,036 GWh for the residential sector and 13,161 GWh for the non-residential sector).[3]

[1] Southern California Edison (SCE). 2020. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed July 8, 2020).

[2] CEC. 2020b. Electricity Consumption by Entity. Website: http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed July 8, 2020)

[3] CEC. 2019a. Electricity Consumption by County. Website: http://www.ecdmsenergy.ca.gov/elecby county.aspx (accessed July 8, 2020).

Short-term construction activities would be limited to providing power to the staging area and portable construction equipment and would not substantially increase demand for electricity. The heavy equipment used for construction is primarily powered by diesel fuel. Temporary electric power would be provided via existing utility boxes and lines on the project site. Given the limited nature of potential demand for electricity during construction and the availability of existing power lines on the site, there would not be a need to construct new or alter existing electric transmission facilities. Impacts to local regional supplies of electricity would be less than significant, and no mitigation is required.

The proposed project includes connections to the surrounding electrical system on site. Operation of the proposed project would increase on-site electricity demand compared to existing conditions. CalEEMod 2016.3.2 was used to calculate the approximate annual electricity demand of the proposed project. As discussed in Section 4.6, Energy, based on the CalEEMod outputs (Appendix A of this IS/MND), the proposed project is estimated to consume a total of 1,709,860 kilowatt-hours (kWh) of electricity per year, approximately 2,411,640 kWh less than existing conditions (4,121,500 kWh). Additionally the proposed project would be required to comply with Title 24 energy efficiency measures and sustainability features of the California Building Code as described under Regulatory Compliance Measure 4.6-1, in Section 4.6, Energy.

Total electricity consumption in Orange County in 2018 was approximately 20,197,000,000 kWh. The electricity demanded from the proposed project would be less than the existing uses. Service providers utilize projected demand forecasts in order to provide an adequate supply or plan for surplus in their service areas. As discussed in Section 4.6, Energy, there are sufficient planned electricity supplies in the SCE service area for estimated net increases in energy demands through 2030. Because the proposed project would only represent a small fraction of electricity demand in Orange County, the project would meet Title 24 requirements and incorporate additional energy conservation measures, and there would be sufficient electricity supplies available, energy demand for the proposed project would be less than significant.

The supply and distribution network within the area surrounding the project site would remain essentially the same as exists currently, with the exception of on-site improvements to existing to serve to the proposed project due to the removal of existing buildings and construction of the new warehouse buildings. These on-site improvements would connect to the existing infrastructure and provide electrical service to the proposed last mile logistics facility. The proposed project would not increase electrical demand beyond existing projections from the local electricity provider and the project site is within a developed service area with existing demand. Therefore, the proposed project would not require the construction of any physical improvements related to the provision of electricity service that would result in significant environmental impacts and the proposed project's impacts would be less than significant. No mitigation is required.

Natural Gas. SoCalGas, the service provider for the project site, serves approximately 21.8 million customers in a 24,000 sq mi service territory.[1] SoCalGas has four storage fields—Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey—and has a combined storage capacity of 72 billion

[1] SoCalGas. Company Profile: About SoCalGas Webpage. Website: https://www.socalgas.com/about-us/company-profile (accessed July 8, 2020)

cubic feet as of September 19, 2019.[1] According to the California Energy Commission (CEC), total natural gas consumption in the SoCalGas service area in 2018 was 5,156.1 million therms (2,147.4 million therms for the residential sector and 987.5 million therms for the commercial sector).[2] Total natural gas consumption in Orange County in 2018 was 575.1 million therms (339.0 million therms for the residential sector and 236.1 therms for the non-residential sector).[3]

Short-term construction activities would not result in demand for natural gas since construction activities/equipment would not require accessing existing adjacent natural gas facilities. Therefore, construction activities would not impact natural gas services, and the proposed project would not require new or physically altered gas transmission facilities.

Operation of the proposed project would decrease on-site natural demand compared to existing conditions. CalEEMod 2016.3.2 was used to calculate the approximate annual natural gas demand of the proposed project. As discussed in Section 4.6, Energy, the estimated potential increase in natural gas demand associated with the proposed project is 1,346,460 kilo-British thermal unit (kBTU) per year, approximately 1,528,040 kBTU less than existing conditions (2,874,500 kBTU). Total natural gas consumption in Orange County in 2018 was 575,100,000 therms. The natural gas demanded from the proposed project would be less than the existing uses. Additionally, the proposed project would be required to comply with Title 24 requirements as described under Regulatory Compliance Measure 4.6-1 and would reduce natural gas consumption by incorporating the energy efficiency measures listed above in the design of the proposed structures.

As noted above, service providers utilize projected demand forecasts in order to provide an adequate supply or plan for surplus in their service areas. As discussed in Section 4.6, Energy, it is anticipated that SoCalGas would be able to meet the natural gas demand in its service area through 2035. Because the proposed project would only represent a small fraction of natural gas demand in Orange County, the project would meet Title 24 requirements and incorporate additional energy conservation measures, and there would be sufficient natural gas supplies available, natural gas demand for the proposed project would be less than significant. No mitigation is required.

The supply and distribution network within the area surrounding the project site would remain essentially the same as exists today except for standard on-site improvements to serve to the proposed project due to the removal of existing buildings and construction of new warehouse buildings. Levels of service to off-site users would not be adversely affected. Existing gas transmission and distribution services maintained by SoCalGas would provide natural gas service to the proposed project. The proposed project would not increase natural gas demand beyond existing projections from the local natural gas provider and the project site is within a developed service area with existing demand. Therefore, the proposed project would not require the construction of any physical improvements related to the provision of natural gas service that would result in

1 U.S. Energy Information Administration (EIA). 2019. Southern California Daily Energy Report. Website: https://www.eia.gov/special/disruptions/socal/winter/#commentary (accessed July 8, 2020)

2 CEC. 2020d. Natural Gas Consumption by Entity. Website: https://ecdms.energy.ca.gov/gasbyutil.aspx (accessed July 8, 2020)

3 CEC. 2020c. Gas Consumption by County. Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed July 8, 2020).

significant environmental impacts and the proposed project's potential impacts would be less than significant. No mitigation would be required.

Telecommunication Facilities. Telephone, television, and internet services are offered by a variety of providers in the City of Cypress, including AT&T, Frontier Communications, Spectrum, HughesNet, and ViaSat. Non-satellite providers include Frontier, DirectTV, Spectrum Cable, and DishTV. Satellite internet providers include ViaSat. These services are privately operated and offered to each location in the City for a fee defined by the provider.

Existing telephone, cable, and internet service lines in the vicinity would continue to serve the project site. Internal to the project site, the project Applicant/Developer will be responsible for constructing adequate telecommunication facility extensions for the proposed project. The reconfiguration of these facilities would occur on site during the site preparation and earthwork phase and are not expected to impact any telephone, cable, or internet services offsite that serve the surrounding areas. Additionally, telecommunication facilities are generally installed concurrently with utility expansions and impacts associated with the expansion of telecommunications facilities are already considered in the air quality, noise, and construction traffic analysis. Therefore, the project impacts associated with the relocation or construction of new or expanded telecommunication facilities and impacts would be less than significant. No mitigation is required.

Summary. The proposed project would not require or result in the relocation or construction of new or expanded facilities for water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications. With implementation of Regulatory Compliance Measures 4.19-1 and 4.19-2, included here, and Regulatory Compliance Measure 4.10-4, in Section 4.10, Hydrology and Water Quality, existing facilities would have the capacity to serve the anticipated uses, and the project would not substantially increase demand upon these facilities as compared to historic and existing conditions at the project site. Therefore, impacts to these utility facilities would be less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. As previously discussed in Response 4.19(a), above, the relatively small increase in water use would be accounted for in the anticipated growth rates for the City in the UWMP. The project would not necessitate new or expanded water entitlements, and GSWC would be able to accommodate the increased demand for potable water under a worst-case scenario as forecasted in the 2015 UWMP. Taking into account population growth, GSWC is able to meet demand in the multiple dry year scenario for years 2020, 2025, 2030, 2035, and 2040.[1] The proposed project is anticipated to use approximately 16,585 gpd of water over the existing uses. Further, the total amount of anticipated water usage by the project represents approximately 0.11 percent of the 2015 water in GSWC's service area. Additionally, the proposed project would be required to implement Regulatory Compliance Measure 4.19-2, which requires the project to comply with all State laws for water conservation measures, including the use of low-flow fixtures. Therefore, water demand from the proposed project would be within GSWC's current and projected

[1] GSWC. 2016. *2015 West Orange Urban Water Management Plan* (UWMP), Table 7-4.

water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts related to water supplies would be less than significant, and no mitigation would be required.

Regulatory Compliance Measures:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to utilities and service systems. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.19-2 **Water Conservation.** The Applicant/Developer shall comply with all State laws related to water conservation measure. Voluntary water conservation strategies shall be encouraged. The Building Division shall determine compliance prior to issuance of building permits.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Refer to Response 4.19(a). Although the proposed project would increase wastewater demand on site, the increased wastewater flows from the proposed project could be accommodated within the existing design capacity of OCSD Treatment Plant No. 1 and No 2, either of which would serve the project site. Additionally, the relatively small increase in wastewater generation would be accounted for in the anticipated growth rates for the City through the UWMP. Therefore, the City's Public Works Maintenance Division and OCSD would have adequate capacity to serve the project's projected demand in addition to its existing commitments. Therefore, impacts related to wastewater treatment would be less than significant, and no mitigation would be required.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The City currently contracts with Valley Vista Services, a private solid waste hauler, to collect and dispose of the solid waste generated throughout the City. Solid waste collected in the City by Valley Vista would be transported to one of the Class III landfills operated and maintained by OCWR. OCWR owns and operates three active landfills (i.e., the Olinda Alpha Landfill in Brea, the Frank R. Bowerman Landfill in Irvine, and the Prima Deshecha Landfill in San Juan Capistrano). All three landfills are permitted as Class III landfills, which only accept non-hazardous municipal solid waste for disposal; no hazardous or liquid waste is accepted. County residents are able to dispose of their household hazardous waste items at any of OCWR's four household hazardous waste collection centers, located in the Cities of Anaheim, Huntington Beach,

Irvine, and San Juan Capistrano.[1] Table 4.19.A identifies the Class III sanitary landfills operated by OCWR.

Table 4.19.A: Orange County Class III Landfills

Landfill	Location	Approximate Distance from Project Site (miles)	Service
Frank R. Bowerman	11002 Bee Canyon Access Road Irvine, CA 92602	20	Commercial dumping; no public dumping
Olinda Alpha	1942 North Valencia Avenue Brea, CA 92823	14	Commercial dumping; public dumping allowed
Prima Deshecha	32250 La Pata Avenue San Juan Capistrano, CA 92675	31	Commercial dumping; public dumping allowed

Source: Orange County Waste & Recycling.

Of the three Class III landfills currently operated by OCWR, the closest active landfill to the project site is the Olinda Alpha Landfill. The Olinda Alpha Landfill, which is currently permitted by the California Department of Resources, Recycling, and Recovery (CalRecycle) to receive a maximum of 8,000 tons per day (tpd) of waste, currently receives an average of approximately 7,000 tpd.[2] Therefore, the Olinda Alpha Landfill is currently operating at approximately 87.5 percent of its daily capacity. As of November 2014, the Olinda Alpha Landfill had an estimated remaining disposal capacity of 34,200,000 cubic yards.[3] If the State-permitted daily tonnage limit is reached at any County landfill, waste haulers are subject to diversion to local transfer stations located throughout the County. The Olinda Alpha Landfill is scheduled to close in approximately 2030, at which time it would be landscaped to become a County regional park.[4]

Non-hazardous waste from project construction activities would be recycled to the extent feasible, and where necessary, would likely be disposed of at the Olinda Alpha Landfill. Construction waste is anticipated to be minimal compared to waste generated throughout the lifetime of the project during operation. Existing land uses generate an insignificant amount of solid waste (68 pounds per day). The proposed project is not anticipated to result in a significant production of solid waste that would exceed the daily available capacity (1,000 tpd) at the Olinda Alpha Landfill, the proposed project would not result in an impact related to City, State, or federal statutes and regulations related to solid wastes. The proposed project would generate approximately 1.25 tons of solid waste per day[5] during operation, which would contribute an insignificant amount of solid waste per day to the remaining daily capacity at the Olinda Alpha Landfill (approximately 0.13 percent). Moreover, the project would not impair the attainment of solid waste reduction goals. Therefore,

1 OC Waste & Recycling (OCWR). Household Hazardous Waste. Website: http://www.oclandfills.com/hazardous (accessed July 9, 2020).

2 OCWR. Olinda Alpha Landfill. Website: http://www.oclandfills.com/landfill/active/olindalandfill (accessed July 9, 2020).

3 CalRecycle. Solid Waste Information System Facility Detail: Olinda Alpha Sanitary Landfill. Website: https://www2.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail/ (accessed July 9, 2020).

4 OC Waste & Recycling. Olinda Alpha Landfill. Website: http://www.oclandfills.com/landfill/active/olindalandfill (accessed July 8, 2020).

5 CalEEMod Outputs. Calculations: 456.92 tons per year / 365 days = 1.25 ton per day.

the project would result in a less than significant impact to solid waste and landfill facilities, and no mitigation would be required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste disposal practices in California are governed by multiple federal, State, and local agencies that enforce legislation and regulations ensuring that landfill operations minimize impacts to public health and safety and the environment.

The California Integrated Waste Management Act (Assembly Bill [AB] 939) changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995, 50 percent by 2000, and 75 percent by 2020. The City provides curbside recycling for both residential and commercial uses, as well as curbside residential green waste, which both count toward the City's solid waste diversion rate. CalRecycle tracks and monitors solid waste disposal on a per capita basis. Table 4.19.B, below, shows solid waste disposal volumes for the City of Cypress between 2012 and 2017.

Table 4.19.B: Solid Waste Disposal in the City of Cypress

Year	Total Disposal Tonnage (tons/year)
2012	52,603
2013	57,928
2014	49,761
2015	52,650
2016	50,412
2017	51,542

Source: CalRecycle Jurisdiction Disposal Tonnage Trend.

Implementation of the proposed project involves the demolition of the existing structures on the site, site grading, and construction of the proposed warehouses on the project site. Demolition, site preparation (vegetation removal, grading, and filling activities) and construction activities would generate typical construction debris, including wood, paper, glass, metals, cardboard, and green wastes. The proposed project would comply with the City's Construction and Demolition Ordinance (Regulatory Compliance Measure 4.19-3). The Applicant/Developer would also be required to submit a Materials Questionnaire should the contractor haul away its own demolition waste. As stipulated by City Ordinance No. 1097 and the 2019 California Green Building Standards, the proposed project would be required to divert a minimum of 65 percent of construction and demolition debris in order to obtain building permits.[1] Additionally, Valley Vista Services certifies

[1] City of Cypress. C&D Recycling Requirement. Website: http://www.cypressca.org/work/building-division/c-d-recycling-requirement (accessed July 17, 2019).

75 percent diversion for all construction and demolition material,[1] which would contribute to an increased waste diversion rate within the City.

The proposed project would comply with existing and future statutes and regulations, including waste diversion programs mandated by City, State, and federal law. In addition, as discussed in Response 4.19(d), the proposed project would not result in an excessive production of solid waste that would exceed the capacity of the existing landfill serving the project site. Therefore, the proposed project would not result in an impact related to federal, State, and local statutes and regulations related to solid wastes, and no mitigation is required.

Regulatory Compliance Measure:

The following regulatory compliance measure is an existing regulation that is applicable to the proposed project and is considered in the analysis of potential impacts related to utilities and service systems. The City of Cypress considers this requirement to be mandatory; therefore, it is not a mitigation measure.

Regulatory Compliance Measure 4.19-3 **Construction and Demolition Ordinance**. The Construction Contractor shall comply with the provisions of City Ordinance No. 1166 and the 2019 California Green Building Standards Code, which would reduce construction and demolition waste. Ordinance No. 1166 is codified in Article VIII, Materials Questionnaire for Certain Construction and Demolition Project within the City of Cypress in the Cypress Municipal Code.

[1] City of Cypress. C&D Recycling Requirement. Website: http://www.cypressca.org/work/building-division/c-d-recycling-requirement (accessed July 17, 2019).

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4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Analysis

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact.

The following response addresses thresholds outlined in 4.20(a), (b), (c), and (d).

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of California into different fire hazard severity zones (FHSZ), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing densities, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As

part of this mapping system, CAL FIRE is responsible for wildland fire protection for land areas that are generally unincorporated and they are classified as State Responsibility Areas (SRAs). In areas where local fire protection agencies (e.g., Orange County Fire Authority [OCFA]) are responsible for wildfire protection, the lands are classified as Local Responsibility Areas (LRAs). CAL FIRE currently identifies the project site as an LRA. In addition to establishing local or State responsibility for wildfire protection in a specific area, CAL FIRE designates areas as very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ.

According to the CAL FIRE Very High Fire Hazard Severity Zone Maps for the Orange County region, the entire City of Cypress is designated as a non-VHFHSZ.[1] The City does not include any SRA. The nearest VHFHSZ to the project site is approximately 7 miles to the northeast in the Coyote Hills on the western side of Fullerton.[2] The nearest SRA is in the Puente Hills, approximately 12 miles northeast of the project site. Because the project site is not located in or near an SRA or VHFHSZ, the project would not result in any impacts related to wildfire. No mitigation is required.

[1] California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/media/6739/fhszl_map30.pdf (accessed June 24, 2020).

[2] Ibid.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. Based on the discussion in Section 4.4, Biological Resources, the proposed project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities. The proposed project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal.

The proposed project would avoid impacts on nesting resident and/or migratory birds either by avoiding vegetation removal during the avian nesting season (February 1 through August 31) or by implementing Regulatory Compliance Measure 4.4-1. Regulatory Compliance Measure 4.4-1 would address any impacts to nesting resident and/or migratory birds should it be necessary to conduct vegetation removal during the nesting season and nests are present.

As discussed in Section 4.5, Cultural Resources, Response 4.5(a), the project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Further, according to the City of Cypress General Plan, there are no known archaeological resources located in Cypress and

the SCCIC record search results and field survey identified no previously recorded cultural resources on or in soils on the project site. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. In addition, Mitigation Measures 4.5-1 and 4.7-2 have been incorporated to address the discovery of archaeological and paleontological resources should any be unearthed during construction. With the application of Mitigation Measures 4.5-1 and 4.7-2, potential impacts to previously undiscovered archaeological or paleontological resources would be less than significant.

As discussed in Section 4.18, Tribal Cultural Resources, the City requested a search of the Sacred Lands File by the Native American Heritage Commission (NAHC) for the project site. According to NAHC correspondence dated June 2, 2020, no resources were noted in the database. An AB 52 consultation call regarding the proposed project was held on August 20, 2020. Call attendees included members from the Tribe, a planner from the City of Cypress, the Applicant/Developer's representative, and a planner and an archaeologist from LSA, the City's environmental consultant. No information regarding specific known tribal cultural resources on the project site was provided by the Tribe. Therefore, no tribal cultural resources listed or eligible for listing in the California Register or in a local register exist within the project area, and there are no known tribal cultural resources on the project site. Although the project site is not likely to contain any human remains, adherence to regulatory standards included in Regulatory Compliance Measure 4.5-1 would reduce the impact of the proposed project on human remains to less than significant and addresses tribal concerns regarding the treatment of human remains. Additionally, Mitigation Measure 4.18-1 requires tribal monitoring of ground disturbing activities and Mitigation Measure 4.5-1, provided in Section 4.5, Cultural Resources, requires that a qualified archaeologist be retained to monitor ground disturbing activities and addresses treatment of non-tribal cultural resources discovered during construction. In the unlikely event that ground-disturbing construction activities uncover a yet-to-be-discovered tribal cultural resource, implementation of Mitigation Measure 4.18-1 and Mitigation Measure 4.5-1 and adherence to Regulatory Compliance Measure 4.5-1 would reduce any potential impacts to previously undiscovered tribal cultural resources to a less than significant level.

For the reasons stated above, the project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with the implementation of Mitigation Measures 4.5-1, 4.7-2, and Mitigation Measure 4.18-1 and no mitigation would be required.

Mitigation Measures: Refer to Mitigation Measures 4.5-1 (Section 4.5), 4.7-2 (Section 4.7), and 4.18-1 (Section 4.18).

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. The proposed project involves the demolition of existing structures construction of two warehouse buildings an approximately 22.3-acre site. The site is currently developed with structures recently vacated by Mitsubishi Motors of America. The project site is located in an urban area that is predominantly built-out with various residential, warehouse, office, and commercial uses. The proposed project would rely on and can be accommodated by the existing road system, public services, and utilities. The proposed project would not result in nor contribute to a significant biological or cultural impact. Based on the Project Description and the preceding responses, impacts related to the proposed project are less than significant or can be reduced to less than significant levels with the incorporation of mitigation measures. The proposed project's contribution to any significant cumulative impacts would be less than cumulatively considerable. No mitigation would be required.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. Previous sections of this IS/MND reviewed the proposed project's potential impacts and regulatory compliance measures and mitigation measures related to Cultural Resources (Regulatory Compliance Measure 4.5-1 and Mitigation Measure 4.5-1), Geology and Soils (Regulatory Compliance Measure 4.7-1 and Mitigation Measures 4.7-1, and 4.7-2), Hazards and Hazardous Materials (Mitigation Measure 4.9-1), Hydrology and Water Quality (Regulatory Compliance Measures 4.10-1 through 4.10-4), and Noise (Regulatory Compliance Measure 4.13-1). As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with adherence to the regulatory compliance measures and implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

Mitigation Measures: Refer to Mitigation Measures 4.5-1 (Section 4.5), 4.7-1 and 4.7-2 (Section 4.7), and 4.9-1 (Section 4.9).

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5.0 RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Cypress prepare a Mitigated Negative Declaration for the 6400 Katella Warehouse Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Cypress' determination (see Section 3.1, Determination, in Chapter 3.0, Environmental Factors Potentially Affected).

Date: 10/14/2020

Ryan Bensley, AICP
Project Manager
LSA

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6.0 MITIGATION MONITORING AND REPORTING PROGRAM

6.1 MITIGATION MONITORING REQUIREMENTS

Public Resources Code (PRC) Section 21081.6 (enacted by the passage of Assembly Bill [AB] 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a Responsible Agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the Lead Agency or a Responsible Agency, prepare and submit a proposed reporting or monitoring program.

- The Lead Agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based. A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

- Prior to the close of the public review period for a draft Environmental Impact Report (EIR) or MND, a Responsible Agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the Lead Agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the Responsible Agency or agency having jurisdiction over natural resources affected by the project, or refer the Lead Agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a Lead Agency by a Responsible Agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a Responsible Agency or agency having jurisdiction over natural resources affected by a Project with that requirement shall not limit that authority of the Responsible Agency or agency having jurisdiction over natural resources affected by a project, or the authority of the Lead Agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

6.2 MITIGATION MONITORING PROCEDURES

The mitigation monitoring and reporting program has been prepared in compliance with PRC Section 21081.6. The program describes the requirements and procedures to be followed by the City of Cypress to ensure that all mitigation measures adopted as part of the proposed project would be carried out as described in this IS/MND. Table 5.A lists each of the mitigation measures specified in this IS/MND and identifies the party or parties responsible for implementation and monitoring of each measure.

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
4.3: Air Quality			
MM 4.3-1	**Construction Equipment Emissions.** Prior to the issuance of grading permits, the Construction Contractor shall submit certification to the City of Cypress Community Development Department that all of its off-road diesel construction equipment that is greater than 150 horsepower complies with the United States Environmental Protection Agency/California Air Resources Board (USEPA/CARB) Tier 3 emissions standards and ensure that all construction equipment is tuned and maintained in accordance with the manufacturers' specifications.	Construction Contractor/City of Cypress Director of Community Development Department or designee	Prior to the issuance of grading permits
4.4: Biological Resources			
RCM 4.4-1	**Nesting Bird Survey and Avoidance.** If vegetation removal, construction, or grading activities are planned to occur within the active nesting bird season (February 1 through August 31), the City of Cypress, or designee, shall confirm that the Applicant/Developer has retained a qualified biologist who shall conduct a preconstruction nesting bird survey no more than 3 days prior to the start of such activities. The nesting bird survey shall include the work area and areas adjacent to the site (within 500 feet, as feasible) that could potentially be affected by project-related activities such as noise, vibration, increased human activity, and dust, etc. For any active nest(s) identified, the qualified biologist shall establish an appropriate buffer zone around the active nest(s). The appropriate buffer shall be determined by the qualified biologist based on species, location, and the nature of the proposed activities. Project activities shall be avoided within the buffer zone until the nest is deemed no longer active, as determined by the qualified biologist.	Applicant/Developer and City of Cypress Community Development Director, or designee	Three days prior to commencement of grading activities
4.5: Cultural Resources			
RCM 4.5-1	**Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to State Public Resources Code (PRC) Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner would notify the Native American Heritage Commission (NAHC), which would determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human	Construction supervisor/ Applicant/Developer/	During construction activities

Table 6.A: Mitigation and Monitoring Reporting Program

	Regulatory Compliance Measures / Mitigation Measures	Responsible Party	Timing for RCM or Mitigation Measure
	remains and items associated with Native American burials, preservation of Native American human remains and associated grave goods in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.		
MM 4.5-1	**Cultural Resources Monitoring and Accidental Discovery.** Prior to the issuance of grading permits, and in adherence to the recommendations of the cultural resources survey, the Applicant/Developer shall retain a qualified archaeological monitor, with approval of the City of Cypress (City) Community Development Director, or designee. A monitoring plan shall be prepared by the archaeologist and implemented upon approval by the City. The monitor shall be present full-time during the first 10 working days when excavation activities will extend below Artificial Fill deposits into native soils. No archaeological monitoring is required during demolition of existing buildings or clearing/ grubbing of existing landscape. If cultural materials are discovered during grading or excavation, the construction contractor shall divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. Project personnel shall not collect or move any archaeological materials or human remains and associated materials. To the extent feasible, project activities shall avoid these deposits. Where avoidance is not feasible, the archaeological deposits shall be evaluated for their eligibility for listing on the California Register of Historical Resources. If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, adverse effects on the deposits must be avoided, or such effects must be mitigated. Mitigation can include, but is not necessarily limited to: excavation of the deposit in accordance with a data recovery plan (see California Code of Regulations [CCR] Title 4(3) Section 5126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; an interpretive display of recovered archaeological materials at a local school, museum, or library; and public lectures at local schools and/or historical societies on the findings and significance of the site and recovered archaeological materials. The City Community Development Director, or designee, shall be responsible for reviewing any reports produced by the archaeologist to determine the appropriateness and adequacy of the findings and recommendations.	Prior to the issuance of a grading permit and during construction activities	Applicant/Developer and/or construction supervisor/City of Cypress Director of Community Development Department, or designee

Table 6.A: Mitigation and Monitoring Reporting Program

	Regulatory Compliance Measures / Mitigation Measures	Responsible Party	Timing for RCM or Mitigation Measure
4.6: Energy			
RCM 4.6-1	**Idling Restriction Signage.** Prior to the issuance of grading permits, the City of Cypress Community Development Director, or designee, shall confirm that the grading plans for the project include a requirement that a sign shall be posted on-site stating that construction workers shall shut off engines at or before five minutes of idling.	Prior to issuance of a building permit	Applicant/Developer and City of Cypress Chief Building Official, or designee
4.7: Geology and Soils			
RCM 4.7-1	**California Building Code Compliance Seismic Standards.** All structures shall be designed in accordance with the seismic parameters presented in the Geotechnical Assessment prepared for this project (SCG Geotechnical, Inc., 2019) and applicable sections of the most current California Building Code (CBC). Prior to the issuance of building permits for planned structures, the Project Soils Engineer and the City of Cypress Chief Building Official, or designee, shall review building plans to verify that the structural design conforms to the requirements of the Geotechnical Assessment and the City of Cypress Municipal Code.	Prior to issuance of building permits	Applicant/Developer and City of Cypress Chief Building official, or designee
MM 4.7-1	**Compliance with the Recommendations in the Project Geotechnical Assessment.** The Applicant/Developer's construction contractor shall implement the recommendations of the *Geotechnical Investigation, Two Proposed Warehouses, SWC Katella Avenue and Holder Street, Cypress, California* (Geotechnical Assessment) (Southern California Geotechnical, Inc. [SCG], October 3, 2019; Geotechnical Assessment) prepared for the proposed project, as applicable to the satisfaction of the City of Cypress' (City) Chief Building Official or designee. Additional site testing and final design evaluation shall be conducted by the Project Geotechnical Consultant to refine and enhance these requirements. The Applicant/ Developer shall require the Project Geotechnical Consultant to assess whether the requirements in that report need to be modified or refined to address any changes in the project features that occur prior to the start of grading. If the Project Geotechnical Consultant identifies modifications or refinements to the requirements, the Applicant/ Developer shall require appropriate changes to the final project design and specifications. Design, grading, and construction shall be performed in accordance with the requirements of the City of Cypress Municipal Code and the California Building Code (CBC) applicable at the time of grading, appropriate local grading regulations, and the requirements of the Project Geotechnical Consultant as summarized in a final written report, subject to review by the City of Cypress Director of Public Works, or designee,	Prior to issuance of grading permits	Applicant/Developer and City of Cypress Chief Building official, or designee

Table 6.A: Mitigation and Monitoring Reporting Program

	Regulatory Compliance Measures / Mitigation Measures	Responsible Party	Timing for RCM or Mitigation Measure
	prior to commencement of grading activities. Grading plan review shall also be conducted by the Director of Public Works, or designee, prior to the start of grading to verify that the requirements developed during the geotechnical design evaluation have been appropriately incorporated into the project plans. Design, grading, and construction shall be conducted in accordance with the specifications of the Project Geotechnical Consultant as summarized in a final report based on the CBC applicable at the time of grading and building, and the City's Building Code. On-site inspection during grading shall be conducted by the Project Geotechnical Consultant and the City of Cypress Director of Public Works/City Engineer, or designee, to ensure compliance with geotechnical specifications as incorporated into project plans. Prior to the final grading permits, the Project Geotechnical Consultant shall submit a Final Testing and Observation Geotechnical Report for Rough Grading to the City of Cypress Director of Public Works/City Engineer, or designee.		
MM 4.7-2:	**Procedures for Unexpected Paleontological Resources Discoveries.** In the event that paleontological resources are encountered, work in the immediate area of the discovery shall be halted and the Applicant/Developer shall retain a professional Paleontologist who meets the qualifications established by the Society of Vertebrate Paleontology to assess the discovery. The qualified, professional Paleontologist shall make recommendations regarding the treatment and disposition of the discovered resources, as well as the need for subsequent paleontological mitigation, which may include, but not be limited to, paleontological monitoring, collection of observed resources, preservation, stabilization and identification of collected resources, curation of resources into a museum repository, and preparation of a monitoring report of findings). The City of Cypress shall ensure that the recommendations from the qualified, professional Paleontologist shall be followed by the Applicant/Developer.	During ground-disturbing activities	Applicant/Developer and/or construction supervisor/City of Cypress Director of Community Development Department or designee
4.9: Hazards and Hazardous Materials			
MM 4.9-1	If the clarifiers are left intact and functional, the Applicant/Developer shall periodically inspect them during routine service to ensure that they remain in good condition. If the hydraulic lift(s) and/or clarifiers are left remaining intact, the Applicant/Developer shall adhere to all local regulatory agency requirements related to the proper decommissioning of those facilities, which may include soil sampling.	During routine service or prior to the commencement of construction activities	Applicant/Developer

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
4.10: Hydrology and Water Quality			
RCM 4.10-1	**Construction General Permit.** Prior to commencement of construction activities, the Applicant/Developer shall obtain coverage under the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit),* NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Stormwater Pollution Prevention Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained for the project from the SMARTS and provided to the Director of the City of Cypress Community Development Department, or designee, to demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including, but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and shall include BMPs (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs) to control the pollutants in stormwater runoff. Construction Site BMPs shall also conform to the requirements specified in the latest edition of the Orange County Stormwater Program *Construction Runoff Guidance Manual for Contractors, Project Owners, and Developers* to control and minimize the impacts of construction and construction-related activities, materials, and pollutants on the watershed. Upon completion of construction activities and stabilization of the project site, a Notice of Termination shall be submitted via SMARTS.	Prior to commencement of construction activities	Applicant/Developer and City of Cypress Director of Community Development Department or designee

Table 6.A: Mitigation and Monitoring Reporting Program

	Regulatory Compliance Measures / Mitigation Measures	Responsible Party	Timing for RCM or Mitigation Measure
RCM 4.10-2	**Groundwater Dewatering Permit.** If groundwater dewatering is required during construction or excavation activities and the dewatered groundwater is discharged to the sanitary sewer system, the Applicant/Developer shall obtain a discharge permit from the Director of the City of Cypress Public Works Department. If the dewatered groundwater is discharged to the stormdrain system, the Applicant/ Developer shall obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis) Threat to Water Quality (*Order No. R8-2020-0006, NPDES No. CAG998001) which covers discharges to surface waters that pose an insignificant (de minimis) threat to water quality within. This shall include submission of a Notice of Intent for coverage under the permit to the RWQCB at least 45 days prior to the start of dewatering. The Applicant/Developer shall provide the Waste Discharge Identification Number (WDID) to the Director of the City's Public Works Department, or designee, to demonstrate proof of coverage under the *De Minimis* Permit. Groundwater dewatering shall not be initiated until a WDID is received from the Santa Ana Regional Water Quality Control Board (RWQCB) and is provided to the Director of the City's Public Works Department, or designee. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB.	Prior to commencement of construction activities	Applicant/Developer and City of Cypress Director of Community Development Department or designee
RCM 4.10-3	**Water Quality Management Plan.** Prior to the issuance of grading or building permits, the Applicant/Developer shall submit a Final Water Quality Management Plan (WQMP) to the City of Cypress Engineer, or designee, for review and approval in compliance with the requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County (Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit)*. The Final WQMP shall be prepared consistent with the requirements of the *Technical Guidance Document for Water Quality Management Plans* (December 2013) and the Water Quality Management Plan template, or subsequent guidance manuals. The Final WQMP shall specify the BMPs to be incorporated into the project design to target pollutants of concern in runoff from the project area. The City shall ensure that the BMPs specified in the Final WQMP are incorporated into the final project design.	Prior to the issuance of grading or building permits	Applicant/Developer and City of Cypress Engineer, or designee,

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
RCM 4.10-4	**Industrial General Permit.** Prior to commencement of industrial activities and issuance of a Certificate of Occupancy, the Applicant/Developer shall obtain coverage under the State Water Resources Control Board Industrial General Permit (Order WQ 2014-0057-DWQ as amended by Orders 2015-0122-DWQ and the 2018 Amendment documents) (Industrial General Permit) if the proposed on-site activities include transportation uses that require compliance with the Industrial General Permit (e.g. vehicle maintenance shops, equipment cleaning operations, or any type of vehicle maintenance [including vehicle rehabilitation, mechanical repairs, painting, fueling, and lubrication]). The Industrial General Permit regulates the discharge of storm water associated with industrial activity as defined by the U. S. Environmental Protection Agency. The proposed industrial activity at the project site falls under the Standard Industrial Code 4214 (Local Trucking With Storage) which is regulated under the Industrial General Permit. The proposed project shall comply with all applicable requirements specified in the Industrial General Permit, including the preparation of a Storm Water Pollution Prevention Plan and implementation of best management practices to control and minimize the impacts of industrial related activities, materials, and pollutants on the watershed.	Prior to commencement of industrial activities and issuance of a Certificate of Occupancy.	Applicant/Developer
RCM 4.10-5	**Final Hydrology and Hydraulic Analysis.** The Applicant/Developer shall submit a Final Hydrology Study to the City of Cypress Director of Engineering, or his/her designee, for review and approval prior to issuance of grading and building permits. The Final Hydrology Study shall be prepared consistent with the requirements of the *Orange County Hydrology Manual* (Orange County Environment Agency 1986) and *Orange County Hydrology Manual Addendum No. 1* (Orange County Environment Agency 1996), or subsequent guidance manuals. The Final Hydrology Study shall demonstrate that the on-site drainage facilities and on-site underground detention systems are designed in compliance with the hydromodification requirements of the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County (Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) (North Orange County MS4 Permit)* and the City peak flow restrictions from the City of Cypress Master Plan of Drainage. Final Hydrology Study shall also demonstrate that the n-site drainage facilities and on-site underground detention systems are adequately sized to accommodate stormwater runoff from the design storm so that post-development runoff volume for the 25-year, 24 hour frequency	Prior to the issuance of grading or building permits	Applicant/Developer and City of Cypress Engineer, or designee

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
	storm does not exceed the pre-development flow rate, does not exceed the hydromodification requirements, and does not exceed the maximum allowable discharge for the project site ($Q_{allowable}$). The City Director of Engineering, or designee, shall ensure that the drainage facilities specified in the Final Hydrology Study are incorporated into the final project design.		
4.13: Noise			
RCM 4.13-1	The construction contractor shall limit all construction-related activities to between the hours of 7:00 a.m. and 8:00 p.m. on weekdays and Saturdays. No construction shall be permitted outside of these hours or on Sundays or a federal holiday.	During construction	Applicant/Developer and City of Cypress Director of Community Development Department or designee
4.15: Public Services			
RCM 4.15-1	**Payment of School Fees.** Prior to any issuance of building permits, the Applicant/Developer shall provide proof to the Director of the City of Cypress Community Development Department, or designee, that payment of school fees to the Anaheim Union High School District has been made in compliance with Section 65995 of the California Government Code.	Prior to any issuance of building permits	Applicant/Developer and City of Cypress Community Development Department, or designee
MM 4.15-1	**Secured Fire Protection Agreement.** Prior to the issuance of any building permits, the Applicant/Developer shall enter into a Secured Fire Protection Agreement with the Orange County Fire Authority (OCFA). This Agreement shall specify the Applicant/Developer's pro-rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel. Said agreement shall be reached as early as possible in the planning process.	Prior to issuance of any building permits	Applicant/Developer and Orange County Fire Authority (OCFA)/ City of Cypress Director of Community Development Department or designee
4.18: Tribal Cultural Resources			
MM 4.18-1	**Tribal Cultural Resources.** Prior to the issuance of a grading permit, the Applicant/Developer shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe") to provide a tribal monitor for all ground-disturbing construction activities on the	During construction	Applicant/Developer and City of Cypress Director of Community Development Department or

Table 6.A: Mitigation and Monitoring Reporting Program

	Regulatory Compliance Measures / Mitigation Measures	Responsible Party	Timing for RCM or Mitigation Measure
	project site. A copy of the executed contract shall be provided to the City of Cypress (City) Community Development Director, or designee, prior to the issuance of a grading permit. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. If tribal cultural resources (as defined in Public Resources Code (PRC) Section 21074) are discovered during construction activities, ground-disturbing activities in the immediate vicinity of the find (not less than the surrounding 100 feet) shall be halted until the find is assessed. Ground-disturbing construction activities shall be allowed to continue in other portions of the project while the find is being evaluated and, if necessary, further mitigation takes place. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the project archaeologist (identified in Mitigation Measure 4.5-1) and Tribal monitor. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. Ground disturbing activities are defined as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The tribal monitor shall also provide appropriate insurance certificates. Tribal monitoring shall not be conducted after initial project excavation soil has occurred (i.e., no tribal monitoring shall be required for landscaping activities occurring after completion of project grading and trenching, as this soil will have been previously monitored). On-site tribal monitoring shall be considered complete after project grading and trenching are completed, and only disturbance to previously monitored soil is anticipated.		designee
4.19: Utilities and Service Systems			
RCM 4.19-1	**Sewer Improvement Standards.** All required sewer improvements shall be designed and constructed to City of Cypress (City) and Orange County Sanitation District (OCSD) standards and shall be approved by the City Engineer prior to development.	Prior to issuance of building permits and completion of applicable facilities	Applicant/Developer and City of Cypress Engineer or designee

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
	These improvements may be constructed in a phased sequence depending upon the development process. Facilities shall be dedicated to the City and/or OCSD at the completion of construction.		
RCM 4.19-2	**Water Conservation.** The Applicant/Developer shall comply with all State laws related to water conservation measure. Voluntary water conservation strategies shall be encouraged. The Building Division shall determine compliance prior to issuance of building permits.	Prior to issuance of building permits	Applicant/Developer and City of Cypress Building Division
RCM 4.19-3	**Construction and Demolition Ordinance**. The Construction Contractor shall comply with the provisions of City Ordinance No. 1166 and the 2019 California Green Building Standards Code, which would reduce construction and demolition waste. Ordinance No. 1166 is codified in Article VIII, Materials Questionnaire for Certain Construction and Demolition Project within the City of Cypress in the Cypress Municipal Code.	Prior to and during project construction	Applicant/Developer and City of Cypress Director of Community Development Department or designee

7.0 LIST OF PREPARERS AND PERSONS CONSULTED

7.1 CITY OF CYPRESS

The following individuals from the City of Cypress (City) were involved in the preparation of this Initial Study/Mitigated Negative Declaration (IS/MND):

- Jeff Zwack, City Planner, Community Development Department
- Alicia Velasco, Planning Director, Community Development Department
- Doug Dancs, PE, Director of Community Development, Community Development Department
- Dave Roseman, Traffic Engineer, Public Works Department

7.2 IS/MND PREPARERS

The following individuals were involved in the preparation of this Draft EIR. The nature of their involvement is summarized below.

7.2.1 LSA

The following individuals were involved in the preparation of this Draft EIR:

- Deborah Pracilio, Principal in Charge
- Ryan Bensley, AICP, Associate/Project Manager
- Amy Fischer, Principal/Air Quality, Noise and Global Climate Change Specialist
- Sarah Rieboldt, PH.D., Associate/Senior Paleontological Resources Manager
- Ken Wilhelm, Principal/Transportation
- Jayna Harris, Associate/Senior Environmental Planner
- Nicole West, CPSWQ, QSD/QSP, Associate
- Jason Lui, Associate/Senior Noise Specialist
- Shelby Cramton, Senior Environmental Planner
- Michael Slavick, Senior Air Quality Specialist
- Kerrie Collison, Senior Cultural Resources Manager
- Cara Carlucci, Environmental Planner
- Marlene Watanabe, Assistant Environmental Planner
- Abby Annicchiarico, Assistant Environmental Planner
- Jazmine Estores, Assistant Environmental Planner
- Jeremy Rosenthal, Biologist
- Gary Dow, Associate, Graphics
- Matt Phillips, Graphics Technician
- Lauren Johnson, Technical Editor
- Chantik Virgil, Senior Word Processor

7.3 TECHNICAL REPORT PREPARERS

The following individuals were involved in the preparation of the technical reports in support of this Draft IS/MND. The nature of their involvement is summarized below.

7.3.1 Urban Crossroads

The following individuals were involved in the preparation of the *Katella Avenue High Cube Warehouse Traffic Impact Analysis* (June 2020):

- Aric Evatt, PTP, Principal
- Charlene So, P.E., Senior Associate

The following individuals were involved in the preparation of the *Katella Avenue High Cube Warehouse Vehicle Miles Travelled Assessment* (June 2020):

- Aric Evatt, PTP, Principal
- Robert Vu, P.E., Transportation Engineer

The following individuals were involved in the preparation of the *Katella Avenue High Cube Warehouse Noise Impact Analysis* (May 2020):

- Bill Lawson, P.E., INCE, Principal
- Sama Shami, Assistant Noise/Acoustics Analyst

The following individuals were involved in the preparation of the *Katella Avenue High Cube Warehouse Mobile Source Health Risk Assessment* (June 2020):

- Haseeb Qureshi, M.E., Senior Associate

The following individuals were involved in the preparation of the *Katella Avenue High Cube Warehouse Energy Analysis* (May 2020):

- Haseeb Qureshi, M.E., Senior Associate
- Alysssa Tamase, Analyst

The following individuals were involved in the preparation of the *Katella Avenue High Cube Warehouse Greenhouse Gas Analysis (May 2020*):

- Haseeb Qureshi, M.E., Senior Associate
- Alysssa Tamase, Analyst

The following individuals were involved in the preparation of the *Katella Avenue High Cube Warehouse Air Quality Impact Analysis (May 2020*):

- Haseeb Qureshi, M.E., Senior Associate
- Alysssa Tamase, Analyst

7.3.2 WestLAND Group, Inc.

The following individuals were involved in the preparation of the *6400 Katella Avenue Hydrology Study Report* (June 2020):

- Not Available

The following individuals were involved in the preparation of the *Katella Avenue Industrial Preliminary Water Quality Management Plan* (March 2020):

- Glenn M. Chung, Registered Engineer

7.3.3 Southern California Geotechnical, Inc.

The following individuals were involved in the preparation of the *Geotechnical Investigation, Two Proposed Warehouses, SWC Katella Avenue and Holder Street, Cypress, California (October 2019)*:

- Robert G. Trazo, M.Sc., G.E., Principal Engineer
- Ross Kovtun, Staff Geologist

7.3.4 LSA

The following individuals were involved in the preparation of the *Cultural Resources Study for the 6400 Katella Warehouse Project (June 2020):*

- Sarah Rieboldt, PH.D., Associate/Senior Paleontological Resources Manager
- Kerrie Collison, Senior Cultural Resources Manager

7.4 PROJECT APPLICANT/DEVELOPER

7.4.1 Duke Realty Services

The project Applicant/Developer was consulted during the preparation of this Draft IS/MND:

- Adam Schmid, Senior Development Services Manager, Duke Realty Services

7.5 PERSONS CONSULTED

The following individuals were consulted during the preparation of this Draft IS/MND:

- Gabrieleno Band of Mission Indians – Kizh Nation
  - Andrew Salas, Chairman
- Rincon Band of Luiseño Indians
  - Deneen Pelton, Administrative Assistant

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